



Public Attitude Survey 2023/24 Report

Date of Publication:

14th May 2024

Issued by:

NI Road Safety Partnership
42 Montgomery Road
Belfast
BT6 9LD
[NI Road Safety Partnership website](#)

Email:

zNIRSP@psni.police.uk

- The results of the 2023/24 public attitudes survey indicated that public perception of the impact of the safety cameras was generally positive, with 62% of respondents agreeing that 'fewer collisions are likely to happen on roads where safety cameras are installed'.
- Public perception of the purpose of the safety cameras was also encouraging, with over two-thirds (69%) of respondents agreeing that 'cameras are meant to encourage drivers to keep to the speed limits not to punish them'.
- Over two-thirds (69%) of respondents agreed that 'the primary aim of the safety cameras is to save lives'.
- The findings indicated that public support for the cameras is high, with the majority of respondents (81%) in agreement with the statement that 'the use of safety cameras should be supported as a method of reducing casualties'.
- Only 14% of respondents agreed that 'there are too many safety cameras in our local area', while 53% of respondents disagreed.
- When asked to choose the most effective method of detection for saving lives, 33% chose 'average speed camera systems that monitor vehicle speed over distance', 28% chose 'speed camera vans that move around locations' while 22% believed it was 'fixed speed cameras'.

Contents

1. Introduction	3
2. Summary	5
3. Perceived impact of the NI Road Safety Partnership.....	6
4. Perceived purpose of the NI Road Safety Partnership	8
5. Public support for the NI Road Safety Partnership.....	11
6. Most effective method of speed enforcement.....	13
7. Spending of additional funds	14
8. Driving behaviour.....	15
9. Appendix 1 – Technical Notes.....	16

1. Introduction

The Northern Ireland Road Safety Partnership (NIRSP)

The [NIRSP](#) was established in July 2003 with the aim of reducing the number of casualties on Northern Ireland's roads through targeted speed enforcement at sites with a history of collisions and a speeding problem. In line with best practice in England and Wales, the NIRSP is required to monitor and evaluate general public acceptance of the partnership.

Since 2007, the NIRSP have commissioned questions in the Northern Ireland (NI) Omnibus Survey to collect information regarding public attitudes of the use of safety cameras in NI. The questions are primarily a series of statements with which respondents agree or disagree in relation to the perceived impact, purpose of and support for the road safety partnership. The NI Omnibus Survey, which was conducted by Central Survey Unit (CSU) in the Northern Ireland Statistics and Research Agency (NISRA), was discontinued in 2018. As a result, the NIRSP commissioned a module for inclusion in the NI Life and Times Survey (NILT) in 2019/20 and again in 2023/24, the results of which are summarised in this report.

The Life and Times Survey (NILT)

The NILT survey is a constituent resource of ARK (www.ark.ac.uk), which is a research, policy and impact hub, based jointly in Queen's University Belfast and Ulster University that was launched in autumn of 1998. Its mission is to monitor the attitudes and behaviour of people in Northern Ireland annually to provide a time-series and a public record of how our attitudes and behaviour develop on a wide range of social policy issues. The survey is run on a modular format and aims to provide a local resource for use by the general public and a data source for public and academic debate.

Whilst the NILT survey closely mirrors the Omnibus survey in terms of the methodology for selecting respondents, there are some differences. For example, the NILT survey tends to focus on a small range of related policy issues, involving in-depth questioning, whereas the Omnibus survey usually involved a larger number of unrelated modules. This has provided a new context for the RSP module to that of the Omnibus survey.

Detailed information about the NILT is included in the technical notes in Appendix 1.

About this report

This report provides information in respect of the 2023/24 NILT survey, conducted between September 2023 and January 2024. In 2020, the NILT survey transitioned to a push-to-web methodology as a result of the COVID-19 pandemic and this approach has been retained in subsequent years. This means that the first RSP module in NILT 2019/20 was conducted using a different methodology to the 2023/24 module and as a result the data is not directly comparable.

The results for each of the questions have been presented by age, gender, where respondent lives¹ and driving status. The main results from this year's survey have also been published in an excel spreadsheet and open document spreadsheet as Annex 1.

¹ [NISRA 2015 Urban rural classification](#)

It should be noted that the 2023/24 NILT survey has produced a proportion of people who answered 'don't know' in response to the questions. These 'don't knows' have been excluded from the main body of the report. As such, the focus of the report is on those people who have offered an opinion regarding the work of the RSP. However, in the interest of transparency, the full results (including the 'don't knows' responses) have been set out in Annex 2.

Percentages in the tables may not add to 100% due to rounding. Unweighted base numbers across the tables will vary due to the exclusion of 'don't knows'.

Official Statistics

This bulletin has been produced by a statistician from the Northern Ireland Statistics and Research Agency, currently seconded to the NIRSP. It is an Official Statistics publication meaning it complies with the [Code of Practice for Official Statistics](#) as follows:

- Trustworthiness: the statistics are impartial, independent and released in an open and transparent manner in accordance with a pre-announced publication schedule
- Quality: the statistics are produced using robust and relevant data sources which undergo continuous quality improvement and assurance checks
- Value: the statistics strive to meet user needs informed by ongoing feedback, providing sufficient detail which is widely accessible.

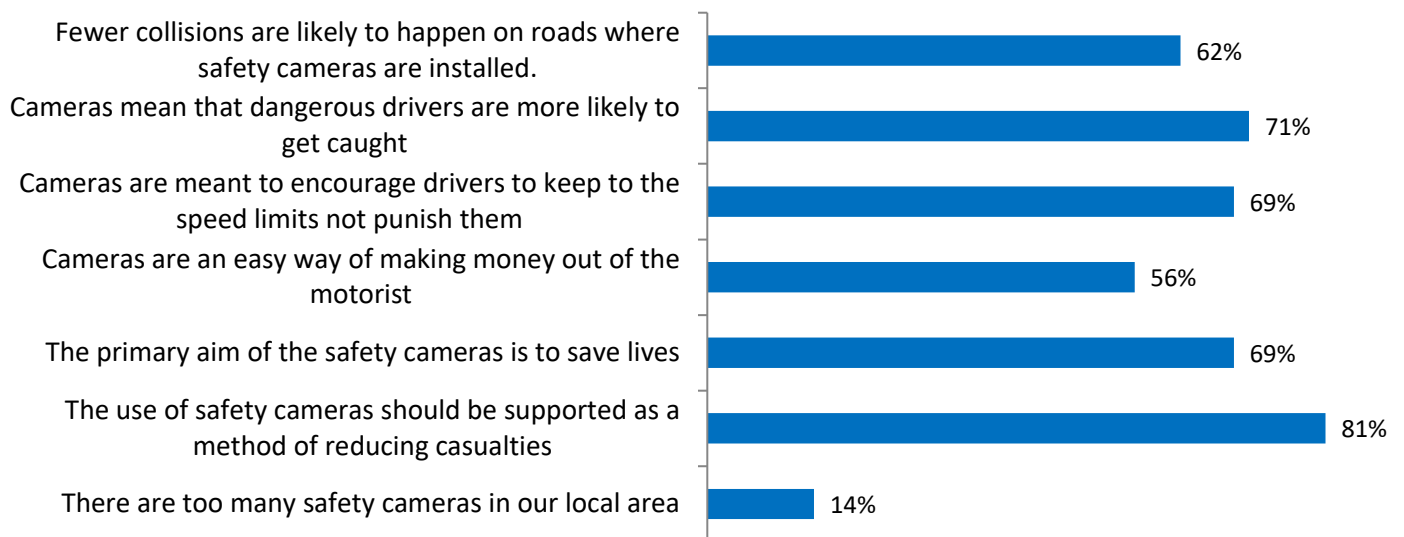
If you have any feedback, questions or requests for further information about this report, please use details on cover page to contact us.

2. Summary

The survey results indicate that public attitudes are generally positive in relation to the work of the NI Road Safety Partnership.

In terms of impact, the majority of respondents felt that fewer collisions and dangerous drivers being caught were likely outcomes of the partnership. There was good understanding of the purpose of the partnership among respondents, with the majority recognising that the cameras are primarily to deter speeding rather than punish those exceeding speed limits and to save lives. However, over half of those questioned believed that cameras are an easy way to make money out of the motorist. Nonetheless, public support for the partnership was high and most respondents supported the use of safety cameras to reduce casualties, with a markedly lower proportion reporting that there were too many safety cameras in their area.

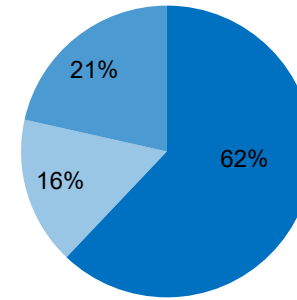
Figure 1: Percentage of respondents who agreed with the statements given



3. Perceived impact of the NI Road Safety Partnership

Respondents were asked if they agreed or disagreed that 'Fewer collisions are likely to happen on roads where safety cameras are installed'.

- 62% of respondents agreed or agreed strongly with this statement.
- Males disagreed with the statement more than females (24% and 19% respectively)
- Younger respondents were less likely to agree that fewer collisions are likely to happen on roads where safety cameras are installed than respondents from other age groups. For example 50% of those aged 18-24 agreed with this statement compared with 71% of those aged 65+.



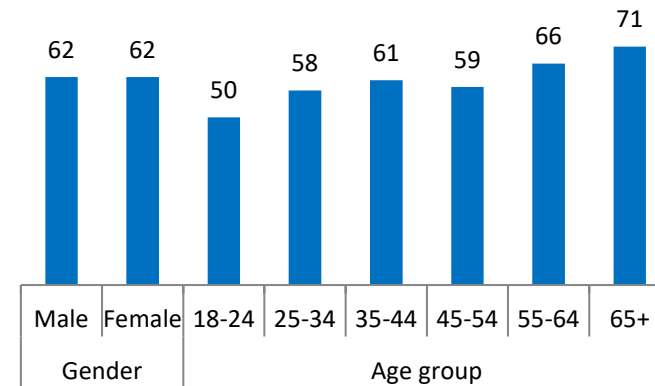
Overall

■ Agree ■ Neither agree or disagree ■ Disagree

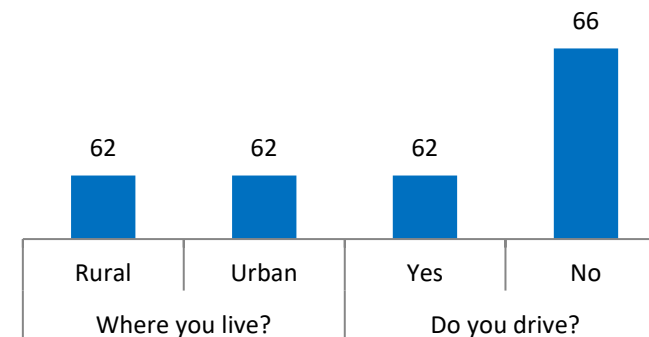
Table 1: Fewer collisions are likely to happen on roads where safety cameras are installed

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	62	24	14
Female	62	19	19
18-24	50	35	16
25-34	58	26	16
35-44	61	22	16
45-54	59	22	19
55-64	66	17	17
65+	71	15	14
From a rural area	62	21	18
From a urban area	62	22	16
Respondent does drive	62	22	16
Respondent doesn't drive	66	13	21
Overall	62	21	16

Unweighted Base: 1,130



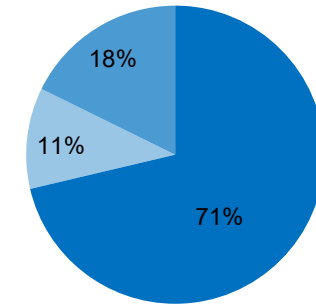
Percentage who agree by age and gender



Percentage who agree by where they live and driving status

In response to the statement that 'Cameras mean that dangerous drivers are now more likely to get caught', the findings showed that:

- Seven in ten respondents (71%) agreed with this statement.
- A higher proportion of females agreed with the statement than males (75% and 68% respectively)
- Similar proportions of the younger and older age groups agreed that cameras mean dangerous drivers are more likely to get caught - 79% of 18-24 year olds compared to 77% of those over 65.



■ Agree ■ Neither agree or disagree ■ Disagree

Overall

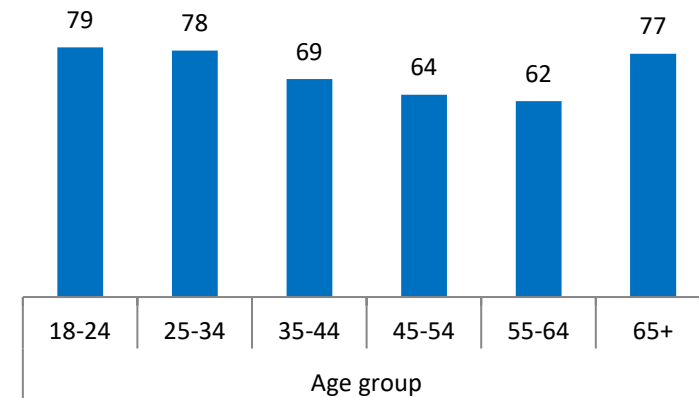
Table 2: Cameras mean that dangerous drivers are now more likely to get caught

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	68	21	12
Female	75	15	10
18-24	79	17	4
25-34	78	15	7
35-44	69	20	11
45-54	64	21	15
55-64	62	23	15
65+	77	13	11
From a rural area	69	18	13
From a urban area	73	18	10
Respondent does drive	70	19	11
Respondent doesn't drive	83	8	9
Overall	71	18	11

Unweighted Base:1,119



Percentage who agree by gender

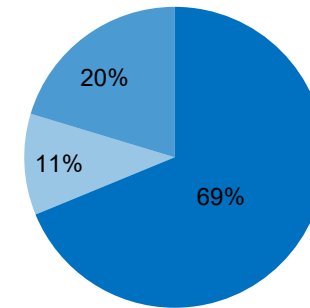


Percentage who agree by age group

4. Perceived purpose of the NI Road Safety Partnership

When asked if 'Cameras are meant to encourage drivers to keep to the speed limits not to punish them':

- More than two-thirds (69%) of respondents agreed.
- Almost three-quarters (73%) of female respondents agreed, compared with 65% of males.
- Those aged 65+ were more likely to agree with this statement (79%) when compared with all other age groups (66%).



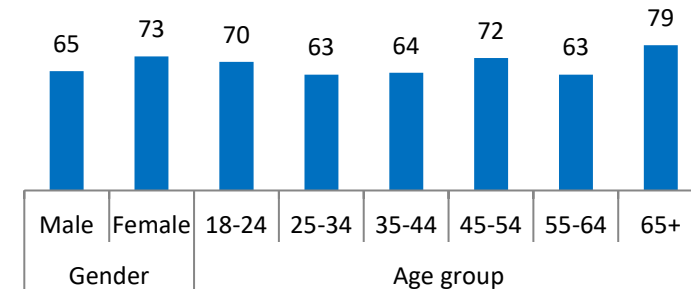
■ Agree ■ Neither agree or disagree ■ Disagree

Overall

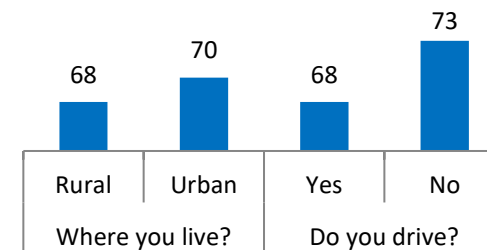
Table 3: Cameras are meant to encourage drivers to keep to the speed limits not to punish them

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	65	24	11
Female	73	16	11
18-24	70	20	10
25-34	63	20	17
35-44	64	23	13
45-54	72	20	8
55-64	63	25	12
65+	79	15	6
From a rural area	68	22	10
From an urban area	70	19	11
Respondent does drive	68	21	10
Respondent doesn't drive	73	13	14
Overall	69	20	11

Unweighted Base: 1,171



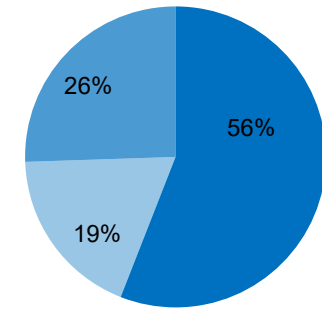
Percentage who agree by age and gender



Percentage who agree by where they live and driving status

Respondents were asked if they agreed or disagreed that 'Cameras are an easy way of making money out of the motorist'. The results showed that:

- Over half (56%) of those who responded agreed with the statement and just over one-quarter (26%) disagreed.
- Males were more likely to agree with this statement with 62% of males who responded agreeing, compared with 49% of females.
- Those aged 18-24 more likely agree with this statement (64%) than those aged 65+ (50%).



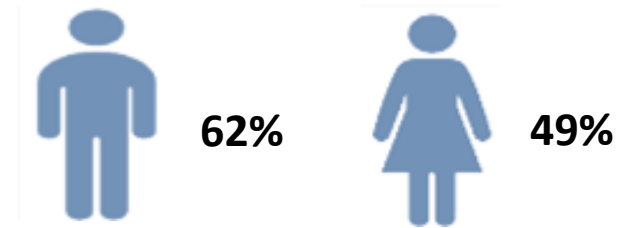
■ Agree ■ Neither agree or disagree ■ Disagree

Overall

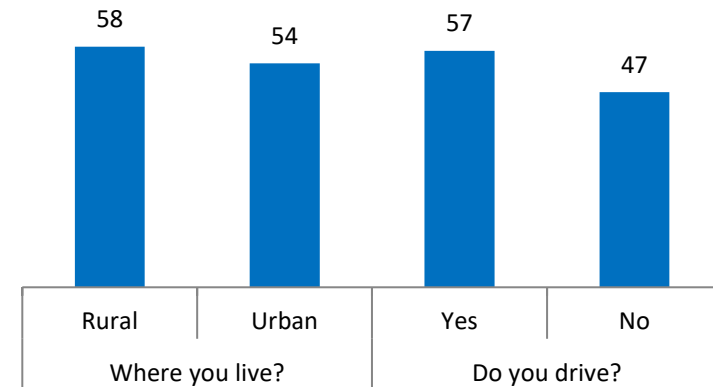
Table 4: Cameras are an easy way of making money out of the motorist

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	62	22	16
Female	49	30	22
18-24	64	19	17
25-34	57	26	17
35-44	59	21	21
45-54	54	25	22
55-64	58	24	18
65+	50	34	17
From a rural area	58	24	18
From a urban area	54	26	19
Respondent does drive	57	25	18
Respondent doesn't drive	47	31	22
Overall	56	26	19

Unweighted Base: 1,143



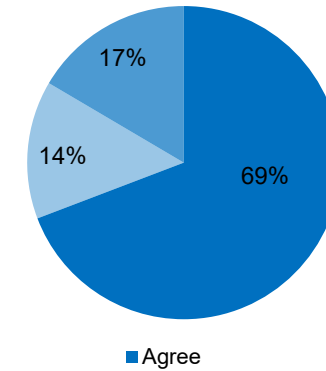
Percentage who agree by gender



Percentage who agree by where they live and driving status

In response to the statement that 'The primary aim of the safety cameras is to save lives', the findings showed that:

- Over two-thirds (69%) of survey respondents agreed.
- Males were less likely to agree with this statement with 64% of males who responded agreeing, compared with 75% of females.
- More respondents in the 65+ age group agreed (76%) when compared with all other age groups (67%).

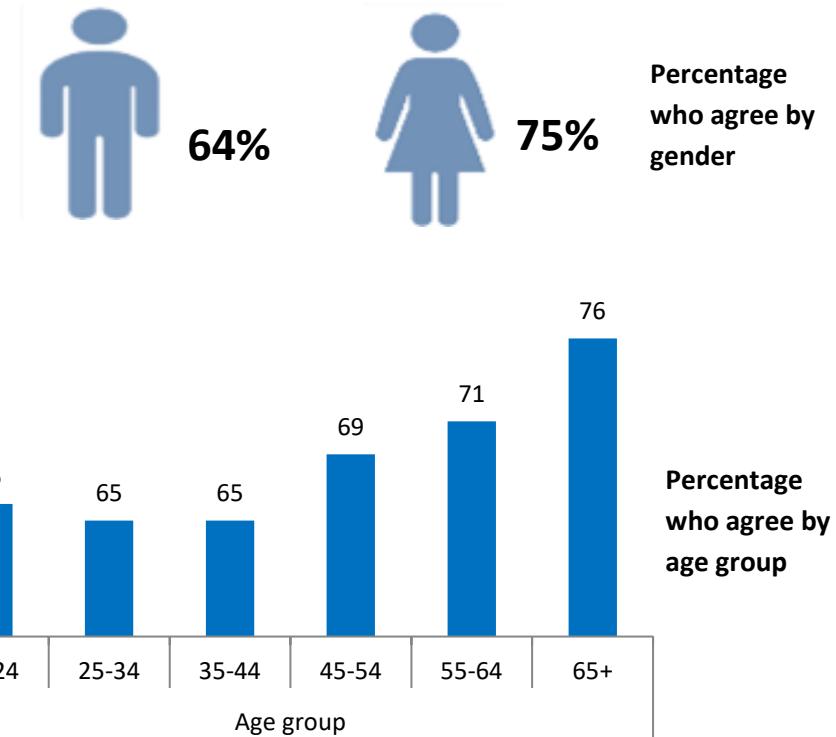


Overall

Table 5: The primary aim of the safety cameras is to save lives

Respondent Characteristics	% Agree	% Disagree	% Neither
<i>Male</i>	64	21	15
<i>Female</i>	75	12	13
<i>18-24</i>	66	24	9
<i>25-34</i>	65	21	14
<i>35-44</i>	65	14	21
<i>45-54</i>	69	13	17
<i>55-64</i>	71	19	11
<i>65+</i>	76	12	12
<i>From a rural area</i>	70	16	14
<i>From a urban area</i>	69	17	14
<i>Respondent does drive</i>	68	17	15
<i>Respondent doesn't drive</i>	77	11	12
Overall	69	17	14

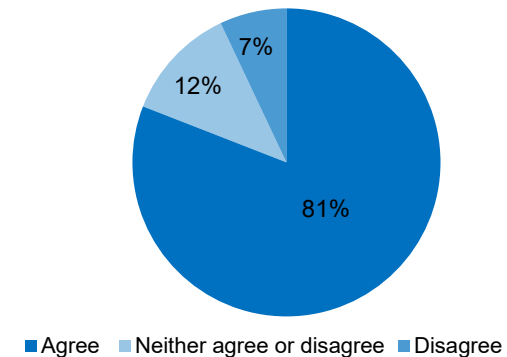
Unweighted Base: 1,164



5. Public support for the NI Road Safety Partnership

Respondents were asked if they agreed or disagreed that 'The use of safety cameras should be supported as a method of reducing casualties'. The results showed that:

- Over four-fifths (81%) of respondents agreed with this statement with only 7% of respondents disagreeing.
- A higher proportion of non-drivers (88%) agreed with this statement than drivers (80%).
- Of those respondents aged 65 years and over, 88% agreed that the use of safety cameras should be reported as a method of reducing casualties, compared with 79% of those overall in younger age groups.

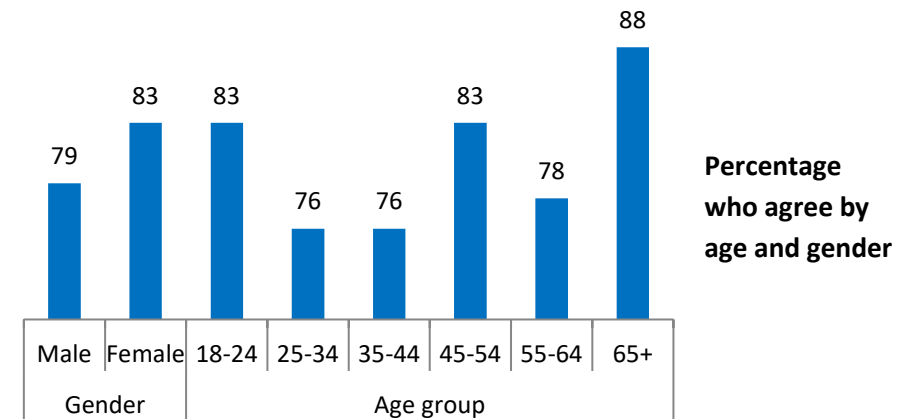


Overall

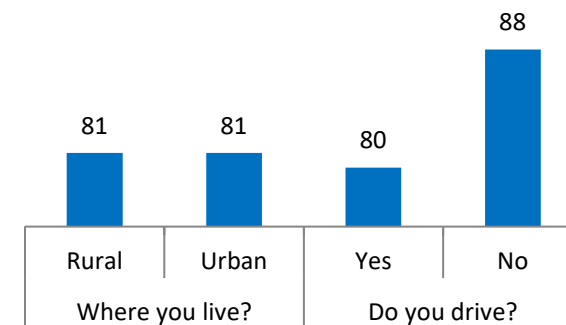
Table 6: The use of safety cameras should be supported as a method of reducing casualties

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	79	10	11
Female	83	4	12
18-24	83	12	5
25-34	76	8	16
35-44	76	8	15
45-54	83	6	11
55-64	78	8	14
65+	88	4	9
From a rural area	81	8	9
From a urban area	81	6	11
Respondent does drive	80	7	13
Respondent doesn't drive	88	4	12
Overall	81	7	12

Unweighted Base: 1,154



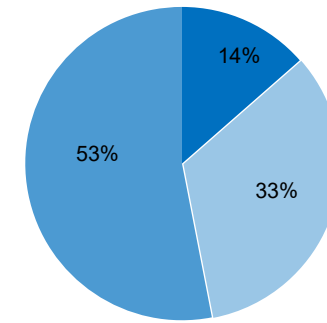
Percentage who agree by age and gender



Percentage who agree by where they live and driving status

When asked if they agreed or disagreed that 'There are too many safety cameras in our local area':

- Over half (53%) of respondents disagreed and 14% of respondents agreed that there are too many cameras in their local area.
- Males (16%) were more likely to agree with this statement compared with 11% of females.
- Agreement with this statement was highest among those aged 18-24 (25%) and lowest among those aged 45-54 and 65+ (9%)



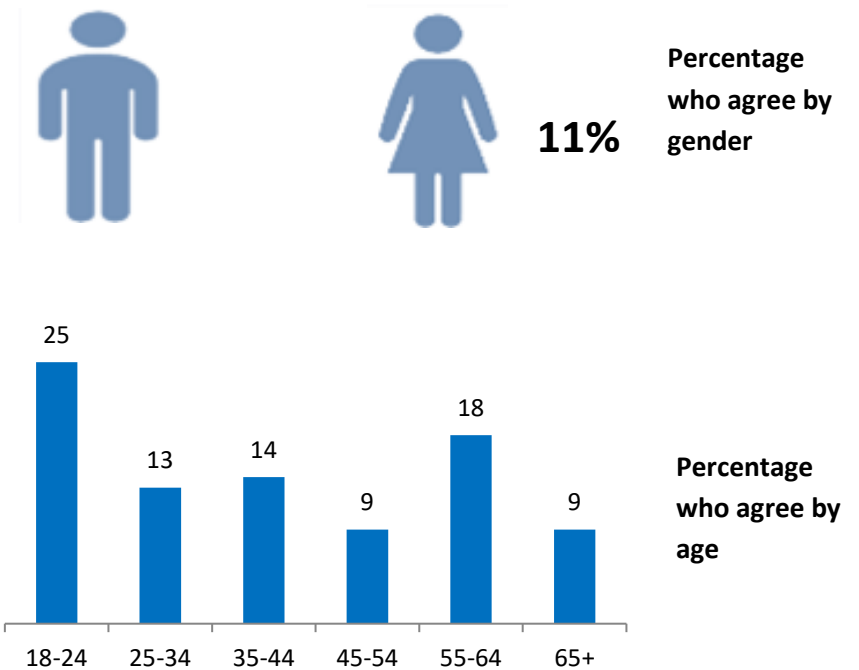
■ Agree ■ Neither agree or disagree ■ Disagree

Overall

Table 7: There are too many safety cameras in our local area

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	16	48	36
Female	11	58	31
18-24	25	45	30
25-34	13	48	39
35-44	14	49	37
45-54	9	60	32
55-64	18	49	33
65+	9	62	29
From a rural area	14	56	30
From a urban area	13	51	35
Respondent does drive	13	54	33
Respondent doesn't drive	15	45	40
Overall	14	53	33

Unweighted Base: 1,057



6. Most effective method of speed enforcement

Respondents were asked to choose the method of speed enforcement they believed to be the most effective in saving lives. The results showed that:

- Respondents believed that average speed camera systems that monitor vehicle speed over distance were more effective in saving lives than speed vans that move around locations or fixed cameras.
- 17% of respondents believed that none of the current methods of enforcement were effective in saving lives.

Table 8: Most effective method of speed enforcement

Method of enforcement	% of respondents
Speed camera vans that move around locations	28
Average speed camera systems that monitor vehicle speed over distance	33
Fixed speed cameras	22
None are effective	17

- While overall the highest proportion of respondents 33% believed that average speed camera systems are the most effective method of enforcement, respondents aged 65+ felt that 'speed camera vans that move around locations' were the most effective (37%).
- Those respondents who did not drive (31%) were more likely to think fixed speed cameras were the most effective method of enforcement than those who drive (21%).

Table 9: Most effective method of speed enforcement – responses by respondent characteristics

Respondent Characteristics	Speed camera vans that move around locations %	Average speed camera systems %	Fixed speed cameras %	None are effective %
<i>Male</i>	29	35	17	20
<i>Female</i>	28	30	28	14
<i>18-24</i>	22	36	28	13
<i>25-34</i>	19	36	27	18
<i>35-44</i>	26	30	24	20
<i>45-54</i>	29	32	19	19
<i>55-64</i>	32	34	17	17
<i>65+</i>	37	29	20	14
<i>From a rural area</i>	29	34	20	18
<i>From a urban area</i>	28	32	24	16
<i>Respondent does drive</i>	29	33	21	17
<i>Respondent doesn't drive</i>	23	30	31	15
Overall	28	33	22	17

Unweighted Base:1,016

This question gave the respondents the opportunity to suggest how they think any additional funds raised via the scheme should be spent. Three options were presented and an opportunity to specify 'other' was also given. Respondents could give more than one answer so totals will not add to 100%.

Table 10: Suggestions on how additional scheme funds should be spent

Option	% of responses
Additional cameras and equipment	21
Invest in new technologies to detect speeding/seatbelt/mobile phone offences	42
Road safety training	34
Training young people in general safety issues, including road safety	56
Other	7

Examples of other areas that respondents suggested for how the additional funds could be spent included road improvements such as fixing potholes and investing in road infrastructure, improved road signage and training for elderly/young drivers.

This question asked those respondents who had previously said they do drive how their driving behaviour was affected by safety cameras. It found that:

- Over three-fifths of drivers who responded to the survey adjusted their driving behaviour when passing safety cameras.

Table 11: Effect of safety cameras on respondent driving behaviour

Behaviour	%
I do not change my driving behaviour	39
I slow down temporarily until past the camera	27
I slow down for the remainder of the journey	14
I slow down over a longer period of time i.e. on future journeys	21

- Of those aged 25-34, 45% did not change their driving behaviour compared with 37% of all other age groups.

Table 12: Effect of safety cameras on respondent driving behaviour - responses by respondent characteristics

Respondent Characteristics	I do not change my driving behaviour %	I slow down temporarily until past the camera %	I slow down for the remainder of the journey %	I slow down over a longer period of time i.e. on future journeys %
<i>Male</i>	38	29	11	21
<i>Female</i>	39	24	16	21
<i>18-24</i>	36	42	13	9
<i>25-34</i>	45	32	9	13
<i>35-44</i>	41	27	12	21
<i>45-54</i>	31	25	16	28
<i>55-64</i>	36	27	14	23
<i>65+</i>	42	19	17	23
<i>From a rural area</i>	37	28	15	20
<i>From a urban area</i>	40	26	13	21
<i>Overall</i>	39	27	14	21

Unweighted Base:989

The [NILT website](#) is the key source of information relating to the survey.

The overall design

The 2023 Northern Ireland Life and Times Survey involved 1,200 completed surveys with adults aged 18 years or over. This was carried out via Computer Assisted Web Interviewing (CAWI), which was supplemented with Computer Assisted Telephone Interviews (CATI) where necessary.

Pilot and mainstage fieldwork

The majority of surveys (97%) were completed via CAWI, with the remaining 3% by CATI. The main stage of the fieldwork was undertaken during the period 7th September 2023 to 14th January 2024.

Sampling design

The sample for the 2023 survey consisted of a systematic random sample of addresses selected from the Postcode Address File (PAF) database of addresses. This is the most up-to-date and complete listing of addresses. Private business addresses were removed from the database prior to sample selection. A total of 8,000 addresses were selected for invitation. However, the figure in Table 2.1 only refers to addresses which were issued and where attempts were made to obtain an interview.

From a set sample of 8,000 addresses, 1,200 households consented to take part in the survey, giving a response rate of 15%.

Table 2.1 Status of addresses

Total addresses drawn from PAF	Addresses contacted by post*	Total in scope
8,000	8,000	8,000

Table 2.2 Breakdown of response

	Number	Percent
Total co-operating	1,412	18
Fully co-operating	1,200	15
Partially co-operating	212	3
Refusal to co-operate	98	1
Non-contact	6,355	79
Other	135	2
Total	8,000	100

Table 2.3 sets out sampling errors and confidence intervals at the 95% confidence level relating to a Systematic Random Sample design as used in the survey. Note that the margin of error for all sample estimates is within the parameters of $\pm 2.8\%$.

Table 2.3 Sampling errors and confidence intervals for key variables (unweighted data)

		%	Margin of Error	95% Confidence Limits
Age	18 – 24	4.7	1.2	3.5-5.9
	25 – 34	14.1	2.0	12.1-16.1
	35 – 44	16.0	2.0	14.0-18.0
	45 – 54	18.6	2.2	16.4-20.8
	55 – 64	20.1	2.3	17.8-22.4
	65 and over	26.5	2.5	24.0-29.0
Sex	Male	43.4	2.8	40.6-46.2
	Female	56.5	2.8	53.8-59.4

Weighting

Analysis of the adult data has been weighted to ensure representation of the Northern Ireland population. By selecting only one individual to complete the survey at each of the sampled addresses means that the probability of selection for the survey is inversely related to the size of the household. In other words individuals living in large households have a lower chance of being included in the sample than individuals in smaller households. Results are therefore weighted to remove this bias.