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Road Safety Research Report 96

Does the Threat of Disqualification Deter Drivers from Speeding?

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EXECUTIVE SUMMARY

It has long been recognised that driving speeds that are excessive and inappropriate to the conditions are a major contributory factor in road accidents, and a major issue for road safety. Restraining driving speeds has proved to be a difficult task, given the improvements over the years in both vehicle performance and road design.

Within the traditional ‘three Es’ countermeasures of engineering, education and enforcement, recent years have seen the introduction of a wide range of engineering measures designed to bring about speed reduction, but these tend to be restricted to specific parts of the road network. New technologies such as Intelligent Speed Adaptation (ISA) offer considerable promise, but mainly in the medium or longer term. Similarly, educative efforts to induce attitude and behaviour change in this context are bearing fruit, yet this is a long-term rather than short-term project. For the foreseeable future, enforcement will remain the principal means of influencing speed, by setting speed limits and imposing sanctions on drivers who are caught exceeding them.

The number of licence endorsements has increased enormously in recent years. However, over the same period the number of disqualifications resulting from ‘totting-up’ points has *decreased*. This would seem to indicate that many drivers who accumulate up to 11 penalty points are either acting as if deterred by the threat of disqualification, or are avoiding disqualification in some other way. The extent to which penalty points act as a deterrent for the benefit of road safety in general is therefore an important issue, and this report describes work that has been carried out to study this issue by TRL and Brunel University, under contract to the Department for Transport.

There were three main strands of enquiry in the study. Phase I of the project (reported elsewhere) comprised an analysis of DVLA data, and was intended to provide a detailed picture of traffic offending and re-offending, and how it has changed over time now that more endorsements for traffic infringements are given. Drawing upon the results of this work, Phase II set out to gain an understanding of why these changes had come about, to investigate the motivations of drivers who re-offend, and to understand what might bring about changes in behaviour. It had two components. The first was a postal survey of more than 1100 drivers selected from the DVLA database, while the second was a small-scale qualitative study of drivers who had responded to the postal questionnaire, supplemented by two focus groups that were held with drivers who were attending a speed awareness course in the vicinity of TRL.

While a small number of drivers without any points on their licence were included as a control sample, the majority of those who provided information for the study has acquired penalty points, either currently or previously, and are not therefore

representative of the driving population as a whole. They are, however, important in road safety terms. A further point is that the sample was largely of repeat offenders, which means that many new drivers would not be eligible for inclusion as a result of the provisions of the New Driver Act 1995. Bearing these points in mind, the main conclusions from this study may be summarised as follows:

- The first, and perhaps the most important conclusion, is that threat of disqualification *does* work, as evidenced by the fact that the reconviction rate was low. It is also the case that the threat of disqualification appeared to be a more effective deterrent than having been disqualified previously.
- There appeared to be confusion about some procedures. The study identified a large group of drivers who were eligible for disqualification but had not been disqualified. The most likely reason for this is the practice of pleading exceptional hardship in court, but there was also some evidence that some drivers may be ‘slipping through’ the system and avoiding disqualification.
- Despite having points for speeding, not all those questioned accepted that they were ‘speeders’, or if they did they saw their speeding as ‘non-dangerous’. At the same time, a large proportion of those who perceived themselves as complying with speed limits (‘compliers’) admitted to driving above the speed limit.
- Two-thirds of the sample of drivers (both with and without points) in the survey said they were deterred from speeding by the risk of detection, risk of an accident, and the likely penalty if caught. However, there was a small ‘hardcore’ of 7% of drivers who held that they were not deterred by any of these factors, tended to have positive attitudes to speeding, and were more likely to ‘manipulate’ cameras by slowing down before a fixed camera site and accelerating away downstream.
- The results from the survey showed that around half of those in the sample held that when last caught their speeding was inadvertent. This, together with the widely held view frequently expressed in the qualitative studies that many cameras are sited merely to produce revenue, could undermine public confidence in the system and the safety benefits it is supposed to deliver.
- Drivers with points were more likely to be male (72%), aged between 35 and 64 (76%), have high annual mileage (48% over 15,000 miles per annum), and drive for work (62%) compared with drivers without points on their licences. Those with points had poorer knowledge of speed-related facts than those without.
- There was a considerable weight of feeling from those on speed awareness programmes that speeding offences were not overly serious, or criminal, activities. To some extent enforcement was a ‘game’ to them; a sizeable number of these drivers thought it reasonable just to slow down when passing cameras or to use technical devices to warn of camera sites.

- Drivers in the qualitative studies who had already accumulated a number of points often relied on technology to avoid getting more points, rather than simply driving within the limit. The most frequently mentioned methods were active radar detecting devices and navigation systems.
- More worryingly, the qualitative studies identified a range of more extreme and often illegal measures. More than half of the interviewees thought that passing penalty points to others was a common practice; many were able to identify groups who could be asked to take points, and were often able to quote the going rate for paying other drivers to take their points. Although reference was usually to ‘other drivers’, one respondent admitted to having passed points to other people on more than one occasion.
- At the outset of the study, the question was posed as to whether drivers who are approaching 12 points are deterred from further offending by the threat of disqualification, or if they are avoiding disqualification in some other way. The evidence suggests that both processes are taking place.

The following recommendations are proposed:

- The disqualification system is seen as lacking in consistency, when 12 points may or may not result in withdrawal of the licence, depending on the persuasiveness of pleas of exceptional hardship in court. Sentencing guidelines on this issue could usefully be reviewed.
- Consideration should be given to better publicity explaining why cameras are needed at particular points, and linking them more clearly to the speed limits in force.
- High mileage, older men should be seen as a major target group. The fact that many speeding infringements are work-related activities suggests possible avenues for intervention.
- The illegal passing on of points to others was held to be a common (and, to some, acceptable) practice. Further investigation of this issue is recommended.
- There is an identifiable hardcore of drivers who seem resistant to efforts to make them reduce their speeds. Deterring these drivers is likely to be a long and difficult task.

1 INTRODUCTION

1.1 Background

It has long been recognised that driving speeds that are excessive and inappropriate to the conditions are major contributory factors in road accidents, and a major issue for road safety. Restraining driving speeds has proved to be a difficult task, given the improvements in both vehicle performance and road design.

Within the traditional ‘three Es’ countermeasures of engineering, education and enforcement, recent years have seen the introduction of a wide range of engineering measures designed to bring about speed reduction, but these tend to be restricted to specific parts of the road network. New technologies such as Intelligent Speed Adaptation (ISA) offer considerable promise, but mainly in the medium or longer term. For the foreseeable future, enforcement will remain the principal means of influencing the speeds at which drivers choose to travel on the roads, by setting speed limits and imposing sanctions on drivers who are caught exceeding them.

Enforcement operates essentially by imposing the threat of sanction if rules are transgressed, and aims thereby to deter people from offending. Corbett and Simon (1992) note that deterrence can be both general, in which potential offenders are dissuaded by the threat of punishment, and specific, in which convicted offenders are deterred from further infractions through the experience of their punishment.

Deterrence theory holds that people will refrain from offending if the perceived costs of doing so outweigh the perceived benefits of committing the offence. Arriving at this judgement is held to be determined largely by the two factors of perceived risk of detection and fear of the likely penalty. In their study of speeding behaviour, Corbett *et al.* (1998) observed that most people regarded speeding as more of a transgression than a crime, attached little stigma to being caught offending, and did not greatly fear the financial penalties that might be incurred, as opposed to a disqualification from driving. However, automated speed detection devices have dramatically changed the nature of the first factor in the equation, that of the perceived risk of detection. The Road Traffic Act 1991 gave police the powers to use automatic speed cameras to assist in the detection and subsequent punishment of speed limit offences, and in recent times their number and usage has increased markedly (there are currently around 6000 cameras in use). Nowadays, more conditional fixed penalty offers are made following detection by speed cameras than by police patrols. For example, 34% of all speeding offences were detected by cameras in 1996 compared with 79% in 2003 (Home Office, 1998, 2005). These days, if a driver exceeds the speed limit to any appreciable degree in the vicinity of an operational speed camera, then detection is a near certainty, and prosecution is extremely likely.

In addition to a fine by way of a conditional fixed penalty or by court sanction, detected drivers acquire between three and six penalty points (three with a conditional fixed penalty) which stay on a driver's licence for 4 years, although they are 'live' for only 3 years. Upon accumulation of 12 points, disqualification should occur under s3, Road Traffic Offenders Act 1988, meaning that drivers can be caught speeding repeatedly provided that no more than 11 points remain on their licence at any time. In practice, this is likely to mean that drivers can be caught up to four times for speeding in any 3-year period before disqualification occurs.

The number of licence endorsements has increased enormously in recent years. For example, between 1995 and 2005, the number of endorsements without disqualification for speeding and traffic light offences increased by 287% (Ministry of Justice, 2007). However, over the same period the number of disqualifications resulting from the 'totting-up' of penalty points *decreased* by more than 9%. This would seem to indicate that many drivers who accumulate up to 11 penalty points are either acting as if deterred by the threat of disqualification if further points are incurred, or are avoiding disqualification in some other way. The extent to which penalty points act as a deterrent for the benefit of road safety in general is therefore an important issue, and this report describes work that has been carried out to study this issue by TRL, under contract to the Department for Transport (DfT).

1.2 Objectives

The aim and objectives of the project, as specified by DfT, were as follows:

Aim

- To inform understanding of the deterrent effect of speed cameras, and the motivations underpinning the behaviour of repeat speed offenders.

Objectives

- An analysis of the subset of the DVLA database, as provided, to inform understanding of the relationship between speeding convictions and re-offending.
- To develop profiles of the group or groups most likely to be speed offenders, particularly repeat offenders.

The brief further specified that the study should have two phases, the first to be an analysis of the DVLA database, and the second to be a quantitative and qualitative analysis of the drivers of most interest to the study topic.

1.3 Structure of the report

Section 2 of the report describes how the three main strands of enquiry that were used in the study were carried out. The results from the investigations are presented in the next three sections. These results are discussed in Section 6 and the conclusions and recommendations from the study are presented in Section 7. Tables from the analyses carried out on the data are given in Appendix A and are referred to in the text where appropriate. Appendices B to F are copies of the materials used in the fieldwork.

2 METHOD

2.1 Overview

The issue of whether, and how, the imminent prospect of disqualification acts as a deterrent that may have benefits for road safety in general is a complex one. As noted above, it was felt necessary to employ a variety of approaches in order to gain a full understanding of the issues involved. Phase I of the project comprised an analysis of DVLA data, and was intended to provide a detailed picture of traffic offending and re-offending, and how it has changed over time now that more endorsements for traffic infringements are given.

Drawing upon the results of this work, Phase II set out to gain an understanding of why these changes had come about, to investigate the motivations of drivers who re-offend, and to understand what might bring about changes in behaviour. It had two components. The first was a postal survey of drivers selected from the DVLA database, while the second was a small-scale qualitative study of drivers who had responded to the postal questionnaire, supplemented by two focus groups that were held with drivers attending a speed awareness course in the vicinity of TRL.

2.2 Analysis of DVLA data

In the first phase of the study, a series of analyses of conviction data for speeding offences were carried out on data from a file maintained by DVLA. This file records details of convictions for endorsable driving offences in Great Britain, and any consequent disqualifications from driving. Two data sets were analysed for this research, both of which are derived from the DVLA Driver File. The first was an extract of the full file that was prepared for the purposes of this project; it contains details of all speeding offenders recorded in the file at that time and of all drivers who had been disqualified under the totting-up procedure. The second was the TRL Archive of driving licence details from DVLA. This contains details of a sample of about 1% of British drivers and a full record of their convictions over almost 20 years, including any which have been removed from the DVLA file.

Analyses were carried out to examine:

- trends in convictions for speeding and disqualifications over time;
- patterns in conviction histories of drivers;
- changes in the age and sex distributions of convicted drivers over time; and
- evidence that drivers modify their behaviour when at risk of disqualification.

A further objective of the analysis was to identify any additional groups of drivers that should be investigated in Phase II of the study.

2.3 Postal survey

2.3.1 Objectives

The objectives of the postal survey were to examine the differences between groups of drivers (as identified by the Phase I work), and to investigate the motivations of repeat speed offenders, particularly with regard to whether or not the threat of disqualification through totting-up acts as a deterrent to future speed offending. As well as collecting demographics and driving histories of drivers with penalty points, at least some of which were for speeding, the survey was intended to explore:

- the frequency of reported speeding, and normal and preferred speeds;
- explanations for non-compliance with the speed limit in general, and when last prosecuted;
- driving styles in general and near cameras;
- awareness of totting-up procedures;
- means adopted to avoid disqualification;
- the use of equipment for the detection of speed cameras; and
- ways of encouraging compliance with the speed limits.

The questionnaire was piloted with ten drivers to ensure that there were no problems with the wording of the questions, or with the layout of the questionnaire and its length. A copy of the final version of the questionnaire is given in Appendix B. A covering letter was also sent with the questionnaire (Appendix C). To ensure compliance with the Data Protection Act, the covering letter gave an assurance of anonymity, explained that completion was voluntary, and encouraged respondents to omit any questions which they would prefer not to answer.

2.3.2 Sampling

The original intention was that this phase of the study would concentrate on two groups of drivers:

- (a) those who had acquired several speeding convictions, and were now on nine points and therefore likely to be disqualified on their next conviction for speeding; these could be termed the 'Brinkers', i.e. those on the brink of disqualification; and
- (b) those who had held more than six points on their licence for a stipulated period during the last 4 years, and whose points tally had since been reduced; these could be termed the 'Returners', i.e. those who have returned from being at immediate risk.

The results from the analyses carried out in Phase I indicated that the picture was not as clear-cut as had been originally anticipated; this will be discussed further in Section 4. In consultation with DfT, it was decided to broaden the definition of ‘Brinkers’ to those currently on six points, and to include two further groups of drivers:

- (c) those who had been disqualified through having reached 12 penalty points for speeding offences, and who had had their licence returned in the last 2 years (the ‘Previously disqualified’); and
- (d) those currently with no penalty points on their licence and who had not acquired any points in the last 2 years (the ‘No pointers’).

It should be noted that including the ‘No pointers’ group not only provided a control group with which to contrast data from the different points groups, but also aided compliance with the Data Protection Act, since the use of a control group with no current penalty points gave protection against any possible ramifications of identifying convicted drivers through the letters that were sent to them.

It should also be noted that the drawing of groups (a), (b) and (c) removed the possibility of including any driver with less than 2 years’ experience, as such drivers are subject to the New Drivers Act 1995 which provides for a driving licence to be revoked upon reaching six penalty points within 2 years of passing the driving test. As a consequence, new drivers only feature in group (d).

Questionnaires and covering letters were sent to the DVLA, who drew the sample and distributed the survey materials. TRL’s experience of ‘hard to reach’ groups suggested that response rates were likely to differ among the four groups, and this influenced the numbers of questionnaires that were sent out. Table 2.1 below shows the criteria used when drawing the sample, and the numbers of questionnaires that were distributed.

Table 2.1: Sampling specification for the postal survey	
Driver group	Questionnaires distributed
Drivers who have acquired several speeding convictions (SP10, SP20, SP30, SP40, SP50, SP60) and are now on 6 or more points ‘ <i>Brinkers</i> ’	1500
Drivers who have held more than 6 points on their licence from speeding offences at some point during the last 4 years, and whose points tally has since been reduced (<i>Returns</i>)	1650
Drivers who have been disqualified through totting-up 12 points (TT99) as a result of speeding offences, and who have had their licence returned in the last 2 years (<i>Previously disqualified</i>)	1800
Drivers currently with no penalty points on their licence and who have not acquired points in the last 4 years (<i>No pointers</i>)	1050
Total	6000

2.4 Qualitative study

The main part of the second component of Phase II was a small-scale study using in-depth telephone interviews with drivers who had responded to the postal survey. The aim was to explore some of the issues covered in the postal survey in more depth, and in particular to gain a better understanding of the views of drivers with speeding convictions, some of whom would be at risk of disqualification and some who had already been disqualified. Topics covered in the interviews included:

- why drivers speed, and under what circumstances;
- the potential impact of disqualification on themselves and others;
- behavioural and perceptual changes upon last change in penalty points;
- knowledge of penalties;
- strategies used to avoid further convictions; and
- perception of compliance with speed limits.

Telephone interviews were used because it was felt interviewing in this way would be more effective in that respondents would see it as maintaining their anonymity, and so would be more likely to offer sensitive information to the interviewer. The final page of the postal survey questionnaire informed respondents that the next stage of the project would be to conduct a telephone interview, and invited them to provide their details if they were interested in taking part (completed questionnaires were otherwise returned anonymously). It stated that a payment would be made as recompense for a telephone interview lasting around 45 minutes. It also assured potential respondents that any information they might provide in the interview would be treated in complete confidence.

An interview guide (see Appendix D) was designed and piloted face-to-face with several people including a respondent from the postal survey. Following transcription of the telephone interviews, the information collected was analysed using the 'XSight' software package for qualitative data. Forty-three drivers were selected randomly from among the postal survey respondents. Roughly half of these were chosen from those classified as 'Brinkers' or 'Returners', while the remainder were divided between those at the low and the high ends of the points scale.

In addition to the telephone survey, two focus groups were held with drivers attending a speed awareness course in the vicinity of TRL. A further important source of qualitative data was from the 'further comments' section of the postal survey. A large proportion (49%) of respondents took the opportunity to provide more than 500 unprompted comments on a range of issues.

3 ANALYSIS OF DVLA DATA

The full results from Phase I of the study will be reported elsewhere (Broughton, in press), and so will only be summarised briefly here. As noted in the previous section, two data sources were examined. The first was an extract from the full DVLA Driver File, while the second was the TRL Archive which is a sample of about 1% of British drivers and a full record of their convictions over almost 20 years, including any which have been removed from the DVLA file. The principal results from Phase I come from analyses of data extracted from the Archive, and are summarised below.

The trend for speeding convictions recorded in the Archive mirrors that shown by published national data, with a steady increase to 2002, a sharp increase in 2003 and little change subsequently. The trend for TT99 (totting-up) disqualifications also mirrors the trend in the national data, with little change over the past decade. The Archive data show, however, only a minority of TT99 disqualifications are the result of speeding convictions. Between 2001 and 2005, 65% of TT99 disqualifications in the Archive resulted from insurance offences, compared with 24% from speeding offences.

The weakness of the link between the numbers of speeding convictions and of TT99 disqualifications is explained by the low proportion of speeding offenders who, following an initial speeding conviction, accumulate three or more further convictions in the next 36 months. The proportion has remained at about 0.3% since 1994. Although the increasing number of drivers receiving an initial speeding conviction has led to an increased number being disqualified following three further convictions, the increase has been small in proportion to the annual total of TT99 disqualifications. Comparing those who were first convicted of speeding in 1994 and in 2002, the increase in the number who were subsequently disqualified is around 4% of the annual total of TT99 disqualifications.

The overall increase in the number of speeding offenders has not been uniformly distributed through the driving population. Comparison of the numbers of speeding offenders in 1997–99 and in 2003–05 by age and sex showed that the percentage change was greater among women than men and greater among older drivers. The modal age group was 25–34 in the earlier period, but 6 years later it was the 45–59 age group. The number of male offenders up to 24 years old grew by 18%, compared with an increase of 540% among men at least 60 years old and of over 1200% among women at least 60 years old (from a low base).

Evidence that drivers do tend to change their behaviour as they accumulate speeding convictions has come from studying the proportion of convicted speeding drivers who were reconvicted within the following year, in relation to the number of their convictions in the previous 2 years. Drivers with one previous conviction were

almost as likely to be reconvicted as those with no previous conviction. However, drivers with two previous convictions who would probably be disqualified following a further conviction were substantially less likely to be reconvicted within the following year. Moreover, while the proportion who were reconvicted of speeding rose in 2002 among those with no or one previous convictions, it did not rise among those with two previous convictions.

On the whole, the results suggest that the response of the bulk of drivers to their initial speeding convictions has not changed over the years. The number of convicted drivers has increased, but the sequencing of subsequent convictions for individual offenders has not altered appreciably. More drivers were 'at risk' in 2005 than a decade earlier, but their response to conviction was broadly the same as their predecessors in 1995.

In summary, there is evidence that the threat of disqualification under the totting-up process does cause drivers who approach 12 penalty points following a sequence of speeding convictions to modify their behaviour in a way which mitigates the likelihood of a further conviction and consequent disqualification. However, the offence data alone cannot provide insight into how and why they modified their behaviour, and this will be explored further in the next two sections.

4 RESULTS FROM THE POSTAL SURVEY

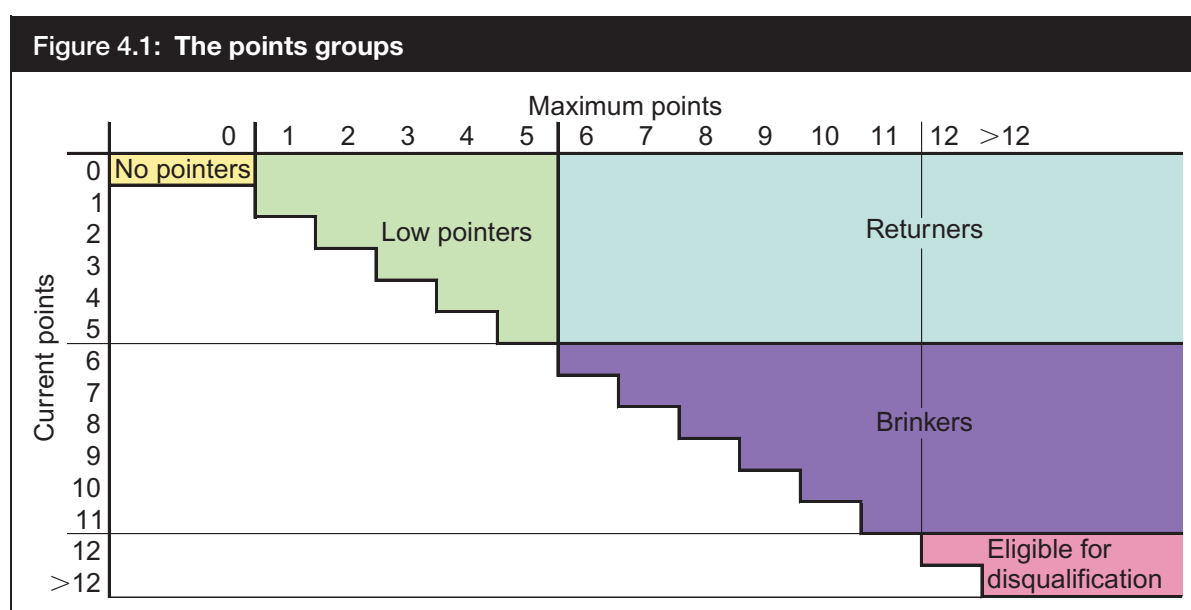
4.1 Sample characteristics

4.1.1 The final sample

Initial inspection of the survey data showed that the pattern of respondents' penalty points was considerably broader than had been expected when the original four points groups were requested from DVLA as described earlier in Section 2.3.2. After consultation with DfT, a number of changes were made. First, it was decided that respondents who replied in the affirmative to the question: "Have you ever been disqualified from driving?" would be placed in the 'Previously disqualified' group irrespective of the maximum number of penalty points that they claimed they had ever held (this point is discussed further below). Second, the criterion for inclusion in the 'Brinkers' group was changed from 9 to 6–11 points, and third, it was decided to create two additional groups, defined as follows:

- Those who had held a maximum of up to five points and currently had between no points and five points (*'Low pointers'*).
- Those who currently had 12 points or more but claimed never to have been disqualified (*'Eligible for disqualification'*).

To establish the penalty points history of respondents, the questionnaire asked two questions: "How many penalty points do you currently have on your licence?" and "What is the maximum number of points you have ever had on your licence (this may be more than you have now, as points are 'wiped off' after 4 years)?" Figure 4.1 shows how the groups were formed by comparing the responses to these two questions. It should be noted, however, that those in the 'Previously disqualified' group had a wide range of current and maximum points, and might also have included some drivers who were still disqualified. Accordingly, they are not shown in the figure below.



The wide, and sometimes unexpected, range of responses merits further comment:

- The fact that respondents indicated a wide range of total points currently and ever held is likely to underline the time-lag in the system from the confirmation of endorsements awarded to their appearance on DVLA records, which may have produced some inaccuracy.
- It is possible that drivers do not bother to have points removed from their licences on their expiry as this involves expense and form-filling, which could lead to confusion as to how many points are still 'live'. Indeed, it is possible that drivers are unaware or confused about how long points remain on their licence, as points are 'live' for 3 years, but must remain on the licence for 4 years.
- Drivers who get disqualified either through 'totting-up' or by outright disqualification may be unclear that the slate is wiped clean once their disqualification period is over, and may have been unsure how to express the 'maximum points total ever held' requested in our survey especially if outright disqualification had ever been awarded.
- As Figure 4.1 shows, the 'Eligible for disqualification' group claimed to have had 12 or more points ever or 12 or more points currently on their licence, yet had never been disqualified. Enquiries made for this research indicated that a considerable proportion of 'totters' may escape disqualification for a range of reasons, and this is discussed later in the report.

These factors together may explain some of the unexpected responses received to the survey questions concerned.

A total of 1192 drivers returned the questionnaire, giving an overall response rate of 19.9%. A further 198 questionnaires were returned undelivered, which if excluded from the total would boost the valid response rate to 20.5%. Of the returned questionnaires, 77 were unusable for one reason or another. Analyses were therefore conducted with data from 1115 respondents.

Percentages have been used to present findings from the survey; however, due to small sample sizes in some points groups – especially when split by another variable such as sex – care is needed in interpretation. Naturally, greater reliability may be placed on findings arising from analysis of data using larger base numbers.

4.1.2 Demographics and driver characteristics

There was no intention to draw a representative sample of all drivers with penalty points on their licence but rather to focus on those with particular patterns of points. However, it is worth reiterating that drivers were sampled randomly by the DVLA from those who met the selection criteria for the original four groups, and therefore a few general points are useful.

Gender

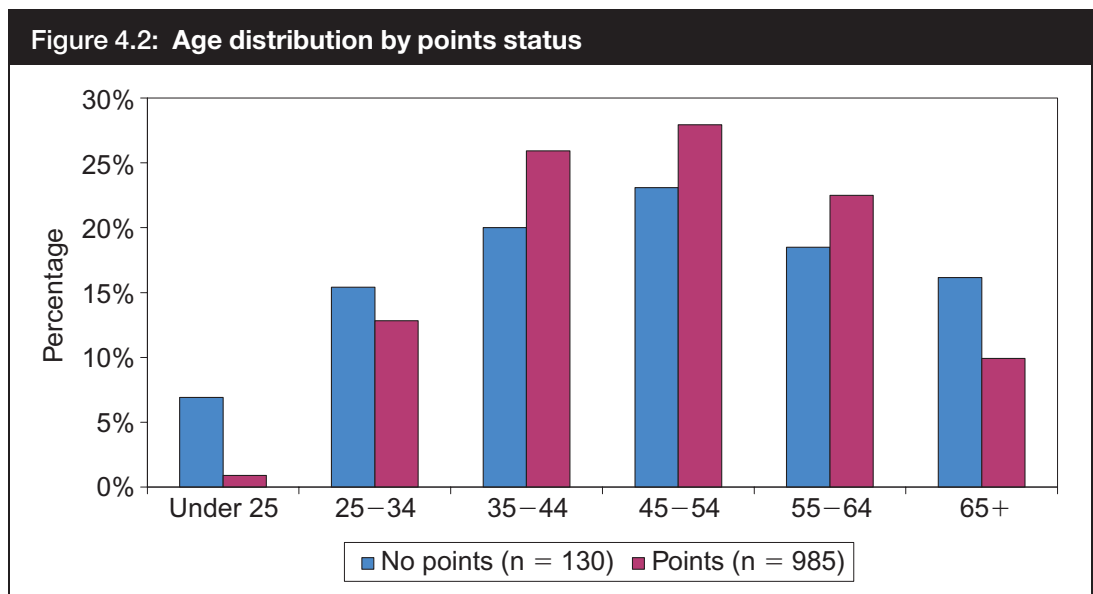
The majority of respondents (69%) were male, as shown in Appendix A, Table A1. Compared with the UK driving population, females were under-represented among respondents, with 44% of all full licence-holders in 2006 being female (DVLA, 2007).

Comparing respondents in the ‘No pointers’ group with all other groups combined (i.e. those who currently have or previously had penalty points), a large gender difference emerges. Fifty-eight per cent of ‘No pointers’ were female, compared with 28% of all other groups, indicating that men were over-represented among drivers with penalty points.

Age

The age distribution of respondents peaked at 45–54 years, with this group accounting for 27% of respondents. Only 2% were under 25 years of age (see Table A2), although, because of the sampling criteria, this does not necessarily mean that young drivers are less likely to incur penalty points for speeding. Table A2 also shows the age distribution of respondents compared with the UK population of full driving licence holders, and indicates that drivers aged between 35 and 64 were over-represented in the sample (DVLA, 2007). This may be associated with a higher annual mileage and driving for work.

Figure 4.2 illustrates the age distribution of respondents with and without points. Among the ‘No pointers’, over 93% were more than 25 years of age, with 45–54 year olds being the largest age group. By contrast, over 99% of respondents who currently or previously had points on their licence were aged over 25. There was a lower proportion of ‘No pointers’ aged 35–64, suggesting that, on average, those with points tend to be older, although there was a higher proportion of ‘No pointers’ aged 65 or over (16% of ‘No pointers’ compared with 10% of those with points).



Amongst the ‘No pointers’, male respondents were on average older than their female counterparts; one-third of the female respondents were aged 34 or less, compared with less than 8% of males. Male respondents with points were also on average slightly older than their female counterparts.

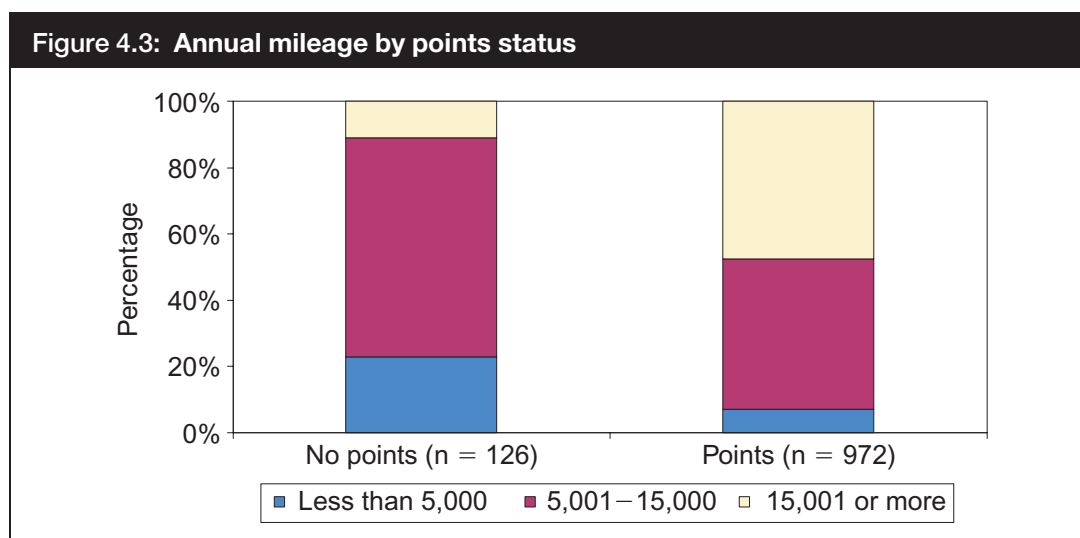
Ethnicity

The great majority (96.5%) of respondents classed themselves as White, 0.5% as Black, 2% as Asian and 1% as Other, as shown in Table A3. There was a slight difference between the ‘No pointers’ group and all the others, in that there was a higher proportion of Black respondents in the ‘No pointers’ group, and no respondents who described their ethnicity as ‘Other’, (compared with 1.1% in all other groups).

Annual mileage

Overall, the majority of respondents reported driving between 5001 and 15,000 miles annually. Only 9% of respondents reported driving less than 5000 miles per year. Males were far more likely to report a higher annual mileage, with 54% travelling over 15,000 miles, compared with 21% of females. Table A4 shows the annual mileage of respondents.

Looking at those with and without points, Figure 4.3 shows that ‘No pointers’ were more likely to have a low annual mileage, with 89% driving less than 15,000 miles a year, compared with 52% of the other groups combined.



Driving experience

Eighty-five per cent of respondents had 16 or more years of driving experience (as might be expected from the age distribution), and less than 2% had 5 years’ experience or under (see Table A5).

Members of the 'No pointers' group had the least driving experience, with over a quarter having driven for less than 16 years, compared with 13% of those with points. Overall, male respondents had more driving experience than females, regardless of points status.

Vehicles driven

Overall, 80% of respondents drove only a car. An additional 16% drove a car as well as one or more other vehicles. Of the 4% of respondents who did not drive a car, over half drove a van. Overall, 12% of respondents drove a van, 5% drove an HGV, 4% rode a motorbike and 3% drove a bus or taxi. Table A6 shows the distribution of respondents driving various vehicles, by points group.

Respondents who had never had penalty points were much more likely to drive only a car than those with points (92% and 78%, respectively). Females were more likely than males to drive only a car, regardless of points status.

Accident involvement

Overall, 76% of respondents had not been involved in an accident in the last 3 years (78% of males, 73% of females). Of the accident-involved, 80% had been involved in one accident, 15% in two accidents, 3% in three accidents, and 2% in four or more accidents (see Table A7).

Overall, 21% of 'No pointers' and 24% of those with points had been involved in an accident in the last 3 years. However, male 'No pointers' were much less likely than males with points to have been involved in an accident (8% and 23%, respectively). There was no noticeable difference between females in the two groups.

Driving to or for work

Just over 60% of respondents drove for work (24% in a company car, 36% in a private car), as shown in Table A8. Twenty-three per cent drove to work, and the remaining 17% did not drive either to or for work. Males were more likely to drive for work than females, while females were more likely to drive *to* work.

As shown in Figure 4.4, respondents in the 'No pointers' group were almost three times less likely than the other respondents to drive to or for work (14% and 38%, respectively). Similarly, those with points were more than twice as likely as 'No pointers' to drive for their work (27% and 62%, respectively).

A summary of the driver characteristics is shown in Table 4.1.

Figure 4.4: Driving to or for work by points status

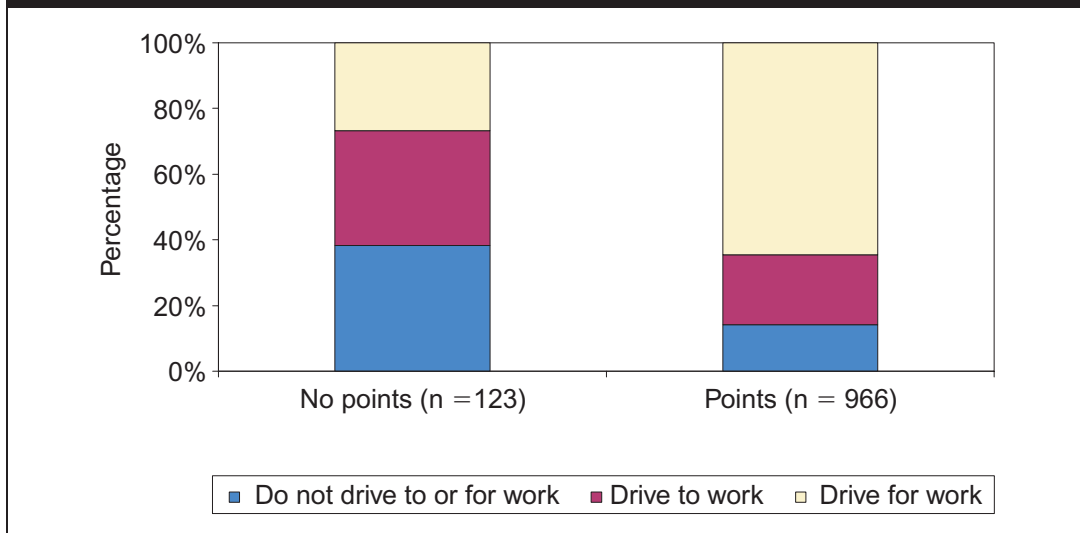


Table 4.1: Driver characteristics by points status

		No pointers			All other groups combined			Total %
		Male %	Female %	Total %	Male %	Female %	Total %	
Annual mileage	< 1,000	2	7	5	0	2	1	1
	1001–5000	17	19	18	5	9	6	8
	5001–10,000	40	42	41	14	26	17	20
	10,001–15,000	21	27	25	25	37	28	28
	15,001–20,000	13	3	7	17	16	17	15
	> 20,000	8	1	4	39	9	31	28
	Base, <i>n</i>	53	73	126	705	267	972	1098
Years driving experience	Up to 5	4	11	8	1	0	1	1
	6–10	2	11	7	4	6	4	5
	11–15	6	19	13	8	9	8	9
	16+	89	60	72	88	85	87	85
		Base, <i>n</i>	54	76	130	704	274	978
Vehicles driven	Car	85	96	92	71	96	78	80
	Van/HGV	4	0	2	5	0	3	3
	Bus/coach/taxi	0	0	0	1	0	1	1
	Car plus other(s)	11	4	7	23	3	17	16
	>1 excl. car	0	0	0	0	0	0	0
		Base, <i>n</i>	54	76	130	710	274	984
Accidents in past 3 years	None	92	71	79	77	74	76	76
	1	8	25	18	19	20	19	19
	2	0	4	2	3	5	4	4
	3	0	0	0	1	1	1	1
	4 or more	0	0	0	1	0	0	0
		Base, <i>n</i>	50	75	125	690	262	952
Drive to/for work	Do not drive to/for work	40	37	38	13	18	14	17
	Drive to work	21	45	35	18	30	21	23
	Drive for work	38	18	27	69	52	64	60
		Base, <i>n</i>	52	71	123	695	271	966

4.2 Profiles of the points groups

As described previously, respondents were divided into six ‘points groups’ defined by their current and maximum number of penalty points. The majority of respondents fell into the ‘Brinkers’ category, and the group with least respondents was ‘Low pointers’ (see Table A9).

4.2.1 *No pointers*

‘No pointers’ was the only group where the majority were female (59%). It had the highest proportion of respondents aged 45–54 (23%) and the highest proportion of respondents aged under 25 (7%).

4.2.2 *Low pointers*

This was the smallest of the groups, with 56 respondents. Males accounted for 73% of ‘Low pointers’ and this group had the highest proportion of 45–54 year olds, at 30%. It also had the highest proportion of respondents aged 65 or over, with one quarter falling into this age category. It had the lowest proportion of 25–34 (5%) and 35–44 year olds (18%).

4.2.3 *Returners*

Thirty-one per cent of ‘Returners’ were female (the highest proportion of females in any group apart from ‘No pointers’), and the majority (28%) were aged 45–54.

4.2.4 *Brinkers*

‘Brinkers’ was by far the largest group, and 30% were female. Again the majority (28%) were aged 45–54, and (except for under 25s) the smallest proportion was aged 65 and over.

4.2.5 *Eligible for disqualification*

Females accounted for 29% of this group, and the largest proportion (30%) were aged 35–44. No respondents were aged under 25.

4.2.6 *Previously disqualified*

This group had the lowest proportion of females, at 11%. Again, there were no respondents aged under 25. The majority of respondents were aged 35–44 (31%), meaning this group had the highest proportion of 35–44 year olds out of the six groups. It also had the highest proportion of 55–64 year olds, and the lowest proportion of respondents aged 65 or over.

A summary of demographic data for the six points groups is shown in Table 4.2.

Table 4.2: Demographic data by points groups								
		No pointers %	Low pointers %	Returners %	Brinkers %	Eligible for disqualification %	Previously disqualified %	Total %
Gender	Male	42	73	69	70	71	89	69
	Female	58	27	31	30	29	11	31
	Base, <i>n</i>	130	56	149	517	157	106	1115
Age	Under 25	7	2	1	1	0	0	2
	25–34	15	5	15	14	14	8	13
	35–44	20	18	23	25	30	31	25
	45–54	23	30	28	28	27	27	27
	55–64	18	20	25	22	20	28	22
	65+	16	25	8	10	8	6	11
	Base, <i>n</i>	130	56	149	517	157	106	1115
Ethnicity	White	97	96	96	96	97	98	97
	Black	2	0	0	0	1	1	1
	Asian	2	0	3	2	1	1	2
	Other	0	4	1	1	1	0	1
	Base, <i>n</i>	126	55	141	498	150	102	1072

4.3 Knowledge, attitudes and reported behaviours

4.3.1 Knowledge of the points system

Respondents were asked “were you aware that when drivers reach a certain number of points they can be disqualified from driving or their licence can be automatically revoked?” Nearly all (96%) of the respondents answered ‘yes’. Perhaps surprisingly, the highest proportion of those answering ‘no’ (8%) was in the ‘Eligible for disqualification’ group.

Respondents were then asked “how many points do you think this is?”, for both those holding a full licence for less than 2 years, and for more than 2 years (there was also the option of ‘I didn’t realise there was a difference’). Just under half of the respondents who provided an answer knew that for those holding a full licence for less than 2 years, licence revocation would occur on six points, but 95% knew that disqualification would occur on 12 points for those holding a licence for 2 years or more. Most of those who did not know the correct answer thought that disqualification occurred on fewer than 12 points. Knowledge was lowest amongst ‘No pointers’, while it was highest among ‘Low pointers’, with 97% giving the correct response.

4.3.2 *Knowledge of speeding-related facts*

Respondents were asked to decide to what extent they agreed with the following four statements, on a scale from strongly agree to strongly disagree (all statements are true):

1. Fast moving vehicles are more likely to crash than slow moving vehicles.
2. Driving faster than surrounding traffic increases the risk of a crash.
3. The sort of driver who speeds often is more likely to crash.
4. When speed of traffic goes up on a road, the number of crashes goes up.

Table A10 shows responses to statement 1. It can be seen that overall, females are more likely to agree with the statement than males (with the exception of 'No pointers'). The proportion of respondents in each group which agreed with the statement did not vary widely, with 'Previously disqualified' drivers the least likely to agree (41%) and 'Brinkers' the most likely (47%). However the proportion which disagreed varied more widely, from 22% of 'No pointers' to 42% of 'Previously disqualified' respondents. Between 30% and 33% of respondents in the other four points groups disagreed with the statement.

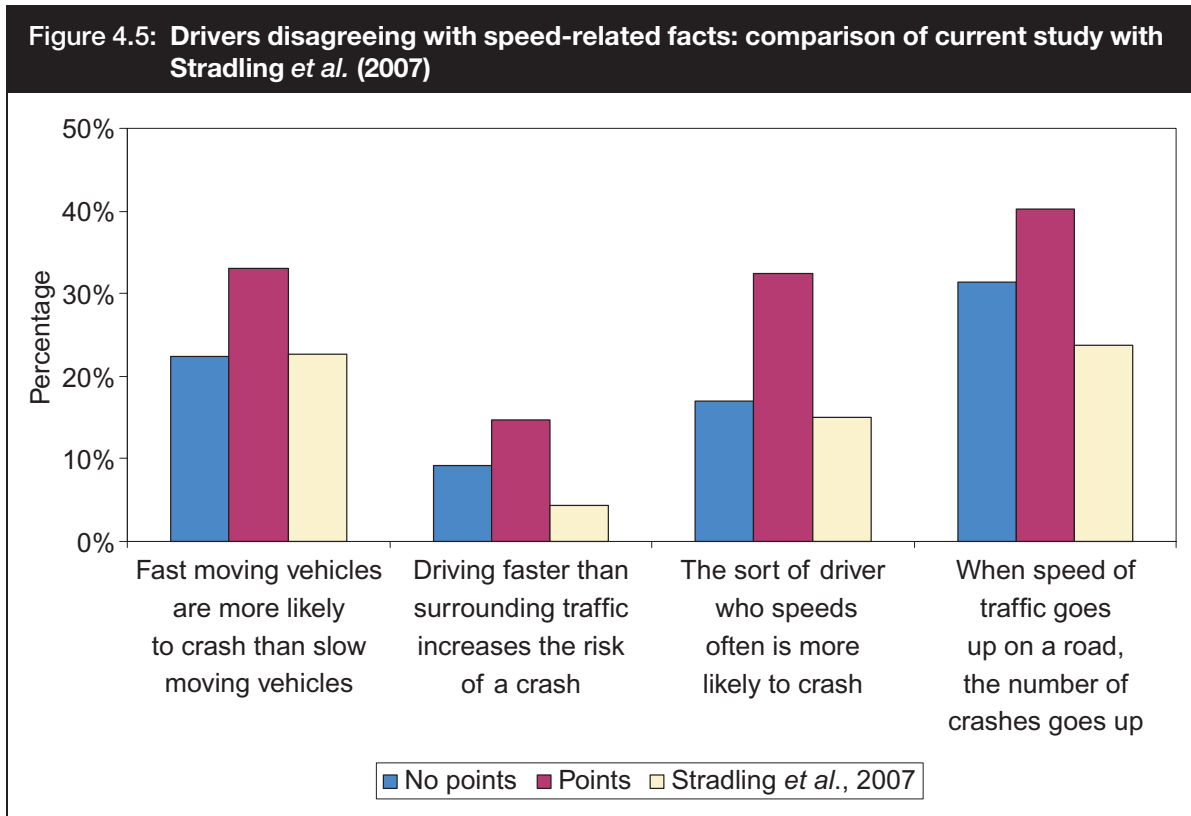
Table A11 shows responses to statement 2. Agreement was high in all groups, with females more likely to agree than males (with the exception of 'No pointers'). Those in the 'Previously disqualified' group were least likely to agree that driving faster than surrounding traffic increases the risk of a crash (68%) and 'No pointers' were most likely to agree (78%).

Table A12 shows responses to statement 3. There is a general trend for those in more severe points situations to be less likely to agree with the statement. Fifty-nine per cent of 'No pointers' agreed, but only 31% of 'Previously disqualified' drivers. There was no pattern of gender differences in response to this statement.

Table A13 shows responses to statement 4. Agreement with this statement was generally low, while neutral responses were fairly high (37% of all responses). The proportion of respondents agreeing ranged from 21% ('Previously disqualified') to 29% ('No pointers'), but the range of respondents who disagreed was much greater, from 30% of 'Low pointers' to 49% of 'Previously disqualified' drivers. Females were generally more likely to agree than males.

Overall, female respondents held more accurate knowledge than males, with 'Previously disqualified' males being least inclined to agree with the statements overall and 'No Pointers' (with a majority of female respondents) being most inclined to agree. The results indicate that those with the worst penalty point records may have the most inaccurate knowledge on speeding facts.

Stradling *et al.* (2007) gave the same four statements to a sample of 928 drivers who had driven 500 miles or more in the previous 12 months. The points status of these respondents is unknown. Figure 4.5 shows the proportion of respondents in the current study (with and without points) who disagreed with the statements, and the proportion of respondents in the study by Stradling *et al.* (2007) who disagreed, i.e. those who held incorrect views on speeding.



A clear pattern emerges whereby respondents who have points on their licence are more likely than those without points, and more likely than a general sample of drivers, to hold incorrect views. This difference is most pronounced for responses to ‘the sort of driver who speeds often is more likely to crash’, indicating that drivers with points for speeding may be under an ‘illusion of control’ and less willing to accept that increased speed leads to an increased risk of crashing.

4.3.3 Views on use of cameras

Respondents were asked to indicate their view on the statement ‘the use of speed cameras should be supported as a method of casualty reduction’, from ‘strongly agree’ to ‘strongly disagree’. The responses are shown in Table A14. Just over half of all respondents agreed with the statement, while just under a third disagreed. Sixty nine per cent of all respondents gave ‘agree’ or ‘neutral’ responses to the statement (83% of ‘No pointers’ and from 62% to 68% of the other five groups). Overall, ‘No pointers’ were most likely to agree with the statement, while ‘Low

pointers' were least likely to agree, followed by 'Previously disqualified' respondents. Females were overall slightly more likely to agree than males, but there was no consistent gender difference across points groups.

4.3.4 Camera type

Respondents were categorised into one of the four main styles of response to cameras, as defined by Corbett (1995). The questionnaire asked drivers how they would describe their general style of driving in relation to speed cameras by selecting one of the following options:

- I tend to drive above the speed limit all along roads where I think there are cameras and I do not slow down even where I know there are cameras ('*defier*');
- I tend to drive above the speed limit all along roads where I think there are cameras and only slow down where I know there are cameras ('*manipulator*');
- I tend to drive close to or under the speed limit all along roads where I think there are cameras because I have slowed down to avoid being caught by them ('*deterred*');
- I tend to drive below or within the speed limit regardless of speed cameras ('*complier*').

Only five respondents were classified as 'defiers' and so these were excluded from further analysis. However, in passing it is interesting to note that over time it would seem that fewer such drivers adopt a defiant style in response to cameras (e.g. compare with Corbett and Simon, 1999), indicating that the perceived likelihood of detection and sanction eventually deters even those who would take high risks in response to cameras. Table A15 shows the proportion of 'manipulators', the 'deterred' and 'compliers' in each of the points groups. Those in the 'Previously disqualified' group were most likely to be 'manipulators' and least likely to be 'compliers'. 'Low pointers' were least likely to be 'manipulators' and most likely to be 'deterred', with 'No pointers' least likely to be deterred (although the proportion 'deterred' had a small range between groups of 40–48%, compared with 23–47% for 'compliers' and 13–36% for 'manipulators').

4.3.5 Current and preferred speed

30 mph roads

Respondents were asked how often they drove between (a) 31 and 40 mph, (b) 41 and 50 mph and (c) 51 and 60 mph in a 30 mph built-up area, and asked to respond on a five-point scale from 'never' to 'nearly always'. The scores were weighted for seriousness according to research by Corbett and Simon (1991) on the general driving public's seriousness ratings of speeding breaches, and categorised into high, medium and low, where 'high speed type' means the respondent is more likely to

speed on a 30 mph road. The distribution was divided roughly into thirds, as shown in Table A16. Females were overall more likely to be 'low speed type' and males were more likely to be 'high', indicating that women in the sample tended to drive more slowly. Approximately the same proportion of males and females were 'medium speed type'.

Looking at the point groups, 'No pointers' were the most likely group to be low speed type, with just over half in this category. Just under a quarter of 'Previously disqualified' drivers were in the low speed type category, as were between 26% and 31% of the four remaining groups.

'Low pointers' had the largest proportion of respondents in the medium category, at 47%, while the 'Previously disqualified' group had the smallest proportion (27%). Just under half of the 'Previously disqualified' respondents were in the high speed type category, compared with 18% of 'No pointers'. Females were more likely than males to be low speed type in all points groups except 'Low pointers', and males were more likely to be high speed type in all points groups except 'No pointers'.

Respondents were then asked how they would *prefer* to drive on a 30 mph urban road, as opposed to how they reported usually driving (with response options of 'slower', 'about the same' and 'faster'). Table A17 shows that the majority of respondents (73% overall) preferred to drive on 30 mph roads in built-up areas at the same speed as usual. There is little variation between groups, with between 20% and 25% preferring to drive more slowly than usual, and between 71% and 78% preferring to drive at the same speed. The largest proportion of drivers preferring to drive faster was in the 'Returners' group (5%), while none of the 'Low pointer' respondents said they would prefer to drive faster. Gender differences were very small for all groups except 'Low pointers', where 15% of males and 47% of females said they would prefer to drive more slowly (but the small sample size of this group should be borne in mind).

Tables A18 and A19 show responses to the statement "I think that sometimes, on the following types of roads (20 mph and 30 mph), the speed limits are set too low/about right/too high". It can be seen that the majority of respondents in all groups were of the view that both 20 mph and 30 mph limits are 'about right' (60% and 67%, respectively), with little variation between groups. 'Low pointers' were most likely to think that the 20 mph limit is too low (46%) and 'Previously disqualified' and 'Eligible for disqualification' were most likely to think that the 30 mph limit is too low (both 34%). Females were more likely than males to think that the 20 mph limit is too low, while males were more likely to think that the 30 mph limit is too low.

Motorways

Table A20 shows the distribution of speed types on motorways. Respondents were asked how often they drive between (a) 71 and 80 mph, (b) 81 and 90 mph and (c) 91 and 100 mph on motorways, and responses were again weighted and coded into 'high', 'medium' and 'low'. A roughly even split was achieved, with 30% of respondents in the 'low' category, 37% 'medium' and 33% 'high'.

Looking at the points groups, 'No pointers' were again the most likely to be low speed type, while 'Returners' were the least likely to be low (54% and 18%, respectively). 'Low pointers' were the most likely to be 'medium' and 'Previously disqualified' least likely. 'Previously disqualified' drivers were most likely to be high speed type and 'No pointers' least likely, reflecting the findings for 30 mph roads. Again, females in all point groups (except 'Low pointers') were more likely to be low speed type than were males. Males in all groups were more likely to be 'high'.

Table A21 shows how respondents would prefer to drive on motorways, and shows that 29% of respondents said that would prefer to drive faster. Again, responses did not differ greatly between points groups, with the exception of 'No pointers', of which 82% would prefer to drive the same as they usually do compared with between 62% and 70% of the other groups. Of the few respondents who said they would prefer to drive more slowly on motorways, the group with the largest proportion was 'Eligibles'. 'Previously disqualified' drivers were the most likely to prefer to drive faster, with 35% choosing this option, compared with 16% of 'No pointers'.

Tables A22 and A23 show respondents' views on the limits on 60 mph roads and 70 mph motorways. The large majority of respondents agreed that the 60 mph limit was about right, but a similar majority of respondents thought that the 70 mph limit on motorways was too low. There were gender differences, most markedly for motorways; 24% of males overall thought that the 70 mph limit was about right, compared with 46% of females.

There were also differences in opinion between points groups; those with points (particularly the 'Previously disqualified') were much more likely to view 60 mph and 70 mph limits as being too low; 45% of 'No pointers' felt that the 70 mph limit was too low, compared with 81% of 'Previously disqualified' respondents.

4.4 Reasons for speeding

4.4.1 *General reasons for exceeding the speed limit*

Respondents were asked to indicate their agreement with six statements about exceeding speed limits on 30 mph roads, on a five-point scale from 'strongly agree' to 'strongly disagree':

1. I don't think it will harm anyone when I exceed the speed limits.
2. I like driving fast.
3. The risk of being caught is not high enough to stop me speeding.
4. The risk of having an accident is not high enough to stop me speeding.
5. The likely penalty I would get is not high enough to stop me speeding.
6. Vehicles behind pressure me to go faster.

Tables A24 to A29 show responses to the statements by points group. Out of the six statements, levels of agreement were highest for the final statement, 'vehicles behind pressure me to go faster'. Almost half of all respondents agreed with this statement. Agreement was lowest for the statement 'the likely penalty I would get is not high enough to stop me speeding'. The likely penalty appears to be an effective deterrent for the vast majority of respondents overall, with only 6% claiming that the likely penalty was not high enough to stop them speeding. The majority of respondents also claimed that the risks of being caught and of having an accident were high enough to stop them speeding.

Sixty-one per cent of all respondents claimed that they did not like driving fast, while 15% agreed that they did like driving fast. Just under a quarter of all respondents claimed that they did not think they would harm anyone by exceeding the speed limits. Over half disagreed with this statement, recognising that speeding behaviour can be harmful.

Of the six 'excuses' for speeding, 'Previously disqualified' drivers were the group most likely to agree with the first four statements, and least likely to agree with the remaining two. The biggest division in opinion between points groups was for the statement 'the risk of having an accident is not high enough to stop me speeding'; 31% of 'Previously disqualified' drivers agreed, compared with 9% of 'Eligibles', indicating that 'Eligibles' are more likely to be deterred from speeding by the risk of an accident ('Eligibles' were also the group most likely to have been involved in an accident). There was also large variation in response to the statement 'I like driving fast'; 22% of 'Previously disqualified' drivers and 4% of 'Low pointers' agreed.

Large gender differences were present for the first and final statements; males were more likely to agree that they do not think speeding will harm anyone, and females were more likely to agree that other vehicles pressure them to go faster.

4.4.2 *Reasons for exceeding the speed limit last time caught*

Respondents were asked to respond to seven statements on a five-point scale from 'strongly agree' to 'strongly disagree'. The question read "thinking about the last time you were prosecuted for speeding, how much do you agree or disagree with the following statements":

1. I thought the speed limit was higher.
2. I knew what the speed limit was but didn't realise I was exceeding it.
3. I didn't think I was exceeding the speed limit by enough to be caught.
4. I didn't realise a camera was there otherwise I would have slowed down.
5. I was in a hurry.
6. I didn't think I would harm anyone.
7. I wasn't really thinking about it.

Tables A30 to A36 show responses to the statements. 'No pointers' were excluded, as by definition they had not been prosecuted for speeding.

Overall agreement was highest for statements 4 (52% agreed) and 7 (51%). Agreement was lowest for statements 3 and 5 (30% of respondents agreed with each). The biggest disparity between groups was for statement 6, with 29% of 'Low pointers' and 50% of 'Previously disqualified' respondents agreeing.

The first three statements are mutually exclusive, so endorsing one should preclude endorsing either of the other two. Of the 895 respondents who provided an answer to all of the first three statements, 6% agreed or strongly agreed with all three statements. A further 29% agreed or strongly agreed with two of the statements, therefore over one-third of respondents were inconsistent in their explanations for speeding. However it seems that there is a range of reasons that accounted for 'inadvertent' speeding, which affected roughly half of those with points. Gender differences were generally small, with the exception of statement 1 (58% of females and 44% of males agreed).

4.5 Responses to penalties

4.5.1 *Driving style since last change to penalty points total*

Respondents were asked to indicate how they had driven in general and where there were cameras since their last change in penalty points, on a five-point scale from a lot slower to a lot faster. Tables A37 and A38 show that those whose last change was an increase in points were more likely to have gone slower than those whose points had decreased (81% of those whose points had increased and 70% of those whose points decreased had reduced speed around cameras, and 71% and 56%, respectively, had reduced their speed in general). Respondents were more likely to have gone slower in places where they thought there was a camera than when driving in general. Females were more likely to have gone slower than males.

Tables A39 and A40 show how male and female respondents in the different points groups drove near cameras and in general. In all groups, females were more likely to have driven slower. 'Low pointers' were least likely to have driven slower, both in general and around cameras, and the likelihood of driving slower increased with points severity, with the exception of 'Previously disqualified' respondents, who were less likely than 'Eligibles' to have driven slower.

4.5.2 *Radar detection equipment*

Respondents were asked if they owned any radar detection equipment to warn of speed camera devices, and, if so, whether they had purchased it after being caught for speeding to avoid more penalty points. Table A41 shows that 'Eligible' respondents were most likely to have radar detection equipment, with one in four claiming to own such a device. 'No pointers' were least likely (3%), followed by 'Low pointers' (5%). Males in all groups except 'Low pointers' were more likely than females to own radar detection equipment.

Of those who said they had bought radar detection equipment, over three-quarters had bought it after being caught for speeding, in order to avoid more penalty points, as shown in Table A42. Females in all groups were more likely to have bought the device to avoid more penalty points (apart from 'Previously disqualified'; no females were present in this group).

4.6 Future intentions

4.6.1 *Encouraging compliance*

Respondents were presented with eight suggestions for encouraging compliance and asked to indicate to what extent each would encourage them to keep to the speed limits, on a five-point scale from 'definitely encourage' to 'definitely won't encourage'. The statements were:

In general, I would keep to the speed limits. . .

1. If all speed cameras were hidden.
2. If my vehicle insurance bill was reduced for having no penalty points on my licence for a year.
3. If fixed penalty notice fines were doubled.
4. If most people kept to the speed limits.
5. If instead of getting any more points on my licence I had to attend a speed awareness course.
6. If speed cameras were able to calculate my average speed rather than just the speed I was doing when passing a camera box.
7. If there was a higher risk of getting caught.
8. If higher levels of excess speed attracted higher penalties than now.

Tables A43–A50 show the responses to each of these statements by points group. The incentive of having a reduced insurance bill for no penalty points was the most likely to encourage respondents to keep to the speed limits, with 71% overall saying this would encourage them. The least popular option overall was hiding speed cameras; 34% of respondents said that this would not encourage them, followed closely by doubling fixed penalty notice fines.

‘No pointers’ were the group most likely to be encouraged to comply by the different methods, with the exception of attending speed awareness courses (‘Brinkers’ most encouraged) and average speed cameras (‘Returners’ most encouraged).

4.6.2 *Avoiding disqualification*

Respondents were asked to indicate which, if any, of the following four statements they agreed with:

1. I would change the way I drive if I thought it would result in disqualification.
2. I don’t think there is anything I could do to avoid being disqualified.
3. My style of driving is unlikely ever to lead to disqualification.
4. I would get someone else to take the points.

Table A51 shows the agreement with each statement. The lower level of agreement among ‘No pointers’ and ‘Low pointers’ for statement 1 is presumably due to the fact that members of these groups do not perceive their driving style as likely to lead to disqualification. Among the remaining four groups, the majority agreed with the statement, but agreement was highest among the ‘Eligibles’, possibly indicating that

they were least likely to think that their current driving style will result in disqualification.

There is a wide range of responses to statement 2, with 21% of 'Previously disqualified' drivers holding the view that there is nothing they can do to avoid disqualification, compared with 2% of 'Low pointers'. Three times as many 'No pointers' as 'Low pointers' agreed that there was nothing they could do to avoid disqualification.

Statement 3 generated the biggest disparity between the points groups. Seventy-five per cent of 'No pointers' and 59% of 'Low pointers' agreed with the statement, compared with only 5% and 8% of 'Eligibles' and 'Previously disqualified', respectively. Just under a quarter of 'Returners', and 15% of 'Brinkers' agreed. Clearly, 'No pointers' and 'Low pointers' considered themselves unlikely to be caught.

'Brinkers' and 'Returners' were the most likely to consider giving their points to someone else, and (barring 'Low pointers' and 'No pointers') 'Previously disqualified' drivers were the least likely. However, overall this was not a popular option, with only 7% of all respondents claiming that they would get someone else to take their points in order to avoid disqualification. Females were overall more likely to agree with statements 1 and 3, and males were more likely to agree with statement 2.

4.7 Summary

The main conclusions from the postal survey may be summarised as follows:

- Drivers with points were more likely to be male, older, drive more annual miles, drive for work and drive a vehicle other than a car, compared with drivers without points on their licence.
- Drivers with no points reported driving and preferring to drive more slowly than drivers with points.
- General knowledge of the points system and totting-up procedures was good, although knowledge of the '2-year rule' for new drivers was lacking among the respondents.
- Driving faster than the surrounding traffic is seen as more dangerous than speeding *per se*, and other vehicles that travel fast are seen as being at higher risk of an accident than drivers themselves who drive fast.
- There was moderate support for the use of speed cameras as a method of reducing casualties with around 55% overall agreeing; this was slightly influenced by previous experience of accumulating points, with 'No pointers' more likely to be supportive of cameras.

- Drivers who had been previously disqualified were most likely to ‘manipulate’ speed cameras and least likely to comply with them.
- Two-thirds of the drivers in the sample said that they were deterred from speeding by risk of detection, risk of accident and the likely penalty if caught.
- Around half of the respondents with points claimed that when last caught their speeding was inadvertent.

5 QUALITATIVE STUDIES

5.1 Introduction

In order to provide additional information to supplement and explore further the quantitative results provided by the postal survey, an additional study was also undertaken. This consisted of a series of in-depth 'open-ended' interviews with a small sample of respondents from the postal survey and two focus group discussions with drivers who had just attended a speed awareness course that they had been offered as an alternative to receiving penalty points for speeding.

The interviews and discussion groups provided respondents with the opportunity to give their feelings about speeding, penalty points and enforcement without the need to restrict themselves to the response format of the questions in the postal questionnaire. This type of qualitative research can often provide an underlying understanding of complex issues that is not possible with quantitative surveys. In addition, a personal interview might be expected to provide a different level of information from that obtained by an impersonal postal survey.

However, some degree of caution is always necessary when dealing with the qualitative studies employed here. Only relatively small numbers of drivers were involved, and these were drawn from a sample that had a low response rate. While not purporting to be representative of the general driving public, the information collected and the strength of the answers produced provide a valuable input to understanding the research questions being explored.

5.2 In-depth interviews

5.2.1 *Sample*

A total of 43 drivers were interviewed. These were sampled randomly from those respondents to the postal survey who had given permission to be contacted to take part in further research, and had given sufficient contact information. It was decided to over-sample the 'Returners' and 'Brinkers' groups identified by the earlier quantitative research, as these had been the groups originally targeted as of most interest to the research. The remainder were drawn from those at each end of the points distribution – some with no or few points, and some with many points or having been previously disqualified. The numbers interviewed in each groups are given in Table 5.1.

Table 5.1: In-depth interview sample	
Points group	Number of drivers
No pointers	5
Low pointers	4
Returners	9
Brinkers	10
Eligible for disqualification	7
Previously disqualified	8
Total	43

5.2.2 Method

The interviews were all conducted by telephone. Initial contact was made to verify interest in being interviewed and to arrange a suitable time to conduct the actual interview. The use of telephone interviews meant that it was possible to obtain a geographically diverse sample. All respondents were asked for approval to record the interviews which were carried out by TRL's in-house trained and experienced survey team. The answers given were transcribed and then subjected to content analysis using the 'XSight' software package. The topic guide used for the interviews is given in Appendix D.

5.2.3 Results

The findings from the interviews were examined with reference to a number of the research objectives considered earlier, namely:

- the potential impact of disqualification;
- knowledge of the 'points' system;
- strategies to avoid getting points;
- general behaviour and near cameras;
- views on radar devices; and
- asking others to take points.

The results are also presented with reference to the points group of the respondents as it was expected that drivers' beliefs and comments would be influenced by the number of points they currently held, whether or not they had ever been disqualified, and by their own particular experiences of enforcement.

The potential impact of disqualification

There was a general consensus that the effect of losing one's licence would be very considerable:

“tremendous, I couldn't manage without. . . my life is about driving. . . can't manage without my licence” (Male, 35–44, 'Low pointer')

“whole world would be turned upside down” (Male, 35–44, 'Brinker').

The most frequently expressed concerns were with reference to work and losing one's job:

“I'd lose my job, I'd lose my house, I'd have nowhere to live” (Female, 25–34, 'Returner')

“it would make a huge difference. . . I'd lose my job, get divorced, have to move house, everything, my life would completely turn around” (Male, 35–44, 'Previously disqualified').

However several respondents also made reference to disqualification affecting one's social and family life, although often given as a less important issue than work. Often such comments were made with reference to a poor, or non-existent, public transport system.

“my family life needs a car” (Male, 45–54, 'Returner')

“I have to ferry my child around” (Female, 35–44, 'Low pointer').

Knowledge of the points system

The majority of comments suggested that there was a reasonable appreciation of the penalty points and totting-up system. There was a general awareness that speeding offences in general resulted in three penalty points and that more extreme offences might mean more points, with six often being mentioned.

“Normally three points, unless way over the limit” (Female, 25–34, 'Returner')

“If someone was caught doing 70 mph in a 30 mph zone that would probably get six points” (Male, 25–34, 'Previously disqualified').

However, a number of respondents made reference to being able to appeal against disqualification once in court:

“it depends how good your arguments are when you get to court” (Male, 55–64, ‘Previously disqualified’)

“you can plead exceptional circumstances” (Male, 25–34, ‘Returner’).

Strategies to avoid getting points

The respondents referred to a number of ways of avoiding getting penalty points, some legal and some illegal:

“sold my car and bought a slower one after getting nine points” (Female, 25–34, ‘Returner’)

“when I had nine points I used to share the driving a bit more” (Male, 45–54, ‘Returner’)

“reduced my weekly mileage from around 2000 to something like 500 a week” (Male, 35–44, ‘Previously disqualified’)

“I watch the speedometer all the time” (Female, 65+, ‘Brinker’).

Some reported using the help of technology such as cruise control:

“I decided to start using cruise control after getting three offences”
(Male, 55–64, Returner)

“I use cruise control on a long journey” (Male, 65+, ‘Eligible’).

A number of respondents made reference to the use of ‘radar devices’. Two types were mentioned: those that detected radar beams (whether from static cameras or mobile ‘guns’), and those – typically part of satellite navigation aids – that warn the driver that they are approaching a fixed camera site. The attitudes that were identified towards such systems were varied. Some drivers, more likely to be those with fewer (or zero) points, thought they were unacceptable and ‘cheated’ the objective of promoting safety:

“they encourage dangerous driving” (Female, 25–34, ‘No pointer’)

“diabolical, for the irresponsible driver” (Female, 65+ ‘Brinker’).

Other drivers thought that radar detection devices were acceptable:

“more than 50% of speed cameras are money-making machines so trying to avoid getting fined and getting points is fair play” (Male, 45–54, ‘Brinker’)

“if there is something and it’s legal and will stop people getting points why shouldn’t they use it” (Male, 65+, ‘Eligible’)

“I have two devices in case one fails” (Male, 65+, ‘Brinker’).

However, a few drivers who had used such devices said that they found them annoying and unhelpful. Perhaps more of a safety issue are drivers’ beliefs and attitudes towards illegal practices. A number of drivers mentioned methods that they had heard of for avoiding detection:

“driving on false plates” (Male, 55–64, ‘Returner’)

“using foreign plates” (Male, 55–64, ‘Returner’)

“use anti-flash plates” (Male, 45–54, ‘Returner’)

“vaseline on your number plates works well” (Male, 25–34, ‘Returner’).

Of even more concern was the frequently mentioned practice of ‘asking others to take points’. While the actual extent of such behaviour is unknown, over half of those interviewed (across the whole range of point groups) suggested the practice was quite common, a third were aware of people who had done it, and one admitted to doing so himself on more than one occasion:

“I know people who have done it, think it’s very common” (Male, 25–34, ‘Returner’)

“I know it’s common practice – have done it myself” (Male, 65+, ‘Previously disqualified’)

“it’s fairly common, I’m aware of several people who have done it” (Male, 65+, ‘Eligible’)

“I’ve even heard of websites that give you names of foreign nationals and say they were driving your car” (Male, 45–54, ‘Brinker’)

“I know people who ask elderly relatives who no longer drive” (Male, 35–44, ‘Eligible’).

A number of comments suggested that some people thought it acceptable to pass points to others:

“if I got three more points I would be willing to pay someone to take them” (Male, 21–24, ‘Brinker’)

“I’ve done it several [10] times to keep job. . . it costs £300 to do it” (Male, 65+, ‘Previously disqualified’)

“I can find someone quite easily in return for money. . . heard it could be done for £100–250” (Male, 25–34, ‘Eligible’).

The majority did think the practice was unacceptable; in particular nearly all ‘Brinkers’ interviewed claimed they would not pass points to others:

“disgusting, its not OK in any circumstances. . . gives them licence to carry on driving badly when they should learn to drive safely” (Female, 25–34, ‘No pointer’)

“because it’s breaking the law, you’re not 100% safe on the road, and you’re a danger – you’re not taking your punishment” (Male, 21–24, ‘Brinker’).

However, among ‘Returners’ and ‘Brinkers’ who claimed they would not pass their points to others, there was some sympathy for drivers who chose to do so:

“everyone does it and if they feel they can justify it and someone else is willing to take the points. . . fine, it’s another way of getting round the system!” (Male, 25–34, ‘Brinker’)

“I don’t think the worse of them. . . the people I know who have done this are decent honourable people who don’t break the law” (Male, 45–54, ‘Brinker’).

Do points deter from speeding?

On a positive note, there was considerable evidence from the interviews that receiving penalty points does have the desired effect of reducing speed, with the majority reporting greater care in choosing speeds especially those with higher points totals, for example:

“I have to say, getting all these points, I am very aware of speed limits now. I don’t think I was taking them seriously enough before” (Female, 35–44, ‘Brinker’)

“I drive within the limit everywhere now . . . even when the points come off my licence I wouldn’t want to go through this experience again.” (Female, 25–34, ‘Eligible’)

“I’ve definitely changed the way I drive [since getting points]” (Male, 45–54, ‘Brinker’)

“I drive right on the limit. . . they’re not going to take my photograph again” (Female, ‘Eligible’)

“Since I’ve had 12 points I’ve learnt from it! I know I shouldn’t be driving over the speed limit. It taught me a lesson but it’s a shame it took 12 points for me to get it!. I’m a changed driver.” (Eligible)

“Since getting to nine points 18 months ago, I am far more aware and drive more within the speed limits rather than close to them.”. (Male, Brinker).

5.3 Focus groups

5.3.1 Procedure

In addition to continuing to explore some of the issues already covered in the postal survey and the in-depth interviews, it was decided to conduct two focus groups with drivers who had been offered the opportunity to attend (and pay for) a speed awareness course as an alternative to receiving penalty points. This choice, based on educating rather than punishing drivers detected driving over the speed limit, is increasingly being offered to drivers in the UK. Drivers in our focus groups had mainly been detected travelling at fairly low levels of excess speed. The topic guide used for the focus groups is given in Appendix E and details of those attending the groups are given in Appendix F.

5.3.2 Results

The results presented below are summarised under the following topics:

- feelings when received Notice of Intended Prosecution (NIP);
- driving since receiving NIP;
- consequences of being disqualified;
- consequences of having nine points;
- feelings towards someone with six points;
- feelings towards speeding;
- views on ‘acceptable’ speeds before doing the course;

- views on the speed awareness course;
- strategies they will use to avoid future convictions, and
- deterrents to speeding.

Feelings when received NIP

Those attending the focus groups reported a very wide range of feelings when they first received their NIP. These ranged from being “surprised” or “shocked” to being “annoyed” and “irritation”. No strong emotions of anger were found, with drivers seemingly resigned to simply being unlucky, but also there was little acknowledgement about breaking the law:

“annoyed, but mainly for getting caught” (Male, 35–44, ‘Previously disqualified’)

“depressed for being so stupid, again” (Female, 55–64, ‘Returner’).

A number of reasons were given to justify the violation:

“Hard to keep watching speedo to see where the needle is – more chance of having an accident”

“Looking for signs is a distraction” (Male, 45–54, ‘Returner’).

Driving since receiving NIP

Most of the 11 drivers who described their driving style since receiving the NIP said that they had changed their driving, generally by slowing down:

“I’m a more nervous driver – not sure if that’s a good thing or not”
(Female, 35–44, ‘Low pointer’)

“I always slow up for cameras” (Male, 35–44, ‘Previously disqualified’).

However, two drivers reported that the violation had not influenced their driving:

“haven’t changed at all. . . in London I know where all the cameras are”
(Female, 35–44, ‘Low pointer’)

“I changed after getting first set of points, but not this time as it didn’t help avoid the current points” (Male, 45–54, ‘Returner’).

Consequences of being disqualified

As with the in-depth interviews, the drivers attending the groups commented that being disqualified would be very problematic:

“would lose job” (Female, 35–44, ‘Low pointer’, and Male, 55–64, ‘Low pointer’)

“would be a complete nightmare” (Female, 35–44, ‘Low pointer’).

Consequences of having nine points

When asked to discuss the possible consequences of reaching nine penalty points, the responses again reflected the seriousness of the situation. Additionally all the drivers said that their driving style would be affected:

“I’d be ultra-cautious” (Male, 35–44, ‘Brinker’)

“I’ve already slowed up a lot since getting points – I’ve learned from it” (Male, 35–44, ‘Previously disqualified’).

Feelings towards someone with six points

When asked what they would feel about another driver who had amassed six penalty points, there was very little indication that they considered they had done anything wrong:

“it’s an occupational hazard for those who drive high mileages” (Male, 35–44, ‘No pointer’)

“I don’t think there’s any stigma attached to points” (Female, 55–64, ‘No pointer’)

“would think they were unlucky, perhaps a good driver who’s unfortunate” (Male, 65+, ‘Returner’).

Feelings towards speeding

The two groups were also invited to make general comments about their attitudes to speeding in general. The responses identified a considerable amount of dissatisfaction and frustration with their experience:

“if you’re doing 30 in a 30, you’re always overtaken; you’re less likely to have an accident at 35” (Male, 35–44, ‘No pointer’)

“always depends on conditions; speed limits are very blunt things” (Male, 55–64, ‘Returner’).

Views on ‘acceptable’ speeds before doing the speed awareness course

In order to see what effects attending the speed awareness course might have had the groups were asked their views on speed limits prior to attending the course; it is possible that the varied responses were influenced by having been on the course. Unlike other topics there was no general agreement:

“would never speed in a 30” (Female, 35–44, ‘Low pointer’)

“would tend to drive at a faster speed when conditions allow. . . a pain in the neck to be doing 30 in good conditions” (Male, 65+, ‘Low pointer’)

“ideally, should drive to conditions, need some rules but limits are arbitrary” (Female, 55–64, ‘Returner’).

Deterrents to speeding

To conclude the discussion groups, participants were invited to suggest ways of deterring drivers from speeding. Comments seemed to reflect an awareness that current practice – or more of it – may be the way forward, although there was also a recognition that future technological aids would be likely to make a significant contribution:

“more enforcement. . . a massive increase in mobile units/police presence” (Male, 65+, ‘Returner’)

“Biggest deterrent in London is traffic calming measures, which physically slow cars down” (Female, 35–44, ‘Low pointer’)

“intelligent cars. . . cars designed to help the driver. . . rather than fining people, give them help” (Male, 65+, ‘Low pointer’).

5.4 Summary

The main conclusions from the qualitative studies can be summarised as follows:

- Being caught and receiving a speeding fine was often seen as a question of bad luck, failing to spot the camera, and not being aware of the speed limit – perhaps because of (allegedly) inadequate signing.
- There was a considerable weight of feeling that speeding offences were not overly serious, or criminal, activities. To some extent enforcement was a ‘game’;

a sizeable number of drivers thought it reasonable just to slow down when passing cameras or to use technical devices to warn of camera sites.

- The fear of losing one's licence was a very powerful factor in reducing speeds. To this extent the penalty points system did appear to be a powerful way of promoting slower and safer driving among a majority of these drivers with points. Interestingly there were hardly any comments against the points system itself; this was not the case with regard to cameras.
- The responses obtained also suggested that while many drivers reported changing their behaviour and that this was relatively easy for them, others suggested that driving within the limit was difficult for them.
- Common strategies to avoid getting points included avoiding driving altogether or getting others to drive and choosing routes to avoid safety cameras.
- Drivers who had already accumulated a number of points often relied on technology to avoid getting more points, rather than simply driving within the limit. The most frequently mentioned methods were active radar detecting devices and navigation systems.
- More worryingly, a marked number of responses to what 'other' drivers do produced a range of more extreme and often illegal measures. There was an extensive and widespread perceived folklore about how other drivers avoided speed convictions. Many drivers thought the practice of passing penalty points to others was a common practice, were able to identify groups who could be asked to take points, and were occasionally able to quote the going rate for paying other drivers to take their points. Although reference was usually to 'other drivers', one respondents admitted to having passed points to other people – and on more than one occasion.
- However, there was ambivalence about the practice of passing points to others. While some people considered it was acceptable to 'beat the system' in this way, others felt it was wholly unacceptable.

6 DISCUSSION

6.1 Knowledge, attitudes and reported behaviours

The totting-up system can only be an effective deterrent if drivers are aware of it. Knowledge of the points system and totting-up procedures was reasonably good, with nearly all respondents claiming to be aware of totting-up, and the level at which it should occur. The one area in which respondents were not highly knowledgeable was that of licence revocation for those driving for under 2 years, with less than half being aware of the ‘six-point’ rule. This may be due to the fact that the sample consisted mainly of those who had been driving for more than 10 years, and the New Drivers Act came into effect in June 1997, thus not affecting the majority of the survey respondents.

While awareness of points needed for disqualification through totting-up was good, there was some evidence that knowledge of the duration of the points’ validity was poor. It is therefore possible that some drivers who are nearing disqualification are not aware of this because they think that their points have expired, or will expire soon, and there may also be respondents whose points have expired without them realising, for example some of the questionnaire comments implied that points stay ‘live’ for 4 years:

“Points staying on licence for four years is too long” (Male, 45–54, ‘Eligible’, questionnaire comment)

“Reduce the time limit for penalty points (four years is ridiculous)” (Male, 35–44, ‘Brinker’, questionnaire comment).

The fact that ‘No pointers’ were least aware of the correct number of points necessary for disqualification fits with their lower driving experience, mileages and lack of endorsements compared with the other groups. ‘Eligibles’ professed to being least aware of the totting-up system; it is possible that they had understood that disqualification should occur upon totting-up 12 points, but their own experience of reaching 12 or more points without being disqualified (for whatever reason) resulted in these individuals concluding that they did not understand the totting-up system as well as they had once thought.

The use of speed cameras as a method of casualty reduction was supported by a little over half of all respondents. Opposition to the use of speed cameras as a means of reducing casualties was similar in all points groups with the exception of ‘No pointers’. This suggests that respondents’ views on the function of speed cameras as a casualty-reducing tool are affected by whether or not they have experience of accruing penalty points (see also Corbett and Simon, 1999). Some drivers actually believe that cameras can cause accidents:

“generally I think that speed cameras do not reduce accidents on the roads possibly even increase them due to people not concentrating on the task in hand” (Male, 45–54, ‘Returner’, questionnaire comment)

“most people slow down for cameras then speed up which is far more likely to cause an accident” (Female, 25–34, ‘No pointer’, questionnaire comment)

“speed cameras are the cause of many accidents rather than the prevention of them” (Male, 45–54, ‘Low pointer’, questionnaire comment).

Respondents with points in this study were less favourable towards cameras than were the general driving public in the findings of other surveys (Gains *et al.*, 2004, 2005), with the exception of ‘No pointers’, who held more favourable views about cameras.

Speed cameras seem to be having the desired effect, in that the majority of respondents classed themselves as ‘deterred’ or ‘compliers’. However, more than one in five drivers with points admitted ‘manipulating’ cameras, suggesting that true deterrence is not being achieved with a significant minority of drivers.

Those without points drove considerably more slowly than those with points, and females generally drove more slowly than males. The majority of respondents admitted to travelling between 31 mph and 40 mph on a 30 mph road. Many were of the opinion that it is acceptable to drive a few miles over the limit in a 30 mph area, for example:

“If someone got a fixed penalty notice doing 35 on a 30 road, I would think it was very unfair. . . I’d be surprised and disappointed for them” (Female, 45–54, ‘Returner’, interview comment)

“I would be disgusted if I got a speeding ticket for doing 35 mph in a 30 mph zone. . . I would dispute it because it’s just too close to the line” (Male, 25–34, ‘Brinker’, interview comment).

The finding that most respondents drove over the speed limit on motorways on occasions is not surprising, as this tallies with the proportions observed exceeding motorway limits in annual monitoring statistics, and it is clear from these interviews that many of the sample did not see the 70 mph limit as appropriate for modern vehicles.

“The 70 mph speed limit was set around 40 years ago. Vehicles have changed out of all recognition since then. . . while the safety of vehicles has

improved immeasurably.” (Male, 55–64, ‘Brinker’, questionnaire comment).

The finding that over a quarter of drivers would prefer to drive faster on 70 mph roads raises an interesting point, principally in that that even among those who claimed to drive up to 100 mph, a significant proportion would prefer to drive faster. It would be expected that these respondents are those who speed simply because they enjoy it, but only about a third of them said that they liked driving fast. The majority of those who said that they drove at 91–100 mph and would prefer to drive faster were ‘Brinkers’, suggesting that penalty points are not acting as an effective deterrent to speeding for this minority group who were on the threshold of disqualification.

6.2 Reasons for speeding

It appears that risk of detection, risk of an accident and the likely penalty if caught were apparently high enough to deter the majority (from 67% for risk of an accident to 82% for the likely penalty) from speeding, and women more so than men. However, a small ‘hardcore’ of drivers making up 7% of the sample said they were not deterred by these three factors; these drivers tended to be male (76%), middle aged (76% aged 35–65) and drive high annual mileages (52% over 15,000 miles). They were also very likely to be a high speed type on both 30 mph roads and on motorways. Thinking that the speed limit was higher, or not realising that the limit was being exceeded, were common reasons for speeding cited by half of the respondents to the survey: the ‘inadvertent speeders’. These reasons for speeding were also mentioned frequently in interview and questionnaire comments along with complaints about inadequate signing, for example:

“the last time I received points was on a dual carriageway set at 30 which I genuinely thought was 40. I am a careful driver, I don’t mean to exceed limits” (Female, 45–54, ‘Brinker’, questionnaire comment)

“I collected 15 points exceeding the 30 mph speed limit by 10 mph each time roughly. I thought I was in a 40 mph limit and at that time there was nothing to tell me otherwise” (Female, 55–64, ‘Eligible’, questionnaire comment).

Poor signing of speed limits has been a complaint of motorists for a long time (e.g. Corbett and Simon, 1999), and, coupled with what is often perceived as the arbitrary nature with which they are imposed by local authorities, disaffection for cameras among some drivers may result.

When asked to give reasons for exceeding the limit the last time they were caught, a large minority (48%) of respondents held that they were not aware of the limit at the time, or were aware of the limit but did not realise they were exceeding it (50%).

The implication is that much speeding was unintended, and to be penalised for it could over time alienate those who see themselves as otherwise ‘law-abiding’. It would be desirable if ways could be found to help to avoid inadvertence among those who wish to comply.

Of those who said they were in a hurry the last time they were caught for speeding, nearly half were females aged 25–54, suggesting that the working mother may be an important group to target in terms of encouraging drivers to slow down when they are often in a hurry (see also Dobson *et al.*, 1999). Additionally, of the respondents who agreed that vehicles behind pressure them to go faster, females aged 25–54 were over-represented, indicating that this group may also need to be targeted concerning assertive driving.

6.3 Responses to penalties

The findings regarding respondents’ driving style since the last change to their penalty points total were not entirely as expected. It might have been thought that more of those whose last change had been a decrease in points would have driven faster around cameras or in general. However the results showed that the majority (70%) of respondents who said the last change to their points total was a decrease claimed to have driven *slower* around cameras since that change, and none claimed to have driven faster. It seems likely therefore that the removal of points does *not* result in the driver’s speed creeping back up, because they do not want to have more points on their licence. Some comments from the interviews support this possibility, for example:

“I was still very vigilant of speed when the points came off as I didn’t want to get any more again. It’s had a permanent effect on the way I drive” (Male, 45–54, ‘Returner’, interview comment)

“It is a constant worry when I have points on my licence and to see them reduce is a bit of a relief. . .it doesn’t mean that I drive any faster” (Male, 55–64, ‘Brinker’, interview comment).

It is clear that it will be difficult to encourage some groups of drivers to comply with speed limits. There was evidence from the qualitative data that there are drivers who feel that there is little point in complying with speed limits as they have tried to do so in the past but still found themselves being prosecuted for what they see as minor transgressions. A common viewpoint mentioned in the interviews was that *“there’s nothing you can do to avoid it”*. ‘Bad luck’ is commonly blamed by drivers caught for speeding, and this may be why some are unlikely to be deterred from speeding, and unwilling to change towards compliance; in their opinion they would have to change to an atypical driving style and would continue to be victims of so-called bad luck. Another common attitude among interviewees and questionnaire respondents who had been caught for speeding is that, despite having points for speeding, they

do not accept that they are ‘speeders’, or they see their speeding as ‘non-dangerous’, as evidenced by interview comments such as:

“I don’t speed anyway; that sounds stupid seeing as I’ve had 9 points, but I really don’t speed” (Female, 55–64, ‘Returner’, interview comment)

“I get tickets for speeding, and I’m not speeding – I’m driving in excess of a determined limit which is inappropriate for me, it might be appropriate for less reactive drivers” (Male, 55–64, ‘Brinker’, interview comment).

Therefore, in their view, they do not need to be deterred from speeding or encouraged to comply. In all probability the majority of drivers who are unwilling to change towards compliance already see themselves as complying, rather than having a cavalier attitude to driving and refusing to comply (although they obviously have their own definition of compliance). It is very clear that ‘speeding’ is not yet seen in the same critical light as, for example, drinking and driving:

“Speed fines criminalise otherwise innocent people. Illegal drivers/drunk drivers get away with it and cause more accidents” (Male, 45–54, ‘Brinker’, questionnaire comment)

“I had to go to court and was treated like a criminal” (Female, 45–54, ‘Brinker’, questionnaire comment)

“Most bad driving has nothing to do with exceeding the speed limit” (Male, 45–54, ‘Returner’, questionnaire comment).

6.4 The threat of disqualification

The survey results indicate that those who are under immediate threat of disqualification are more motivated to avoid speeding behaviours, and, as would be expected, this effect is more pronounced among ‘Eligibles’ than ‘Returners’. As shown in the quotes below, the threat of disqualification *can* be an effective deterrent, but one which may cause resentment among drivers:

“The threat of losing my licence, and the knock-on effects of that eventuality, has been the only thing that has drummed some sense into me about driving more carefully by slowing down. I don’t like driving like a machine but I have no other choice now” (Female, 35–44, ‘Eligible’, questionnaire comment)

“With the points I now have on my licence I feel my discretion has been removed from me as a safe driver. I am often so preoccupied with checking my speed it distracts me from the road ahead” (Female, 25–34, ‘Eligible’, questionnaire comment).

However there will always be a group of drivers who will continue to speed regardless of the potential consequences:

“The only way to stop me speeding would be to put the speed limit up”
(Male, 25–34, ‘Brinker’, interview comment)

“I do drive sensibly while I’m at work. . .but there’s a boy racer in every man” (Male, 35–44, ‘Previously disqualified’, interview comment).

Such drivers are unlikely to be deterred from speeding by the threat of disqualification, almost certainly because driving is seen by them as a game, whereby keeping to the speed limits would mean they had ‘lost’ and the speed cameras had ‘won’, for example:

“I did drive much too fast as a matter of habit, a bit of a game” (Male, 35–44, ‘Previously disqualified’)

“It’s a bit of a lottery isn’t it, you go on the roads every day and you see evidence of bad drivers, people who haven’t got a clue how to drive. . .I don’t think that points on your licence necessarily dictates that you’re a bad driver” (Male, 45–54, ‘Returner’).

While the *threat* of disqualification may be having its desired effect on some drivers, those in the ‘Previously disqualified’ group did not appear to have been reformed by their experience of disqualification; rather, a considerable proportion of them tended to hold more positive views on speeding, and their reported behaviour was often less than ideal. It must be remembered that the ‘Previously disqualified’ group consists of a wide variety of drivers, ranging from those who are currently disqualified to those who were disqualified years ago, and some for a single offence rather than through totting-up. Looking at current and maximum points, over three-quarters of those in the ‘Previously disqualified’ category would otherwise have been classed as ‘Brinkers’ or ‘Eligibles’, and so in theory should be deterred from speeding because they are close to having 12 points (again).

It is not readily apparent why the experience of disqualification is having the desired effect on only some of those subject to it; it could be that many drivers in the ‘Previously disqualified’ group are simply irreversibly resolute in their conviction that they are not dangerous, that speed limits do not apply to them, that they will decide their speed choice for themselves, and that they do not need to change their driving style.

In general, the findings from the in-depth interviews and focus groups supported and strengthened the quantitative analysis of the postal survey. Drivers consider the potential loss of their driving licence by accumulating too many points as being a very major concern for their work, family and social life, and in this way the threat

of disqualification acts as a considerable restraint on such drivers' speed choice decisions. Within this context it is important to note that there was no serious objection to the penalty points system in general among the interviewees, with the final sanction being the loss of licence. A number of other European countries already have such a system in place, and others are moving towards introducing similar 'totting up' legislation. However there were some objections to the way that cameras are used to enforce the penalty points system, for example 17% of questionnaire comments referred to cameras being used for 'money-making' rather than accident reduction.

The qualitative research did identify a widespread feeling that speeding was generally not a particularly serious offence, that a large number of drivers tended to drive over the speed limit (keeping up with the flow), and those who were caught were simply unlucky and might reflect that they just drove more miles – and passed more cameras. While a number of drivers suggested that they always drove within the limit, especially if they had points on their licence, many more said that they looked out for cameras or used GPS navigation systems and radar warning systems to alert them to the presence of cameras so that they could slow down for the cameras but drive faster when there were none present.

One important finding from the interviews was the perception (and reported experience) of passing penalty points on to other drivers in order to avoid disqualification. A majority of drivers thought that the practice was common, one-third of the respondents claimed to know of other people who had done it, and one reported having done so on more than one occasion. This perception was compounded by comments on who to pass points to (e.g. elderly relatives who no longer drove, people living abroad, students, etc.), how much it cost to sell points, and that it was possible to do this on the internet. While some people considered that passing points was highly immoral and irresponsible, others thought of it as just 'part of the game'. Although the people interviewed were not a representative sample of UK drivers, and the actual extent of such activities is unknown, if these perceptions of passing on points are widely held, this is unlikely to strengthen a positive attitude towards speed enforcement.

7 CONCLUSIONS AND RECOMMENDATIONS

This study has drawn upon both quantitative and qualitative data to investigate the extent to which penalty points, and in particular the threat of disqualification act as a deterrent to speeding. While a small number of drivers without any points on their licence were included as a control sample, the majority of those who provided information for the study has acquired penalty points, either currently or previously, and are not therefore representative of the driving population as a whole. They are, however, important in road safety terms. A further point is that the sample was largely of repeat offenders, which means that many new drivers would not be eligible for inclusion as a result of the provisions of the New Driver Act 1995.

The main conclusions from this study are drawn from the quantitative and the qualitative research; and there is evidence from both components to support each of the conclusions. These may be summarised as follows:

- The first, and perhaps the most important conclusion, is that threat of disqualification *does* work, as evidenced by the fact that the reconviction rate is low. It is also the case that the threat of disqualification appeared to be a more effective deterrent than having been disqualified previously.
- There was also confusion about some procedures. The study identified a large group of drivers who were eligible for disqualification but had not been disqualified. There were suggestions that the practice of pleading exceptional hardship in court would account for some of these, but there were indications that some drivers may be ‘slipping through’ the system and avoiding disqualification.
- Despite having points for speeding, many drivers did not accept that they were ‘speeders’, or if they did, they saw their speeding as ‘non-dangerous’. At the same time, a large proportion of those who perceived themselves as ‘compliers’ admitted to driving above the speed limit.
- The majority of those surveyed said that they were deterred from speeding by the risk of detection, risk of an accident, and the likely penalty if caught. However, there is evidence of a small ‘hardcore’ of drivers who are not deterred by any of these factors, tend to have positive attitudes to speeding, and are more likely to manipulate cameras.
- The results from the survey showed that more than half of those in the sample held that when last caught their speeding was inadvertent. This, together with the widely held view frequently expressed in the qualitative studies that many cameras are sited merely to produce revenue, could undermine public confidence in the system and the safety benefits it is supposed to deliver.
- Drivers with points are more likely to be male, middle aged (35–64), have high annual mileage, and drive for work compared with drivers without points on

their licences. Those with points have worse knowledge of speed-related facts than those without.

- There was a considerable weight of feeling from those on the speed awareness programmes that speeding offences were not overly serious, or criminal, activities. To some extent enforcement was a 'game'; a sizeable number of drivers thought it reasonable just to slow down when passing cameras or to use technical devices to warn of camera sites.
- Drivers who had already accumulated a number of points often relied on technology to avoid getting more points, rather than simply driving within the limit. The most frequently mentioned methods were active radar detecting devices and navigation systems.
- More worryingly, the qualitative studies identified a range of more extreme and often illegal measures. There was an extensive and widespread perceived 'folk-law' about how other drivers avoided speed convictions. Many people thought that passing penalty points to others was a common practice, were able to identify groups who could be asked to take points, and were often able to quote the going rate for paying other drivers to take their points. Although reference was usually to 'other drivers', one respondent admitted to having passed points to other people on more than one occasion.

The following recommendations are proposed:

- The disqualification system is seen as lacking in consistency, when 12 points may or may not result in withdrawal of the licence, depending on the persuasiveness of pleas of exceptional hardship in court. Sentencing guidelines on this issue could usefully be reviewed.
- Consideration should be given to better publicity explaining why cameras are needed at particular points, and linking them more clearly to the speed limits in force.
- High mileage, older males should be seen as a major target group. The fact that many speeding infringements are work-related activities suggests possible avenues for intervention.
- The illegal passing on of points to others is widely held to be a common (and to some, acceptable) practice. Further investigations of this issue should be carried out.
- There is an identifiable hardcore of drivers who seem resistant to efforts to make them reduce their speeds. Deterring these drivers is likely to be a long and difficult task.

8 ACKNOWLEDGEMENTS

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APPENDIX A

Supporting tables

Table A1: Gender of respondents compared to UK driving population		
	Sample %	Population %
Male	68.6	55.8
Female	31.4	44.2
Total	100	100
Base	1115	34,775,587

Table A2: Age distribution of respondents compared with the UK driving population						
	Male		Female		Total	
	Sample %	Population %	Sample %	Population %	Sample %	Population %
Under 25	1.4	6.8	2.0	7.4	1.6	7.0
25-34	11.6	15.6	16.3	17.7	13.1	16.5
35-44	22.1	22.3	32.0	24.5	25.2	23.3
45-54	26.5	19.5	29.1	20.2	27.4	19.8
55-64	25.6	18.2	14.3	17.3	22.1	17.8
65+	12.7	17.7	6.3	12.9	10.7	15.6
Total	100	100	100	100	100	100
Base	765	19,400,943	350	15,374,644	1115	34,775,587

Table A3: Ethnicity of respondents			
	Male %	Female %	Total %
White	97.3	95.3	96.6
Black	0.3	1.2	0.6
Asian	1.6	2.4	1.9
Other	0.8	1.2	0.9
Total	100	100	100
Base	732	337	1069

Table A4: Annual mileage, by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Up to 5000 miles	18.9	26.0	23.1	22.5	0.0	17.3	2.9	4.3	3.4	5.1	13.1	7.5	5.4	11.1	7.1	2.2	33.3	5.8	6.3	14.7	9.0
5001–15,000 miles	60.4	69.9	65.9	42.5	75.0	50.0	42.8	74.0	52.4	40.6	59.8	46.4	30.6	62.2	39.7	34.8	41.7	35.6	40.3	64.1	47.6
15,001+ miles	20.7	4.1	11.1	35.0	25.0	32.7	54.4	21.7	44.3	54.3	27.0	46.2	64.0	26.7	53.2	63.1	25.0	58.6	53.5	21.1	43.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	53	73	126	40	12	52	103	46	149	359	152	511	111	45	156	92	12	104	758	340	1098

Table A5: Driving experience, by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Up to 5 years	3.7	10.7	7.8	0.0	6.7	1.8	2.0	0.0	1.3	0.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.9	2.6	1.4
6–15 years	7.4	29.3	20.2	2.5	13.3	5.5	12.7	15.2	13.4	13.6	17.4	14.7	12.8	10.9	12.3	6.6	0.0	5.8	11.5	18.1	13.5
16+ years	88.9	60.0	72.1	97.5	80.0	92.7	85.3	84.8	85.2	85.6	82.6	84.7	87.2	89.1	87.7	93.4	100.0	94.2	87.6	79.4	85.0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	75	130	40	15	55	102	46	148	361	155	516	109	46	157	91	12	103	757	349	1106

Table A6: Vehicles driven, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Car only	85.2	96.1	91.5	75.6	100.0	82.1	75.7	89.1	80.0	74.0	96.8	80.9	60.4	100.0	72.0	64.5	100.0	68.6	72.0	96.3	79.6
Van/HGV only	3.7	0.0	1.5	4.9	0.0	3.6	2.9	0.0	2.0	4.1	0.0	2.9	4.5	0.0	3.1	7.5	0.0	6.7	4.4	0.0	3.0
Bus/coach/taxi only	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.2	1.3	1.1	0.0	0.8	0.9	0.0	0.6	2.2	0.0	2.0	1.1	0.3	0.8
Car + one or more others	11.2	3.9	7.0	17.1	0.0	12.5	19.4	8.7	16.0	20.8	3.2	15.5	33.3	0.0	23.6	25.9	0.0	22.9	22.1	3.4	16.2
>1 excluding car	0.0	0.0	0.0	2.4	0.0	1.8	1.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	41	15	56	103	46	149	361	155	516	111	46	157	93	12	105	763	350	1113

Table A7: Accident involvement in the past three years, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
None	92.0	70.7	79.2	75.0	86.7	78.2	72.0	67.4	70.8	80.5	76.2	79.2	74.3	64.4	71.3	71.4	91.7	73.8	77.8	73.3	76.4
1	8.0	25.3	18.4	22.5	13.3	20.0	19.0	23.3	20.1	16.4	18.4	17.0	22.9	28.9	24.7	19.8	8.3	18.4	17.9	21.4	18.9
2	0.0	4.0	2.4	0.0	0.0	0.0	8.0	7.0	7.6	2.0	5.4	3.0	2.9	4.4	3.3	5.5	0.0	4.9	3.1	4.7	3.6
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.7	0.8	0.0	0.6	0.0	2.2	0.7	2.2	0.0	1.9	0.7	0.6	0.6
4 or more	0.0	0.0	0.0	2.5	0.0	1.8	1.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.0	0.4
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	50	75	125	40	15	55	100	43	143	354	147	501	105	45	150	91	12	103	740	337	1077

Table A8: Respondents driving to work or driving for work, by points group																						
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total			
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	
Do not drive to/for work	40.4	36.6	38.2	28.9	30.8	29.4	11.8	17.4	13.5	13.8	16.9	14.8	5.5	13.0	7.7	11.0	41.7	14.4	14.6	21.9	16.9	
Drive to work	21.2	45.1	35.0	21.1	30.8	23.5	26.5	26.1	26.4	17.2	33.1	22.0	18.3	21.7	19.4	11.0	25.0	12.5	18.4	32.7	22.9	
Drive for work – company vehicle	7.7	0.0	3.3	28.9	15.4	25.5	26.5	17.4	23.6	29.1	14.9	24.8	43.1	10.9	33.5	34.1	0.0	29.8	29.9	11.1	24.1	
Drive for work – private vehicle	30.8	18.3	23.6	21.1	23.1	21.6	35.3	39.1	36.5	39.8	35.1	38.4	33.0	54.3	39.4	44.0	33.3	43.3	37.1	34.2	36.2	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Base	52	71	123	38	13	51	102	46	148	354	154	508	109	46	155	91	12	103	746	342	1088	

Table A9: Points group distribution of respondents			
	Male %	Female %	Total %
No pointers	7.1	21.7	11.7
Low pointers	5.4	4.3	5.0
Returners	13.5	13.1	13.4
Brinkers	47.3	44.3	46.4
Eligible for disqualification	14.5	13.1	14.1
Previously disqualified	12.3	3.4	9.5
Total	100	100	100
Base	765	350	1115

Table A10: Responses to the statement 'fast moving vehicles are more likely to crash than slow moving vehicles', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	51.9	47.4	49.2	38.5	60.0	44.4	45.1	55.6	48.3	43.8	63.4	49.7	50.5	38.6	47.1	38.3	58.3	40.6	44.6	55.4	48.0
Neutral	31.5	26.3	28.5	30.8	6.7	24.1	17.6	24.4	19.7	19.9	11.8	17.5	19.3	34.1	23.5	18.1	16.7	17.9	20.7	19.4	20.3
Disagree/strongly disagree	16.7	26.3	22.3	30.8	33.3	31.5	37.3	20.0	32.0	36.2	24.8	32.8	30.3	27.3	29.4	43.7	25.0	41.5	34.7	25.2	31.7
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	39	15	54	102	45	147	356	153	509	109	44	153	94	12	106	754	345	1099

Table A11: Responses to the statement 'driving faster than surrounding traffic increases the risk of a crash', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	83.3	73.7	77.7	72.5	86.7	76.4	68.9	82.2	72.5	67.4	76.6	70.3	74.8	78.3	75.8	65.6	91.7	67.6	69.8	77.9	72.3
Neutral	7.4	17.1	13.1	12.5	13.3	12.7	15.5	6.7	13.4	17.1	9.1	14.6	13.5	10.9	12.7	11.8	8.3	11.4	14.8	10.9	13.6
Disagree/strongly disagree	9.3	9.2	9.2	15.0	0.0	10.9	15.5	11.1	14.1	15.4	14.3	15.0	11.7	10.9	11.5	22.6	0.0	21.0	15.3	11.2	14.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	40	15	55	103	45	148	356	154	510	111	46	157	93	12	105	757	348	1105

Table A12: Responses to the statement <i>'the sort of driver who speeds often is more likely to crash'</i> , by points group																						
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total			
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	
Agree/strongly agree	64.8	55.3	59.2	57.5	53.3	56.4	47.1	48.9	48.0	39.9	49.0	42.7	50.0	33.3	45.2	30.1	50.0	31.4	43.9	48.6	45.3	
Neutral	16.7	28.9	23.8	20.0	26.7	21.8	24.5	20.0	23.0	25.7	22.9	24.8	19.1	40.0	25.2	22.6	16.7	21.9	23.2	26.0	24.1	
Disagree/strongly disagree	18.5	15.8	16.9	22.5	20.0	21.8	28.4	31.1	29.1	34.4	28.1	32.6	30.9	26.7	29.7	47.3	33.3	46.7	32.9	25.4	30.7	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Base	54	76	130	40	15	55	102	45	147	358	153	511	110	45	155	93	12	105	757	346	1103	

Table A13: Responses to the statement <i>'when speed of traffic goes up on a road, the number of crashes goes up'</i> , by points group																						
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total			
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	
Agree/strongly agree	23.1	31.9	28.2	27.3	23.1	26.1	17.5	33.3	22.9	17.5	37.5	23.7	21.9	28.6	23.8	17.2	50.0	20.6	19.0	34.4	24.0	
Neutral	42.3	38.9	40.3	42.4	46.2	43.5	37.1	31.0	35.0	33.8	36.8	34.8	41.9	52.4	44.9	32.2	20.0	30.9	36.3	38.4	37.0	
Disagree/strongly disagree	34.6	29.2	31.5	30.3	30.8	30.4	45.4	35.7	42.1	48.6	25.7	41.5	36.2	19.0	31.3	50.5	30.0	48.5	44.7	27.2	39.1	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Base	52	72	124	33	13	46	97	42	139	331	144	475	105	42	147	87	10	97	705	323	1028	

Table A14: Responses to the statement ‘the use of cameras should be supported as a method of casualty reduction’, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	71.7	67.1	69.0	51.2	33.3	46.4	54.0	62.8	56.6	51.1	54.9	52.3	61.8	47.8	57.8	49.0	72.8	51.4	54.2	57.4	55.2
Neutral	11.3	15.8	14.0	12.2	26.7	16.1	7.8	11.6	9.0	13.6	17.6	14.8	5.5	22.7	10.4	14.9	9.1	14.3	11.6	17.3	13.3
Disagree/strongly disagree	17.0	17.1	17.1	36.6	40.0	37.5	38.2	25.6	34.4	35.3	27.4	33	32.7	29.5	31.8	36.1	18.2	34.2	34.2	25.4	31.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	53	76	129	41	15	56	102	43	145	360	153	513	110	44	154	94	11	105	760	342	1102

Table A15: Camera type, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Manipulator	13.0	14.5	13.8	9.8	20.0	12.5	30.1	15.2	25.5	22.9	15.5	20.7	18.3	6.5	14.8	35.9	33.3	35.6	23.4	14.9	20.7
Deterred	46.3	32.9	38.5	43.9	60.0	48.2	43.7	45.7	44.3	43.0	39.4	41.9	40.4	41.3	40.6	42.4	25.0	40.4	42.9	39.4	41.8
Complier	40.7	50.0	46.2	46.3	20.0	39.3	26.2	39.1	30.2	33.8	44.5	37.0	40.4	52.2	43.9	21.7	41.7	24.0	33.4	44.9	37.0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	74	128	41	15	56	103	46	149	357	154	511	108	46	154	92	12	104	755	347	1102

Table A16: Speed type (30) by points group																					
Speed type on 30 mph roads	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Low	48.9	52.9	51.3	36.4	16.7	31.1	26.9	27.5	27.1	23.6	32.4	26.2	27.6	38.6	31.0	18.8	60.0	23.2	26.3	37.5	29.8
Medium	35.6	27.1	30.4	39.4	66.7	46.7	26.9	50.0	33.8	37.0	41.0	38.2	36.7	45.5	39.4	29.4	10.0	27.4	34.6	39.7	36.2
High	15.6	20.0	18.3	24.2	16.7	22.2	46.2	22.5	39.1	39.4	26.6	35.6	35.7	15.9	29.6	51.8	30.0	49.5	39.0	22.9	33.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	45	70	115	33	12	45	93	40	133	330	139	469	98	44	142	85	10	95	684	315	999

Table A17: Driving preference on 30 mph roads, by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Slower	18.5	21.1	20.0	14.6	46.7	23.2	22.3	23.9	22.8	22.7	30.5	25.0	27.0	19.6	24.8	25.5	20.0	25.0	22.9	26.5	24.0
Same	77.8	77.6	77.7	85.4	53.3	76.8	71.8	73.9	72.5	74.5	66.2	72.0	67.6	80.4	71.3	71.3	80.0	72.1	73.6	71.5	72.9
Faster	3.7	1.3	2.3	0.0	0.0	0.0	5.8	2.2	4.7	2.8	3.2	2.9	5.4	0.0	3.8	3.2	0.0	2.9	3.5	2.0	3.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	41	15	56	103	46	149	361	154	515	111	46	157	94	10	104	764	347	1111

Table A18: Respondents' views on the 20 mph speed limit, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Too low	31.5	43.4	38.5	50.0	33.3	45.5	36.4	42.2	37.9	38.7	43.8	40.5	32.4	43.2	35.6	35.2	33.3	34.7	37.2	42.7	38.9
About right	64.8	56.6	60.0	45.0	66.7	50.9	63.6	57.8	62.1	60.4	55.5	58.7	65.7	56.8	63.1	64.8	66.7	65.3	61.6	57.0	60.1
Too high	3.7	0.0	1.5	5.0	0.0	3.6	0.0	0.0	0.0	0.9	0.7	0.8	1.9	0.0	1.3	0.0	0.0	0.0	1.2	0.3	0.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	40	15	55	99	45	144	351	146	497	105	44	149	88	9	97	737	335	1072

Table A19: Respondents' views on the 30 mph speed limit, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Too low	13.0	17.1	15.4	19.5	14.3	18.2	34.3	28.3	32.4	30.0	33.1	30.9	38.2	23.9	34.0	35.5	20.0	34.0	30.6	26.6	29.4
About right	75.9	78.9	77.7	75.6	78.6	76.4	62.7	71.7	65.5	67.2	63.6	66.1	59.1	71.7	62.8	63.4	80.0	65.0	66.1	70.2	67.4
Too high	11.1	3.9	6.9	4.9	7.1	5.5	2.9	0.0	2.0	2.8	3.2	2.9	2.7	4.3	3.2	1.1	0.0	1.0	3.3	3.2	3.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	41	14	55	102	46	148	357	154	511	110	46	156	93	10	103	757	346	1103

Table A20: Speed type (70) by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Low	45.8	59.7	54.2	28.1	21.4	26.1	12.9	29.3	17.9	25.4	36.2	28.6	26.3	51.2	33.8	19.8	44.4	22.1	24.7	42.2	30.2
Medium	33.3	29.2	30.8	46.9	57.1	50.0	44.1	39.0	42.5	37.9	42.6	39.2	34.3	32.6	33.8	27.9	11.1	26.3	37.1	37.5	37.2
High	20.8	11.1	15.0	25.0	21.4	23.9	43.0	31.7	39.6	36.7	21.3	32.2	39.4	16.3	32.4	52.3	44.4	51.6	38.2	20.3	32.6
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	48	72	120	32	14	46	93	41	134	338	141	479	99	43	142	86	9	95	696	320	1016

Table A21: Driving preference on 70 mph roads, by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Slower	3.7	1.3	2.3	0.0	6.7	1.8	0.0	4.3	1.3	2.2	4.5	2.9	6.3	8.7	7.0	3.2	0.0	2.9	2.6	4.3	3.2
Same	85.2	80.0	82.2	63.4	86.7	69.6	63.1	80.4	68.5	66.4	70.3	67.6	62.2	65.2	63.1	64.9	36.4	61.9	66.3	72.7	68.3
Faster	11.1	18.7	15.5	36.6	6.7	28.6	36.9	15.2	30.2	31.4	25.2	29.5	31.5	26.1	29.9	31.9	63.6	35.2	31.1	23.0	28.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	75	129	41	15	56	103	46	149	360	155	515	111	46	157	94	11	505	763	348	1111

Table A22: Respondents' views on the 60 mph speed limit, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Too low	9.4	9.2	9.3	14.6	26.7	17.9	35.6	26.1	33.1	26.8	13.9	23.1	19.4	15.6	18.3	29.5	22.2	29.6	25.4	15.5	22.5
About right	81.1	81.6	81.4	78.0	66.7	75.0	61.4	73.9	64.9	69.8	78.8	72.3	75.9	82.2	77.8	68.2	77.8	68.4	70.6	78.7	72.9
Too high	9.4	9.2	9.3	7.3	6.7	7.1	3.0	0.0	2.0	3.4	7.3	4.5	4.6	2.2	3.9	2.3	0.0	2.0	4.0	5.8	4.6
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	53	76	129	41	15	56	101	46	147	354	151	505	108	45	153	88	9	97	745	342	1087

Table A23: Respondents' views on the 70 mph speed limit, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Too low	48.1	42.7	45.0	65.9	73.3	67.9	87.4	60.9	79.2	76.2	51.3	68.6	68.2	54.3	64.1	81.7	70.0	80.6	74.7	52.6	67.7
About right	48.1	53.3	51.2	31.7	20.0	28.6	12.6	39.1	20.8	23.5	48.1	31.0	27.3	43.5	32.1	18.3	30.0	19.4	24.1	45.7	30.9
Too high	3.7	4.0	3.9	2.4	6.7	3.6	0.0	0.0	0.0	0.3	0.6	0.4	4.5	2.2	3.8	0.0	0.0	0.0	1.2	1.7	1.4
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	75	129	41	15	56	103	46	149	353	154	507	110	46	156	93	10	103	754	346	1100

Table A24: Responses to the statement 'I don't think it will harm anyone when I exceed the speed limits', by points group																						
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total			
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	
Agree/strongly agree	21.7	19.1	20.2	29.3	0.0	21.4	27.1	18.2	24.8	26.9	14.6	23.2	21.5	7.5	17.7	27.2	10.0	26.2	26.0	14.3	22.5	
Neutral	17.4	17.6	17.5	19.5	20.0	19.6	19.8	15.9	18.4	20.8	23.2	21.4	24.3	15.0	21.8	28.3	20.0	27.2	21.8	19.8	21.1	
Disagree/strongly disagree	60.9	63.2	62.3	51.2	80.0	58.9	53.1	65.9	56.7	52.3	62.3	55.4	54.2	77.5	60.5	44.6	70.0	46.6	52.2	65.9	56.3	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Base	46	68	114	41	15	56	96	44	140	342	151	493	107	40	147	92	10	102	724	328	1052	

Table A25: Responses to the statement 'I like driving fast', by points group																						
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total			
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	
Agree/strongly agree	11.1	10.1	10.5	0.0	13.3	3.6	10.5	18.2	12.9	14.6	17.0	15.7	13.2	22.0	15.6	23.3	10.0	21.8	13.9	16.0	14.7	
Neutral	13.3	18.8	16.7	24.4	26.7	25.0	31.6	27.3	30.0	22.8	29.3	24.6	17.9	24.4	19.7	30.0	30.0	29.7	23.6	26.1	24.3	
Disagree/strongly disagree	75.6	71.0	72.8	75.6	60.0	71.4	57.9	54.5	57.1	62.6	53.7	59.7	68.9	53.7	64.6	46.7	60.0	48.5	62.4	58.0	61.0	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Base	45	69	114	41	15	56	95	44	139	342	147	489	106	41	147	90	10	100	719	326	1045	

Table A26: Responses to the statement 'The risk of being caught is not high enough to stop me speeding', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	20.0	5.8	11.4	9.8	13.3	10.7	10.5	9.1	10.7	8.6	9.4	9.0	12.3	5.0	10.3	15.4	0.0	13.6	11.0	7.9	10.2
Neutral	31.1	20.3	24.6	31.7	13.3	26.8	22.1	4.5	16.4	13.6	8.7	12.0	10.4	5.0	8.9	18.7	27.3	20.4	17.0	11.0	15.2
Disagree/strongly disagree	48.9	73.9	64.0	58.5	73.3	62.5	67.4	86.4	72.9	77.9	81.9	79.0	77.4	90.0	80.8	65.9	72.7	66.0	72.0	81.1	74.6
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	45	69	114	41	15	56	95	44	139	339	149	488	106	40	146	91	11	102	717	328	1045

Table A27: Responses to the statement 'The risk of having an accident is not high enough to stop me speeding', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	15.6	17.4	16.7	9.8	20.0	12.5	17.7	13.6	17.0	21.1	14.0	19.1	9.4	7.3	8.8	32.2	18.2	31.4	19.3	14.2	17.9
Neutral	20.0	14.5	16.7	24.4	13.3	21.4	20.8	6.8	16.3	15.2	9.3	13.4	17.0	17.1	17.0	14.4	9.1	13.7	16.9	11.2	15.1
Disagree/strongly disagree	64.4	68.1	66.7	65.9	66.7	66.1	61.5	79.5	66.7	63.7	76.7	67.5	73.6	75.6	74.1	53.3	72.7	54.9	63.8	74.5	67.0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	45	69	114	41	15	56	96	44	140	342	150	492	106	41	147	90	11	101	720	330	1050

Table A28: Responses to the statement <i>'The likely penalty I would get is not high enough to stop me speeding'</i> , by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	15.6	5.9	9.7	12.2	14.3	12.7	6.3	0.0	4.3	6.5	4.6	6.1	7.5	2.4	6.1	4.4	0.0	3.9	7.2	4.3	6.4
Neutral	26.7	14.7	19.5	24.4	14.3	21.8	12.5	9.3	11.4	9.4	7.3	8.7	8.4	2.4	6.8	19.8	9.1	18.4	12.9	8.8	11.6
Disagree/strongly disagree	57.8	79.4	70.8	63.4	71.4	65.5	81.3	90.7	84.3	84.2	88.1	85.2	84.1	95.1	87.2	75.8	90.9	77.7	79.9	86.9	82.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	45	68	113	41	14	55	96	43	139	341	151	492	107	41	148	91	11	102	721	328	1049

Table A29: Responses to the statement <i>'Vehicles behind pressure me to go faster'</i> , by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	50.0	69.6	61.7	36.6	60.0	42.9	46.4	45.5	46.5	43.1	64.0	49.5	38.0	60.5	44.4	31.1	54.5	33.3	41.4	61.7	47.8
Neutral	10.9	11.6	11.3	22.0	20.0	21.4	14.4	13.6	14.1	16.0	12.7	14.9	23.1	11.6	19.9	30.0	9.1	28.4	18.6	12.7	16.8
Disagree/strongly disagree	39.1	18.8	27.0	41.5	20.0	35.7	39.2	40.9	39.4	40.8	23.3	35.6	38.9	27.9	35.8	38.9	36.4	38.2	40.0	25.6	35.4
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	46	69	115	41	15	56	97	44	141	343	150	493	108	43	151	90	11	101	725	332	1057

Table A30: Responses to the statement 'I thought the speed limit was higher', by points group

	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	33.3	50.0	38.0	47.4	70.5	54.2	44.9	60.3	49.7	49.0	48.8	49.0	33.8	12.5	32.0	43.9	58.0	47.8
Neutral	11.1	0.0	8.0	11.3	2.3	8.5	17.0	7.8	14.2	5.8	16.3	8.8	16.9	25.0	18.6	14.0	8.4	12.6
Disagree/strongly disagree	55.6	50.0	54.0	41.2	27.3	37.3	38.1	31.9	36.1	45.2	34.9	42.2	49.5	62.5	49.5	42.1	33.6	39.6
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	36	14	50	97	44	141	336	141	477	104	43	147	88	8	96	661	250	911

Table A31: Responses to the statement 'I knew what the speed limit was, but didn't realise I was exceeding it', by points group

	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	52.8	50.0	52.0	41.2	43.2	41.8	51.2	53.1	51.8	53.3	60.5	55.4	14.6	77.8	44.9	48.9	53.3	50.2
Neutral	2.8	7.1	4.0	13.4	9.1	12.1	11.2	7.5	10.1	11.4	9.3	10.8	15.7	0.0	14.3	11.7	7.8	10.6
Disagree/strongly disagree	44.4	42.9	44.0	45.4	47.7	46.1	37.6	39.5	38.1	35.2	30.2	33.8	42.7	22.2	40.8	39.3	38.9	39.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	36	14	50	97	44	141	338	147	485	105	43	148	88	9	97	664	257	921

Table A32: Responses to the statement ' <i>I didn't think I was exceeding the speed limit by enough to be caught</i> ', by points group																		
	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	31.4	21.4	28.6	24.7	31.1	26.8	31.2	30.3	30.9	27.9	38.6	31.1	27.0	55.6	28.6	29.3	32.3	30.1
Neutral	22.9	21.4	22.4	24.7	20.0	23.2	25.8	17.2	23.2	24.0	15.9	21.6	36.0	22.2	35.7	26.6	17.9	24.1
Disagree/strongly disagree	45.7	57.1	49.0	50.5	48.9	50.0	43.0	52.4	45.9	48.1	45.5	47.3	37.0	22.2	35.7	44.1	49.8	45.8
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	35	14	49	93	45	138	337	145	482	104	44	148	88	9	97	657	257	914

Table A33: Responses to the statement ' <i>I didn't realise a camera was there otherwise I would have slowed down</i> ', by points group																		
	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	36.1	50.0	40.0	54.3	48.9	52.1	52.5	49.7	51.6	54.7	52.3	54.0	54.6	44.4	54.6	52.5	49.8	51.8
Neutral	19.4	7.1	16.0	12.8	11.1	12.1	14.5	12.2	13.7	12.3	13.6	12.7	19.3	11.1	18.6	14.8	12.0	13.9
Disagree/strongly disagree	44.4	42.9	44.0	33.0	40.0	35.7	33.0	38.1	34.6	33.0	34.1	33.3	26.1	44.4	26.8	32.7	38.2	34.2
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	36	14	50	94	45	139	339	147	486	106	44	150	88	9	97	663	259	922

Table A34: Responses to the statement 'I was in a hurry', by points group

	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	23.5	21.4	22.9	23.9	38.6	29.2	25.0	34.0	27.8	34.0	40.9	36.1	31.9	50.0	33.3	27.3	35.8	29.8
Neutral	17.6	28.6	20.8	17.4	13.6	16.1	19.0	18.4	18.8	16.5	6.8	13.6	21.6	12.5	20.8	18.6	16.0	17.8
Disagree/strongly disagree	58.8	50.0	56.3	58.7	47.7	54.7	56.0	47.6	53.4	49.5	52.3	50.3	46.6	37.5	45.8	54.1	48.2	52.4
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	34	14	48	92	44	136	336	147	483	103	44	147	88	8	96	653	257	910

Table A35: Responses to the statement 'I didn't think I would harm anyone', by points group

	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	20.0	50.0	28.6	34.4	27.3	32.1	39.2	33.3	37.4	39.8	25.6	35.6	48.8	62.5	50.0	38.9	32.8	37.1
Neutral	31.4	14.3	26.5	22.6	18.2	21.2	21.9	21.5	21.8	24.3	34.9	27.4	18.2	0.0	16.7	22.3	22.1	22.4
Disagree/strongly disagree	48.6	35.7	44.9	43.0	54.5	46.7	38.9	45.1	40.8	35.9	39.5	37.0	33.0	37.5	33.3	38.8	45.1	40.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	35	14	49	93	44	137	334	144	478	103	43	146	88	8	96	654	253	907

Table A36: Responses to the statement ' <i>I wasn't really thinking about it</i> ', by points group																		
	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Agree/strongly agree	51.4	71.4	57.1	45.7	52.3	47.8	49.4	58.8	52.3	53.4	46.7	51.4	46.1	50.0	46.4	49.1	56.0	51.0
Neutral	11.4	0.0	8.2	27.7	13.6	23.2	23.5	17.6	21.7	22.3	20.0	21.6	25.8	25.0	25.8	23.6	16.6	21.6
Disagree/strongly disagree	37.1	28.6	34.7	26.6	34.1	29.0	27.1	23.6	26.0	24.3	33.3	27.0	28.1	25.0	27.8	27.3	27.4	27.4
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	35	14	49	94	44	138	340	148	488	103	45	148	88	8	96	660	259	919

Table A37: Driving style since last change in points, where there are cameras

	Last points change					
	Increase			Decrease		
	M %	F %	Total %	M %	F %	Total %
A lot/a bit slower	75.9	91.9	80.5	67.7	76.5	70.1
No different	23.9	6.9	19.0	32.3	23.5	29.9
A lot/a bit faster	0.2	1.2	0.5	0.0	0.0	0.0
Total	100	100	100	100	100	100
Base	431	173	604	220	81	301

Table A38: Driving style since last change in points, in general

	Last points change					
	Increase			Decrease		
	M %	F %	Total %	M %	F %	Total %
A lot/a bit slower	66.8	81.0	70.9	51.6	69.1	56.2
No different	32.9	17.8	28.6	47.1	29.6	42.4
A lot/a bit faster	0.2	1.1	0.5	1.3	1.2	1.3
Total	100	100	100	100	100	100
Base	431	174	605	223	81	304

Table A39: Driving style where there are cameras since last change in points, by points group																		
	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
A lot/a bit slower	42.9	53.8	45.8	73.3	76.1	74.1	72.4	92.0	78.4	83.8	90.7	85.8	75.0	100.0	77.3	73.1	87.4	77.1
No different	57.1	46.2	54.2	26.7	21.7	25.2	27.6	7.3	21.4	16.2	9.3	14.2	23.9	0.0	21.6	26.7	11.9	22.5
A lot/a bit faster	0.0	0.0	0.0	0.0	2.2	0.7	0.0	0.7	0.2	0.0	0.0	0.0	1.1	0.0	1.0	0.2	0.8	0.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	35	13	48	101	46	147	337	150	487	105	43	148	88	9	97	666	261	927

Table A40: Driving style in general since last change in points, by points group																		
	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
A lot/a bit slower	35.1	53.8	40.0	59.6	63.0	60.7	61.3	80.5	67.1	77.4	91.1	81.5	61.2	77.8	62.8	62.1	77.9	66.6
No different	64.9	46.2	60.0	40.4	34.8	38.6	38.1	18.1	32.0	21.7	8.9	17.9	37.6	22.2	36.2	37.3	21.0	32.7
A lot/a bit faster	0.0	0.0	0.0	0.0	2.2	0.7	0.0	1.3	0.8	0.0	0.0	0.7	1.2	0.0	1.1	0.6	1.1	0.8
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	37	13	50	99	46	145	341	149	490	106	45	151	85	9	94	668	262	930

Table A41: Percentage of respondents who own radar detection equipment, by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Own radar detection equipment	5.6	1.3	3.1	2.4	13.3	5.4	17.8	13.0	16.3	21.3	14.3	19.2	27.9	19.6	25.5	24.5	0.0	21.7	20.1	11.5	17.4
Base	54	76	130	41	15	56	101	46	147	362	154	516	111	46	157	94	12	106	763	349	1112

Table A42: Percentage of respondents who purchased radar detection equipment after being caught for speeding to avoid more penalty points, by points group

	Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Purchased radar detection equipment to avoid more penalty points	0.0	100.0	66.7	83.3	100.0	91.3	76.6	90.9	79.8	74.2	88.9	77.5	73.9	0.0	73.9	74.5	90.0	78.5
Base	1	2	3	18	6	24	77	22	99	31	9	40	23	0	23	153	40	193

Table A43: Responses to 'in general, I would keep to speed limits if all speed cameras were hidden', by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	43.4	52.6	48.8	40.0	40.0	40.0	43.0	40.0	42.1	41.7	41.2	41.6	49.5	51.1	50.0	39.8	45.5	40.4	42.8	45.0	43.5
Neutral	26.4	23.7	24.8	22.5	20.0	21.8	20.0	31.1	23.4	23.5	23.0	23.4	19.3	15.6	18.2	18.3	27.3	19.2	21.9	23.2	22.3
Definitely won't/might not encourage	30.2	23.7	26.4	37.5	40.0	38.2	37.0	28.9	34.5	34.7	35.8	35.0	31.2	33.3	31.8	41.9	27.3	40.4	35.2	31.8	34.2
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	53	76	129	40	15	55	100	45	145	357	148	505	109	45	154	93	11	104	752	340	1092

Table A44: Responses to 'in general, I would keep to speed limits if my vehicle insurance bill was reduced for having no penalty points on my licence for a year', by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	81.1	89.5	86.0	80.0	86.7	81.8	70.0	68.9	69.7	64.7	72.7	67.1	64.2	84.4	70.1	65.2	83.3	67.3	67.4	78.4	70.9
Neutral	7.5	7.9	7.8	10.0	13.3	10.9	16.0	24.4	18.6	22.1	12.3	19.2	14.7	8.9	13.0	16.3	16.7	16.3	17.8	12.7	16.2
Definitely won't/might not encourage	11.3	2.6	6.2	10.0	0.0	7.3	14.0	6.7	11.7	13.2	14.9	13.7	21.1	6.7	16.9	18.5	0.0	16.3	14.8	8.9	12.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	53	76	129	40	15	55	100	45	145	357	154	511	109	45	154	92	11	103	751	347	1098

Table A45: Responses to 'in general, I would keep to speed limits if fixed penalty notice fines were doubled', by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	53.7	48.7	50.8	48.7	46.7	48.1	36.7	24.4	32.9	39.2	45.6	41.1	37.4	54.5	42.4	31.9	83.3	37.9	39.2	46.0	41.4
Neutral	18.5	30.3	25.4	23.1	20.0	22.2	29.6	42.2	33.6	26.2	22.1	25.0	26.2	11.4	21.9	26.4	8.3	24.3	25.9	24.6	25.5
Definitely won't/might not encourage	27.8	21.1	23.8	28.2	33.3	29.6	33.7	33.3	33.6	34.6	32.2	33.9	36.4	34.1	35.8	41.8	8.3	37.9	34.8	29.3	33.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	39	15	54	98	45	143	355	149	504	107	44	151	91	12	103	744	341	1085

Table A46: Responses to 'in general, I would keep to speed limits if most people kept to the speed limits', by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	72.2	61.8	66.2	57.5	78.6	63.0	47.5	57.8	50.7	48.7	59.7	52.0	51.8	68.2	56.5	46.7	66.7	49.0	50.9	62.0	54.4
Neutral	18.5	31.6	26.2	32.5	14.3	27.8	31.3	24.4	29.2	29.0	20.1	26.3	32.7	22.7	29.9	31.5	25.0	30.8	29.6	23.5	27.7
Definitely won't/might not encourage	9.3	6.6	7.7	10.0	7.1	9.3	21.2	17.8	20.1	22.3	20.1	21.6	15.5	9.1	13.6	21.7	8.3	20.2	19.5	14.5	17.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	40	14	54	99	45	144	359	154	503	110	44	154	92	12	104	754	345	1099

Table A47: Responses to 'in general, I would keep to speed limits if instead of getting any more points on my licence I had to attend a speed awareness course', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	53.7	43.4	47.7	45.0	53.3	47.3	63.4	51.1	59.6	62.7	63.6	63.0	57.8	68.2	60.8	55.3	100.0	60.4	59.6	59.0	59.4
Neutral	18.5	38.2	30.0	27.5	26.7	27.3	19.8	33.3	24.0	17.0	18.2	17.3	22.9	15.9	20.9	17.0	0.0	15.1	18.9	24.0	20.5
Definitely won't/might not encourage	27.8	18.4	22.3	27.5	20.0	25.5	16.8	15.6	16.4	20.3	18.2	19.7	19.3	15.9	18.3	27.7	0.0	24.5	21.5	17.1	20.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	40	15	55	101	45	146	359	154	513	109	44	153	94	12	106	757	346	1103

Table A48: Responses to 'in general, I would keep to speed limits if speed cameras were able to calculate my average speed', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	75.9	57.9	65.4	55.0	60.0	56.4	69.3	71.1	69.9	66.0	63.4	65.2	61.5	79.5	66.7	56.4	83.3	59.4	64.7	65.8	65.1
Neutral	9.3	30.3	21.5	27.5	33.3	29.1	19.8	22.2	20.5	18.9	23.5	20.3	21.1	11.4	18.3	19.1	8.3	17.9	19.2	23.2	20.4
Definitely won't/might not encourage	14.8	11.8	13.1	17.5	6.7	14.5	10.9	6.7	9.6	15.0	13.1	14.5	17.4	9.1	15.0	24.5	8.3	22.6	16.1	11.0	14.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	40	15	55	101	45	146	359	153	512	109	44	153	94	12	106	757	345	1102

Table A49: Responses to 'in general, I would keep to speed limits if there was a higher risk of getting caught', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	71.7	61.8	65.9	55.0	60.0	56.4	57.0	55.6	56.6	55.3	52.7	54.5	55.0	56.8	55.6	52.7	66.7	54.3	56.3	56.4	56.4
Neutral	22.6	27.6	25.6	32.5	40.0	34.5	29.0	31.1	29.7	23.0	23.3	23.1	24.8	13.6	21.6	25.8	25.0	25.7	24.9	24.9	24.9
Definitely won't/might not encourage	5.7	10.5	8.5	12.5	0.0	9.1	14.0	13.3	13.8	21.6	24.0	22.3	20.2	29.5	22.9	21.5	8.3	20.0	18.8	18.7	18.8
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	53	76	129	40	15	55	100	45	145	356	150	506	109	44	153	93	12	105	751	342	1093

Table A50: Responses to 'in general, I would keep to speed limits if higher levels of excess speed attracted higher penalties than now', by points group

	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
Definitely/might encourage	72.2	63.2	66.9	47.5	66.7	52.7	54.5	50.0	53.1	56.2	62.9	58.2	52.3	65.1	55.9	61.3	72.7	62.5	56.7	62.1	58.4
Neutral	18.5	25.0	22.3	30.0	20.0	27.3	27.3	29.5	28.0	22.2	21.9	22.1	27.5	16.3	24.3	17.2	27.3	18.3	23.2	22.9	23.1
Definitely won't/might not encourage	9.3	11.8	10.8	22.5	13.3	20.0	18.2	20.5	18.9	21.6	15.2	19.7	20.2	18.6	19.7	21.5	0.0	19.2	20.1	15.0	18.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Base	54	76	130	40	15	55	99	44	143	356	151	507	109	43	152	93	11	104	751	340	1091

Table A51: Responses to statements on avoiding disqualification, by points group																					
	No pointers			Low pointers			Returners			Brinkers			Eligible for disqualification			Previously disqualified			Total		
	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %	M %	F %	Total %
'I would change the way I drive if I thought it would result in disqualification'	38.9	53.9	47.7	51.2	66.7	55.4	74.8	76.1	75.2	71.5	72.9	72.0	79.3	82.6	80.3	70.2	83.3	71.7	69.5	70.6	69.9
'I don't think there is anything I could do to avoid being disqualified'	5.6	6.6	6.2	2.4	0.0	1.8	12.6	4.3	10.1	17.1	11.0	15.3	10.8	15.2	12.1	22.3	8.3	20.8	14.6	9.1	12.9
'My style of driving is unlikely ever to lead to disqualification'	79.6	72.4	75.4	61.0	53.3	58.9	26.2	19.6	24.2	13.5	18.1	14.9	5.4	2.2	4.5	7.4	8.3	7.5	20.5	29.1	23.2
'I would get someone else to take the points'	0.0	1.3	0.8	0.0	6.7	1.8	8.7	8.7	8.7	11.3	9.0	10.6	5.4	4.3	5.1	2.1	8.3	2.8	7.6	6.6	7.3
Base	54	76	130	41	15	56	103	46	149	362	155	517	111	46	157	94	12	106	765	350	1115

APPENDIX B

Postal survey questionnaire



SURVEY ON PENALTIES FOR SPEED OFFENCES

Dear Sir/Madam,

This survey is being conducted by TRL Ltd on behalf of the Department for Transport (DfT). It concerns drivers' views and experiences of speed limits, speed cameras and penalties for speeding, and will help us to make recommendations to the DfT about these matters.

This survey is being sent on our behalf to drivers in several categories whose names have been selected randomly by the DVLA. These drivers comprise those who according to DVLA records either have no penalty points on their driving licence or have several points, at least some of which would be for speeding. All the information you provide will be treated in the strictest confidence and none of your comments will be related to you directly.

You may not need to answer some of the questions if they are not relevant to you. However, please return the questionnaire even if you are only able to answer a few questions as your answers are still important to us.

If you have any queries about this survey please contact Ronit Tong by phone on 01344 770xxx or email xxxxx@trl.co.uk. In the meantime, we appreciate your time in completing this survey and thank you very much for your help.

Yours faithfully
TRL Limited

1 Do you drive for work?

Please tick appropriate box

- No, I do not drive as part of my job nor do I drive to my place of work
- No, I do not drive as part of my job, but do drive to my place of work
- Yes, I drive as part of my job, and this is mainly in a company-owned vehicle
- Yes, I drive as part of my job, and this is mainly in a vehicle owned by myself/another person

2 Your speed choice. When you drive, how often do you:

	Never	Only Rarely	Sometimes	Usually	Nearly Always
A Drive between 31-40 mph in a 30 mph built up area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Drive between 41-50 mph in a 30 mph built up area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Drive between 51-60 mph in a 30 mph built up area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Drive between 71-80 mph on a motorway (with a 70 mph limit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E Drive between 81-90 mph on a motorway (with a 70 mph limit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F Drive over 90 mph on a motorway (with a 70 mph limit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3 In general how would you prefer to drive on 30mph roads in built-up areas?
Please tick appropriate box

- Slower than I usually drive
- About the same as usual
- Faster than I usually drive

4 In general how would you prefer to drive on motorways (with a 70mph limit)?
Please tick appropriate box

- Slower than I usually drive
- About the same as usual
- Faster than I usually drive

5 Your views on speed limits
Please tick appropriate box

I think that sometimes, on the following types of roads, the speed limits are set:

		Too Low	About Right	Too High
A	20mph roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	30mph roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	60mph roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	70mph Motorways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6 Reasons for exceeding speed limits on 30mph roads:
Please indicate below how much you agree or disagree with the statements about exceeding speed limits on 30 mph roads.
Please tick one box for each statement and do not leave any row blank.
[If you never exceed any speed limit please tick this box and go to next question, number 7]

		Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
A	I don't think it will harm anyone when I exceed the speed limits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	I like driving fast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	The risk of being caught is not high enough to stop me speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	The risk of having an accident is not high enough to stop me speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	The likely penalty I would get is not high enough to stop me speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	Vehicles behind pressure me to go faster	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7 Please indicate your view on the following statement:
"The use of speed cameras should be supported as a method of casualty reduction"

Please tick appropriate box

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree
-

8 Your penalty point history

A How many penalty points do you currently have on your licence?

B What is the maximum number of points you have ever had on your licence (this may be more than you have now, as points are “wiped off” after 4 years)?

9 Have you ever been disqualified from driving?

Through “totting up” (accumulating) 12 points? Yes No

For a single offence? Yes No

10 If you have never received penalty points for speeding go to Question 13
Reasons for exceeding the speed limit the last time you were caught: Thinking about the last time you were prosecuted for speeding, how much do you agree or disagree with the following statements

		Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
A	I thought the speed limit was higher	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	I knew what the speed limit was, but didn't realise I was exceeding it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	I didn't think I was exceeding the speed limit by enough to be caught	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	I didn't realise a camera was there otherwise I would have slowed down	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	I was in a hurry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	I didn't think I would harm anyone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G	I wasn't really thinking about it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H	Other (please give details)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you do not recall the incident that led to the last time you were prosecuted for speeding then please tick this box

11 Penalty Points
What was the last change to your penalty points total?

Please tick appropriate box

- A An increase that did not result in disqualification
- B A decrease (which might have removed all the points from your licence)
- C A disqualification
- D The return of your licence

12 Thinking of the last time there was a change to the number of penalty points on your driving licence - please indicate how you have driven since then:

Please tick appropriate box in both columns

A Since then, where I think there are cameras I tend to drive

B Since then, in general I tend to drive:

- | | |
|---|---|
| <input type="checkbox"/> a lot slower | <input type="checkbox"/> a lot slower |
| <input type="checkbox"/> a bit slower | <input type="checkbox"/> a bit slower |
| <input type="checkbox"/> no differently | <input type="checkbox"/> no differently |
| <input type="checkbox"/> a bit faster | <input type="checkbox"/> a bit faster |
| <input type="checkbox"/> a lot faster | <input type="checkbox"/> a lot faster |

13 How would you describe your general style of driving in relation to speed cameras?
Please tick one of the 4 boxes below

- I tend to drive above the speed limit all along roads where I think there are cameras and do not slow down even where I know there are cameras.
- I tend to drive above the speed limit all along roads where I think there are cameras, and only slow down where I know there are cameras.
- I tend to drive close to or under the speed limit all along roads where I think there are cameras because I have slowed down to avoid being caught by them.
- Tend to drive below or within the speed limit regardless of speed cameras

14 To what extent do you agree or disagree with the following statements?
Please tick one box for each statement and do not leave any row blank

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
A Fast moving vehicles are more likely to crash than slow moving vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Does the Threat of Disqualification Deter Drivers from Speeding?

- B Driving faster than surrounding traffic increases the risk of a crash
- C The sort of driver who speeds often is more likely to crash
- D When speed of traffic goes up on a road, the number of crashes goes up

15 Knowledge of disqualification rules

As a consequence of 'totting up' procedures (reaching 12 points) drivers may be disqualified from driving for a number of weeks or months

Please tick appropriate box

A Were you aware that when drivers reach a certain number of points they can be disqualified from driving or their licence can be automatically revoked?

Yes

No

B How many points do you think this is for those holding a full licence for...

Less than two years? _____

More than two years? _____

C I didn't realise there was a difference

16 Avoiding disqualification

Please indicate what you would do to avoid being disqualified

Please tick all the statements you agree with

I would change the way I drive if I thought it would result in disqualification

I don't think there is anything I could do to avoid being disqualified

My style of driving is unlikely ever to lead to disqualification

I would get someone else to take the points

Other _____

17 Encouraging compliance:

On a scale of 1 to 5, where 1 is "Definitely encourage" and 5 is "Definitely won't encourage", please indicate whether the measures below would encourage you personally to keep to speed limits in general.

Please circle one number in each row

In general, I would keep to speed limits...

Definitely encourage



Definitely won't encourage

A If all speed cameras were hidden

1 2 3 4 5

B If my vehicle insurance bill was reduced for having no penalty points on my licence for a year

1 2 3 4 5

C	If fixed penalty notice fines were doubled	1	2	3	4	5
D	If most people kept to the speed limits	1	2	3	4	5
E	If instead of getting any more points on my licence I had to attend a speed awareness course	1	2	3	4	5
F	If speed cameras were able to calculate my average speed rather than just the speed I was doing when passing a camera box	1	2	3	4	5
G	If there was a higher risk of getting caught	1	2	3	4	5
H	If higher levels of excess speed attracted higher penalties than now	1	2	3	4	5

18 Do you have any radar detection equipment in your vehicle to warn of speed camera devices operating on the road ahead?

Please tick appropriate box

A Yes No

If yes, did you get it after being caught for speeding to avoid more penalty points?

B Yes No

Finally, about yourself:

Please tick appropriate box

19 Are you

Male Female

20 Please indicate your age group

Under 21 21-24 25-34 35-44 45-54 55-64 65+

21 About how many years have you been driving?

_____ years

22 **About your driving:**
What is your annual mileage? Please tick the box that is nearest to the number of miles you personally have driven on all roads in the last 12 months.

Not more than 1,000 miles

1,001-5,000 miles

5,001-10,000 miles

10,001-15,000

15,001-20,000 miles

over 20,000 miles

I don't know

23 Which of the following do you drive regularly?

Please tick all that apply

Car

Motorbike

Van

HGV

Bus or Coach

Taxi

24 How many accidents have you been involved in AS A DRIVER during the last 3 years?

By 'accident' we mean any incident that occurred on public roads which involved injury to another person or yourself, damage to property, damage to another vehicle, or damage to the vehicle that you were driving (however slight they were), regardless of how the incidents were caused

_____ accidents

25 Please indicate your ethnic background

Please tick appropriate box

White British

White Irish

Other white background

Black British Caribbean

Black British African

Other Black background

Asian British

Asian British Pakistani

Asian British Indian

Bangladeshi

Chinese

Other Asian Background

Other Ethnic group

Other Black background

White and Asian

Other Mixed background

26 Any other comments?



Thank you very much for your help and patience.

Once you have completed the questionnaire please return it in the pre-paid envelope provided with this questionnaire.

The next phase of this project will be to follow-up some respondents for an interview that will expand on some of the topics covered in the questionnaire in more depth.

For such an interview we would offer £20 reimbursement, and it could take place at a mutually convenient venue. It would last around 45 minutes and all responses would be treated completely confidentially. If you would be willing to take part in such an interview please fill in your contact details in the space provided on the next page. They will be treated confidentially by TRL.

Please note that the interview is an optional extra and you do not have to complete this last part of the questionnaire if you do not wish to.

Name _____

Contact Address _____

Post code: _____

Telephone: _____

Mobile _____

Fair Collection Notice

Personal information provided to TRL will only be used for research purposes, and will be shared with other members of the research team from TRL

The Data Protection Act 1998 gives you the right of access to your personal information held by TRL. An administrative charge of £10 (0% VAT) may be charged for such requests, and you will receive a response within 40 calendar days. Requests of this nature must be in writing, and you will be required to provide verification of your identity to authorise release of your information.

If you have concerns about the way TRL are using your personal information, contact the Data Protection Manager at TRL, Crowthorne House, Nine Mile Ride, Wokingham RG40 3GA. Please place a cross in the box below if you are content for your personal information to be used in this way

APPENDIX C

Covering letter

April 2007



Direct Tel: +44 (0)1344 770xxx
Fax: +44 (0)1344 770xxx
Email: xxxxx@trl.co.uk

Dear Sir/Madam

SURVEY ON PENALTIES FOR SPEED OFFENCES

The Transport Research Laboratory (TRL) is conducting a research project on behalf of the Department for Transport. This study aims to explore drivers' views and experiences of speed limits, speed cameras and penalties for speeding. This important research will help us make recommendations to the DfT about these matters.

We invite you to complete the enclosed questionnaire and return it to TRL in the pre-paid envelope within three weeks. No stamp is needed. Participation is voluntary and we would greatly appreciate your help in completing the questionnaire, which should not take long to complete. Any answers you provide will be used in the strictest confidence and will be kept anonymous.

This questionnaire was developed by TRL but the DVLA has helped us by posting this questionnaire to you on our behalf. The DVLA has kept your name and address details confidential and has not passed them on to TRL or any other third party.

If you have any queries relating to this questionnaire or survey, please contact the Project Manager, Lorna Pearce, on 01344 770445 or by email (xxxxxxx@trl.co.uk).

Thank you for your help with this valuable research.

Yours faithfully

Ronit Tong
Researcher

APPENDIX D

Topic guide for in-depth interviews

Speeding Penalty Points interview guide

Thank you very much for agreeing to talk to us about your views and experiences on speeding, speed limits and penalties for speeding. As you will be aware from the questionnaire you completed, the Transport Research Laboratory is carrying out a study to explore drivers' views and experiences of these, and in this interview I'd like to ask you a bit more information.

The interview should take about 45 minutes and we assure you that you will not be identified or identifiable in the study published from any of the information you have given already or may give now. Your responses are completely confidential and will only be used for this research purpose. However, if there are any questions that you would rather not answer, please say so and we shall go on to the next question.

It would help me enormously if I could record the interview to keep the flow of the conversation going, and there will be nothing said by me to identify you on the recording if you agree to this. After the interview has been transcribed the file will be wiped clean so there will be no audio record. Will this be ok?

A. Penalty points

I would just like to confirm some of the information you gave in your questionnaire:

1. How many penalty points do you currently have on your licence? **(Q8a)**
 - **Note to interviewer:** Any change from questionnaire? If so, has the number of points increased/decreased?
2. What is the maximum number of points you've ever had on your licence? **(Q8b)**
 - Have you ever been disqualified from driving? If so, what was this for and for how long?
3. Have you ever opted for a Speed Awareness Course instead of receiving points for speeding on your licence? If so, when? After how many points?
4. So now you've got X points, can you take me through the changes to your penalty points total in the last four years as they were added and then taken off your licence?
 - **Note to interviewer:** Continue with second, third and so forth, checking when points total reduced so that pattern is clear.

B. Perceptual reaction to change to penalty points

You've told us that the last change to your penalty points total was an increase/ decrease **(Q11) [Ask as appropriate depending on change]:**

5. **If points increased at any point:** How did you feel when you heard you would be prosecuted for a motoring offence that would *increase* your penalty points total from X to Y? Why?

If have ever had more than 3 points: Did you feel differently about your second (third, fourth) set of points compared to your first set? Why?

Prompt for: concerned, worried, angry at police/government, angry with self, irritated, stupid, resigned, embarrassed, own fault, ashamed, less confident, guilty; not bothered; no different; unlucky.

6. **If points decreased at any point:** Can you tell me how you felt the *last time* that points were removed from your licence? *Prompt for: relieved, less worried, no different, happy.*
7. **If appropriate, i.e. some time has elapsed since the last change to the penalty points total:** How do you feel *now* having this number of points on your licence?
- **If decrease, prompt for:**
 - happy, pleased, no difference, with no worries
 - **If increase, prompt for::**
 - concerned, worried, angry at police/government, angry with self, embarrassed, ashamed, less confident, guilty; not bothered; no different; unlucky, think it's not that bad.
8. If you were to be disqualified from driving, how big a difference, if any, would this make to your life?
*Prompt for: work/family/social life
big, moderate, small or no effect? Why?*
9. **If less than 6 points currently:** How would you describe someone who has more than 6 points on their licence? Why?
Prompt for: irresponsible, careless, about average, unlucky

If more than 6 points currently: How do you think others would describe you as a driver now that you have x points on your licence?

Prompt for: irresponsible, careless, about average, unlucky

C. Behavioural responses to last change in penalty points total

10. Shortly after the last set of points were added to/removed from your licence [**delete as appropriate**], did you change your *choice of speed*?
Did any other aspects of your driving style change?

The next few questions will you to compare how you drive now with how your drove before your last change in penalty points, i.e. how you drove when you had x points:

11. Imagine a road that you are **familiar** with and which **has a speed camera**. How do you drive *now* on roads like this one, compared to before the last change in points on your licence? Does this differ depending on the type of road, e.g. rural, urban, motorway?
- A lot slower/faster
 - A little bit slower/faster
 - The same as before
12. Now think of a **road you know** where there are **no speed cameras**. How do you drive now on roads like this, compared to before your last change in points? Does your driving differ depending on the type of road, e.g. rural, urban, motorway?
- A lot slower/faster
 - A little bit slower/faster
 - The same as before
13. Imagine you are on a **road which you have not been on before** and has **camera signs** along it. How would you drive on this road now? And how would you have driven before your last change in points? Does this differ depending on the type of road, e.g. rural, urban, motorway?
- A lot slower/faster
 - A little bit slower/faster
 - The same as before
14. Now imagine you are on the same **unfamiliar** road but there are **no camera signs**. How would you drive on this road now? And how would you have driven before your last

change in points? Does this differ depending on the type of road, e.g. rural, urban, motorway?

- A lot slower/faster
 - A little bit slower/faster
 - The same as before
15. a) How do you drive *on the approach to cameras* now on roads with cameras on, compared to before your last change in points? Differ for urban/rural, familiar/unfamiliar?
b) What about driving *away* from the camera? Differ for urban/rural, familiar/unfamiliar?
- A lot slower/faster
 - A little bit slower/faster
 - The same as before

D. Attitudes towards speed limits

16. What deters you from breaking the speed limit, if anything?

Prompt for: Not wishing to get fined
Not wishing to get points
Not wishing to break the law
Wishing to drive safely
Wishing to maximise fuel efficiency

17. Would you say your views on exceeding speed limits have changed since the number of speed cameras on the roads has increased, or not?

- **If yes:** In what way have they changed?
- **If no:** How do you feel in general about exceeding speed limits?

Prompt for: It's dangerous
It's ok to do it on some roads
Don't see any problem with it on any roads
It depends on the traffic conditions

18. In your questionnaire, you said that you tend to... **(Q13)**. Would you still say this is true? Do you tend to drive in this way on all roads, or different for urban/rural, familiar/unfamiliar?

- Do you tend to drive above the speed limit all along roads where you think there are cameras, and not slow down even where you know there are cameras? **(defier)**
- Do you tend to drive above the speed limit but slow down where you know there are cameras? **(manipulator)**
- Do you tend to drive close to or below the speed limit on roads where you know there are cameras in order to avoid being caught? **(deterred)**
- Do you tend to drive close to or below the speed limit regardless of speed cameras? **(complier)**

[Note to interviewer: these categories could overlap, please ask the following questions accordingly]

If defier:

19. Why are you not deterred from exceeding limits where there are cameras?

If manipulator:

20. When did you first start responding to cameras in this way, i.e. slowing down before a camera box and accelerating away downstream?

- Always drove this way (even before getting penalty points) but then was caught
- After you received some points on your licence?
 - Please specify after how many points (for non-speeding and speeding offences) you started driving this way

If deterred:

21. So can you confirm that in general, you have reduced your speeds on roads with camera signs? **If yes:** Was this before or after first getting points on your licence?

If complier:

22. Do you tend to drive below *all* speed limits whatever they are?
- **If no**, do you drive below speed limits on:
 - Urban roads?
 - Motorways?
 - Rural roads?
 - Other? Please explain.

Ask all who have ever had points:

23. Which one of the following options best applies to you, if any:
- a) Receiving (more) points on my licence has meant that I try to keep within driving laws more than I did before.
 - b) I drive much as I did before I had points on my licence but I try harder not to get caught breaking any driving laws
 - c) My driving has not changed at all since I received points on my licence

E. Strategies to avoid further convictions

24. Now that you have some penalty points, do you do anything to avoid getting more points on your licence for *any driving offence*, not just speeding?
25. **If participant received points for speeding:** Do you do anything to avoid getting more points on your licence for *speeding*? Have you always done that, or did you start as a result of getting points on your licence (if yes, after how many points)?

Prompt for:

- Making fewer road journeys than you used to make to reduce your risk?*
- Getting someone else to drive rather than drive yourself?*
- Avoiding certain roads with cameras or certain sections of roads with cameras?*
- Using public transport more?*

26. Are you aware of any methods that others might use to avoid having points on their licence?
27. **If have not bought radar device (Q18):** In your questionnaire, you stated that you have not bought any radar device (e.g. road angels) to avoid getting caught (again). What do you think of people who buy such devices for this purpose?
- Why? Why not?

If have bought radar device (Q18): In your questionnaire, you stated that you have bought a radar device (e.g. road angels) to avoid getting caught (again). How do you think others might see people who use these devices? How would you feel if they were made illegal?

28. In the future, technology will enable devices be fitted to all vehicles to limit their top speed to the maximum allowed on the road being used, in order to keep drivers' speeds within the speed limits. Would you be keen to have such a device installed in your vehicle?
- **If no**, why not?

- **If yes**, would you prefer to have one permanently turned on so your vehicle would never exceed a speed limit, or would you like to decide for yourself when to use it? Why?
29. While driving, do you ever think about the possibility that you could get caught if you speed? If yes, how often do you think about this? **(Q6c)**
30. It's occasionally reported in the media that some drivers try to get other willing drivers to accept the penalty points they should receive, in order to avoid increasing their own points.
- a) Do you know of anyone personally who has done this?
 - b) **If yes**, could you expand on the subject? **[Note to interviewer: please stress that this is confidential and will not be passed to anyone else or kept on record]**
 - c) Do you think it's a common practice?
 - d) What do you think of people who try to pass off their penalty points to willing others?
 - e) Would you ever consider requesting someone to take your points?
[Depending on the number of points the participant has]: Would you consider doing so if you had less/more points?

F. Perceived compliance

32. In your opinion, what do you think the margin is before a speed camera will 'flash' you [in the UK]? How many mph? Different for different speed limits (30mph, 70mph)?
33. **If responses given are higher than the speed limit:** Why do you think there's this gap between what the speed limit actually says and the maximum speed you think you could do without being caught?
34. a) If you were driving 35mph on a 30mph road and received a fixed penalty notice for speeding, what would your reaction be (surprised, angry, shocked etc)? Would you think that driving at that speed was acceptable?
- b) What about if you were doing 40mph on a 30mph road? Reaction? Would you think driving at that speed was acceptable?
- c) What would you say is the boundary between an acceptable and an unacceptable speed on a 30mph road?

G. Knowledge and views on speeding and penalty points

35. Can you tell me what you think the rules and procedures are for speeding offences and totting-up? **(Q15)**
- Think of a driver with 6 points on their licence. How many more times do you think they could get caught for speeding before being disqualified? **[1]**
 - Number of points you get for a speeding offence? **[3 to 6]**
 - How many points can you have before being disqualified from driving? **[12]**
 - How long points are valid on the licence? What happens at the end of that period? **[Valid for 3 years. Nothing happens at end of period unless driver applies to have expired points removed]**
 - When can points be wiped off your licence? **[4 years after receiving them]**
 - **[If interviewee has been driving for less than 2 years]:** Do you know of any way you could lose your licence within the first two years of driving? **[if you receive 6 points within first 2 years of driving]**
 - Do you know what the procedure is for getting points wiped off your licence? Does the driver have to do something or is an updated licence sent to the driver automatically? **[To remove expired points: must get form from Post Office/DSA website and send to DVLA with fee of £45. After**

disqualification: DVLA automatically sends out form, driver must return with a fee of £60]

36. **If previously/currently eligible for disqualification (currently/previously more than 11 points but say no to disq):** You've told me that you currently/previously have more than 12 points on your licence and you haven't been disqualified. As drivers normally get disqualified upon reaching 12 points, can you tell me a bit about why you haven't been disqualified?
Probe: Did you go to court and claim 'exceptional hardship'? Have you had more than one set of points given recently? Are you sure all the points marked down on your green counterpart licence are valid/live?
37. **If previously disqualified (Q9) but currently 3-11 points:** It seems that despite being disqualified in the past your points total has crept back up. After your disqualification when you started with a clean licence again, did you intend to change your driving behaviour to avoid getting more points or were you not too concerned?
Can you explain why you weren't too concerned? OR So what happened to your good intentions?
How did you feel upon receiving extra set(s) of points after your disqualification?
38. **If currently 2-5 points, and maximum of 2-5 points:** Are these the first penalty points you've ever had? Did you feel any different after getting points compared to when you had none? If yes, in what way?
Probe: Do you feel 'tainted' or 'alienated' (if so, from police, government, acquaintances, other?). Do you feel less confident in your own driving, more vulnerable, less trusting of police/government? Did you feel unlucky to be caught, or were you surprised that you were not caught earlier?
39. In general, what do you think about the way speeding is enforced in this country at the moment?

If participant admits to ever exceeding speed limit (Q6, grey box): What measure(s) would completely deter you from speeding again?
40. What do you think would be an acceptable way of making more drivers observe speed limits? (Q17)
41. **If participant has attended a speed awareness course:** What are your views on speed awareness courses? Do you think they are less/equally/more effective as points or fines in deterring drivers from speeding?

Thank you very much for your time and help with this research!

APPENDIX E

Topic guide for focus groups

Speeding Penalty Points focus group topic guide

Thank you very much for agreeing to talk to us about your views and experiences on speeding, speed limits and penalties for speeding. The Transport Research Laboratory has been asked by the Department for Transport to carry out this study look into the totting up procedure, disqualification from driving, and deterrents to speeding.

This discussion should take about 30 minutes and we assure you that you will not be identified or identifiable in the study published from any of the information you give today. Your responses are completely confidential and will only be used for this research purpose.

It would help me enormously if I could record the discussion to refer back to. This won't be used to identify any individual specifically. Does anyone have any objections?

Can I just check that you have all completed the questionnaire. This is for background information and won't be used to identify you.

Introduction

To get a picture of the range of experiences around the room, please can you tell me:

- i How many penalty points you currently have on your licence?
- ii The maximum number of points you've ever had on your licence?
- iii What were these points for? Speeding / other (what?)

A. Perceptual reaction to penalty points

1. How did you feel when you heard you would be prosecuted for a motoring offence?
(*embarrassed / didn't care / worried / annoyed*)

- Feel differently if had **no** points?
- Feel differently if already had points?

If already had points:

2. How did you feel when points were removed from your licence (different first, second, third time?)

3. Do you feel any differently *now* having this number of points on your licence?

Ask All:

4. Imagine that your next offence would mean that you would be disqualified from driving. what changes would this make to your life? (*work/family/social life, big, moderate, small or no effect? Why?*)
would this affect the way that you drive?
(*speed choice / around cameras / getting someone else to do the driving / use public transport more*)

5. How would you describe someone who has more than 6 points on their licence? Why?
(*irresponsible, careless, about average, unlucky*)

6. How do you think our society views someone with more than 6 points on their licence?

B. Behavioural responses to penalty points

Thinking about your driving since you received the notice of intended prosecution:

7. Has this affected how you drive?
Your choice of speed?
Your driving style?
Does this change near speed cameras?
How?
Does this differ depending on the type of road:
rural, urban, motorway
familiar / unfamiliar

C. Attitudes towards speed limits

Thinking about your driving before today:

10. How did you feel in general about exceeding speed limits? (*dangerous, ok to do it on some roads, don't see any problem with it on any roads, depends on conditions*)
11. What factors would deter you from breaking the speed limit, if anything, and how do these compare? (*finer, points, break the law, drive safely, maximise fuel efficiency*)

D. Perceived compliance

Thinking about your driving before today:

12. What do you think the margin is before a speed camera will 'flash' you [in the UK]? How many mph? Different for different speed limits (30mph, 70mph)?
13. Why do you think there's this gap between what the speed limit actually says and the maximum speed you think you could do without being caught?
14. What do you think is an acceptable speed:
on a 30mph road (*different conditions / why?*)
a motorway? (*different conditions / why?*)

E. Knowledge and views on speeding and penalty points

15. Having just been on a speed awareness course, can you tell me the answers to the following, and whether you knew the answers before the course today:
 - How many more times do you think a driver with 6 points on their licence could get caught for speeding before being disqualified? **[1]**
 - Number of points you get for a speeding offence? **[3 to 6]**
 - How many points can you have before being disqualified from driving? **[12]**
 - How long points are valid on the licence? What happens at the end of that period?
[Valid for 3 years. Nothing happens at end of period unless driver applies to have expired points removed]
 - When can points be wiped off your licence? **[4 years after receiving them]**
 - *[If interviewee has been driving for less than 2 years]:* Do you know of any way you could lose your licence within the first two years of driving? **[if you receive 6 points within first 2 years of driving]**
 - Do you know what the procedure is for getting points wiped off your licence? Does the driver have to do something or is an updated licence sent to the driver automatically?

F. Speed awareness course

16. Had you heard of speed awareness courses?
What did you think about them beforehand?
17. What do you think about them now? Will it have an affect on how you drive, and if so, in what way(s)?
18. Do you think the course is more, less, or equally as effective as points or fines or fear of disqualification in deterring drivers from speeding?

G. Strategies to avoid further convictions

19. Is there anything you will do to avoid getting more points on your licence for *speeding*?
Have you always done that, or did you start as a result of getting points on your licence (if yes, after how many points)?
Making fewer road journeys than you used to make to reduce your risk?
Getting someone else to drive rather than drive yourself?
Avoiding certain roads with cameras or sections of roads with cameras?
Using public transport more?
20. Are you aware of any methods that others might use to avoid having points on their licence?
21. What are your thoughts on radar devices (e.g. road angels)? What do you think of people who buy such devices for this purpose?
Why? Why not?
How would you feel if they were made illegal?
22. While driving, do you ever think about the possibility that you could get caught if you speed? If yes, how often do you think about this?
23. It's occasionally reported in the media that some drivers try to get other willing drivers to accept the penalty points they should receive, in order to avoid increasing their own points.
What do you think about this?
Do you think it's a common practice?
Would you ever consider requesting someone to take your points?
Would you consider doing so if you had less/more points?

APPENDIX F

Focus group participants

Focus Group 1:								
Participant	1	2	3	4	5	6	7	8
Gender	Male	Female	Male	Female	Male	Male	Female	Male
Age	42	35	38	59	62	42	52	56
Years driving	25	16	Not given	39	45	23	33	20
Current points	0	0	6	0	3	3	3	0
Max points	0	3	6	0	3	12+	6	6
Points group	No pointer	Low pointer	Brinker	No pointer	Low pointer	Previously disqualified	Returner	Returner
Camera type	Deterred	Deterred	Complier	Deterred	Defier	Manipulator/deterred	Manipulator	Complier

Focus Group 2:									
Participant	9	10	11	12	13	14	15	16	17
Gender	Male	Male	Male	Male	Female	Male	Female	Male	Female
Age	69	69	53	75	62	72	37	68	59
Years driving	50+	51	32	47	41	47	Not given	40	35
Current points	0	3	3	0	0	0	0	0	3
Max points	3	3	6	0	6	3	3	6	3
Points group	Low pointer	Low pointer	Brinker	No pointer	Brinker	Low pointer	Low pointer	Brinker	Low pointer
Camera type	Complier	Complier	Deterred	Manipulator	Complier	Deterred	Manipulator	Deterred	Deterred