Public Attitude Survey 2019/20 Report

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- The results of the 2019/20 public attitudes survey indicated that public perception of the impact of the safety cameras was generally positive, with 76% 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 three-quarters (78%) of respondents agreeing that 'cameras are meant to encourage drivers to keep to the speed limits not to punish them'.
- Over four-fifths (82%) 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 (83%) in agreement with the statement that 'the use of safety cameras should be supported as a method of reducing casualties'.
- Only 9% of respondents agreed that 'there are too many safety cameras in our local area', while 74% of respondents disagreed.
- When asked to choose the most effective method of detection for saving lives, 36% chose 'average speed camera systems that monitor vehicle speed over distance', 30% believed it was 'fixed speed cameras' and 29% chose 'speed camera vans that move around locations'.

Contents

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. This particular survey was selected due to its methodology broadly matching that of the Omnibus Survey and its representativeness across Northern Ireland.

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 2.

About this report

This report provides information in respect of the 2019/20 NILT survey, conducted between September 2019 and February 2020. As this is the first year the RSP has commissioned a module in the survey, no earlier data are available for comparison purposes.

The results for each of the questions have been presented by age, gender, where respondent lives[1] and driving status.

It should be noted that the 2019/20 NILT survey has produced a relatively high 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 interests of transparency, the full results (including the 'don't knows' responses) have been

[1] NISRA 2015 Urban rural classification

set out in Appendix 1. As the proportion of ‘don’t knows’ within the Omnibus survey was small, they were included in the published results. Therefore this report differs in this respect when compared with previous public attitudes survey reports.

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’.

Statistical significance tests have been carried out on the findings and differences reported in the bullet points of each section where they have been found to be statistically significant at the 5% ($p<0.05$) level of probability. This means that for any observed result that is found to be statistically significant one can be 95% confident that this has not happened by chance.

The results from this year’s survey have also been published in an excel spreadsheet and open document spreadsheets.

Official Statistics

The statistics within this report are *‘Official Statistics’* as defined in Section 6 of the Statistics and Registration Services Act 2007. A statistician from the Northern Ireland Statistics and Research Agency is seconded to the NIRSP and is responsible for ensuring that the statistics comply with the Code of Practice for Official Statistics.

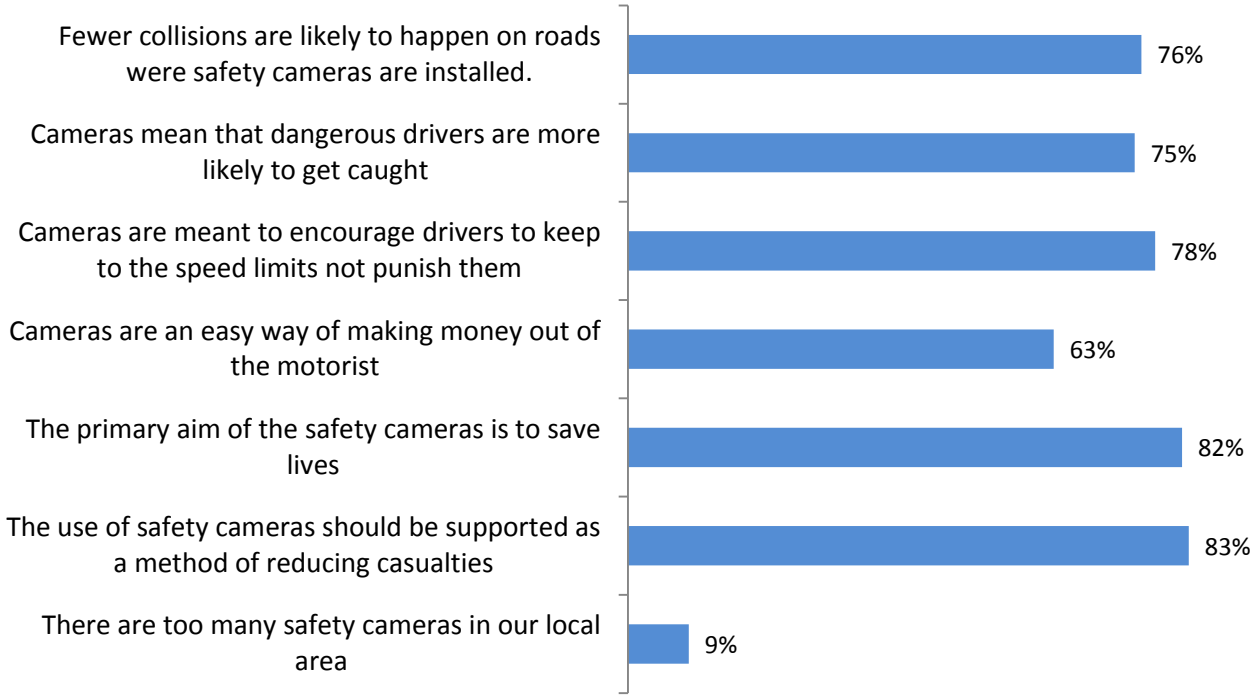
If you have any feedback, questions or requests for further information about this report, please use details on cover page to contact us.

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, almost two thirds 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 only a small 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'.

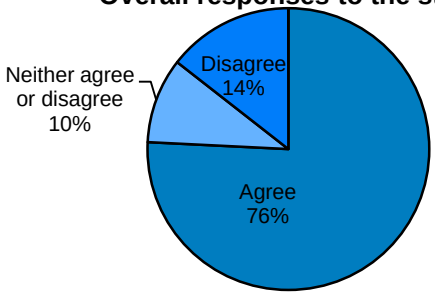
- 76% of respondents agreed or agreed strongly with this statement.
- Significantly fewer male respondents agreed with the statement than female respondents (72% and 79% respectively).
- Younger respondents were less likely to agree that fewer collisions are likely to happen on roads where safety cameras are installed than respondents from other age groups.

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

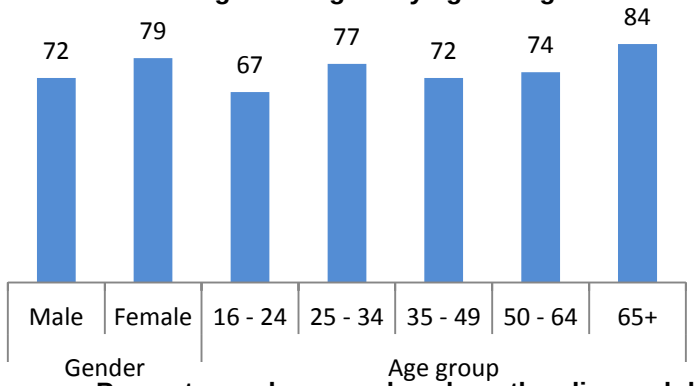
Respondent Characteristics	% Agree	% Disagree	% Neither
Male	72	16	12
Female	79	13	8
16 - 24	67	16	16
25 - 34	77	12	11
35 - 49	72	21	7
50 - 64	74	15	11
65+	84	10	7
Respondent is from rural area	78	10	12
Respondent is from urban area	75	17	8
Respondent does drive	75	16	9
Respondent does not drive	77	10	13
Overall	**76**	**14**	**10**

Unweighted base: 1,103

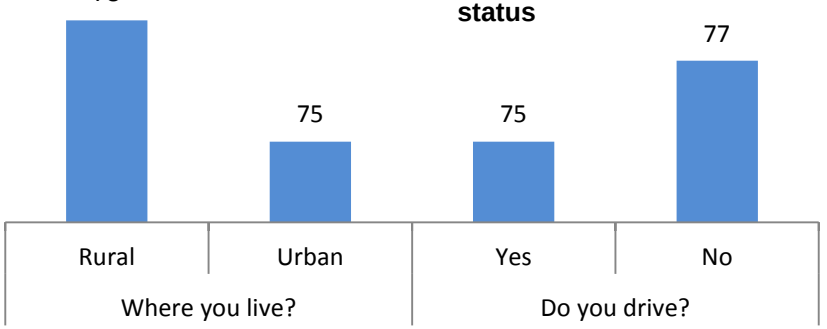
Overall responses to the statement



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:

- Three quarters of respondents agreed with this statement.
- Significantly more female respondents agreed with the statement than male respondents (79% and 70% respectively).
- Of those respondents aged 65 years and over, 85% agreed that cameras mean dangerous drivers are more likely to get caught, compared with 71% of those in younger age groups overall.

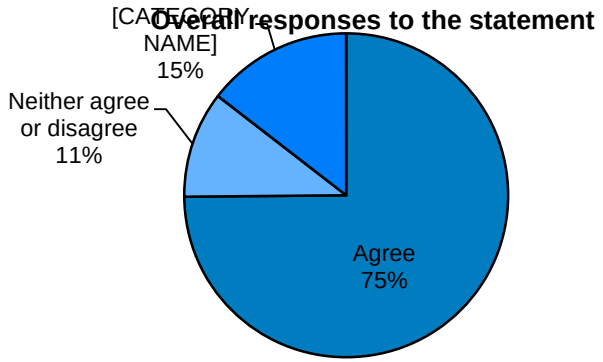
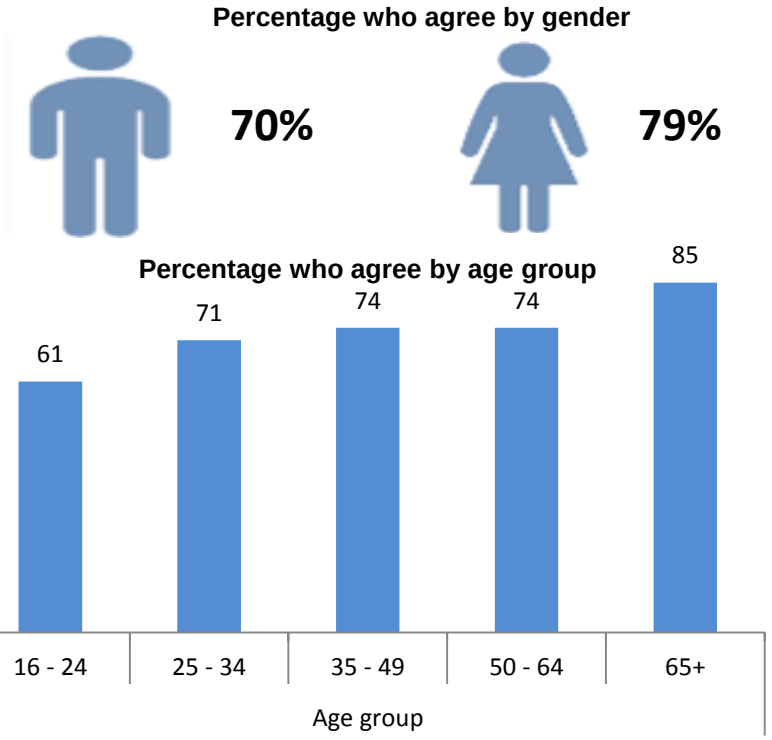


Table 2: Cameras mean that dangerous drivers are now more likely to get caught

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	70	18	12
Female	79	12	10
16 - 24	61	17	22
25 - 34	71	16	14
35 - 49	74	19	7
50 - 64	74	16	10
65+	85	8	7
Respondent is from rural area	70	16	14
Respondent is from urban area	77	14	9
Respondent does drive	73	17	9
Respondent does not drive	79	6	15
Overall	**75**	**15**	**11**

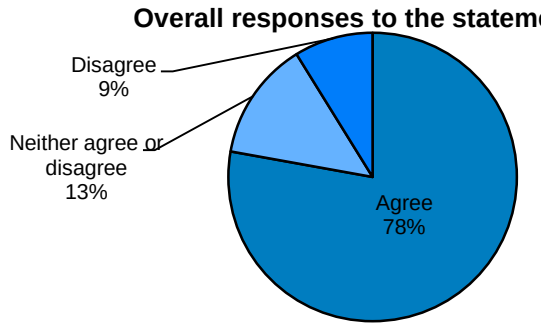
Unweighted base: 1,114

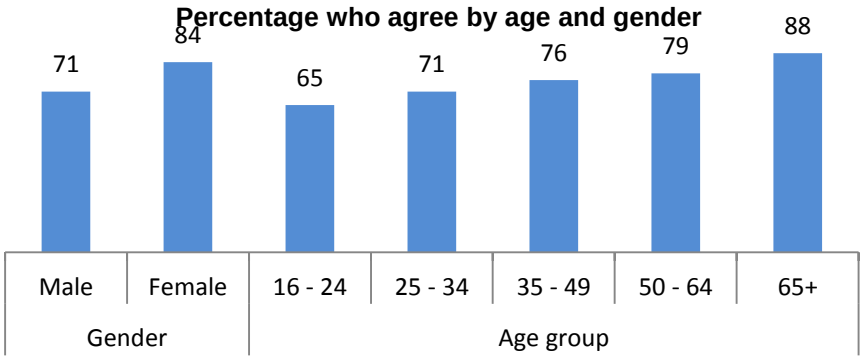


4. Perceived purpose of the NI Road Safety Partnership

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

- More than three-quarters (78%) of respondents agreed.
- Over four-fifths (84%) of female respondents agreed, compared with 71% of males.
- Significantly fewer respondents aged 16 - 24 agreed (65%) when compared with all other age groups (80%).





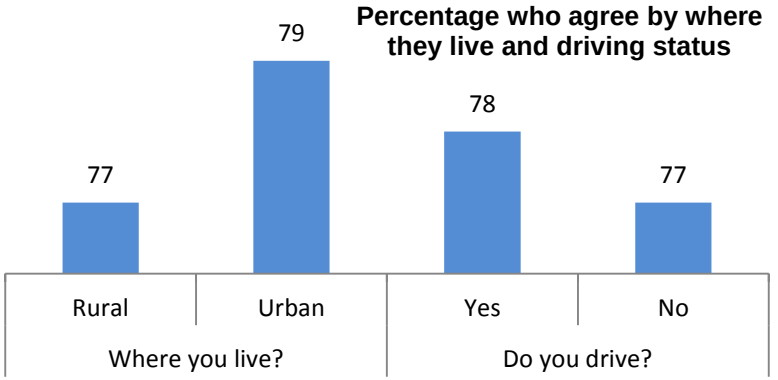


Table 3: Cameras are meant to encourage drivers to keep to the speed limits not to punish them

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	71	10	18
Female	84	7	9
16 - 24	65	6	29
25 - 34	71	12	16
35 - 49	76	13	10
50 - 64	79	10	11
65+	88	3	9
Respondent is from rural area	77	6	18
Respondent is from urban area	79	10	11
Respondent does drive	78	10	12
Respondent does not drive	77	6	17
Overall	**78**	**9**	**13**

Unweighted base: 1,144

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:

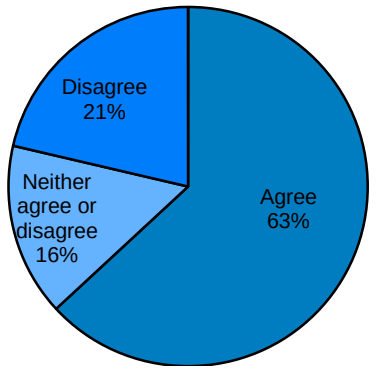
- Almost two thirds (63%) of those who responded agreed with the statement and just over one fifth (21%) disagreed.
- Males were more likely to agree with this statement with 71% of males who responded agreeing, compared with 56% of females.
- Those who drive were more likely agree with this statement (65%) than those who did not drive (56%).

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

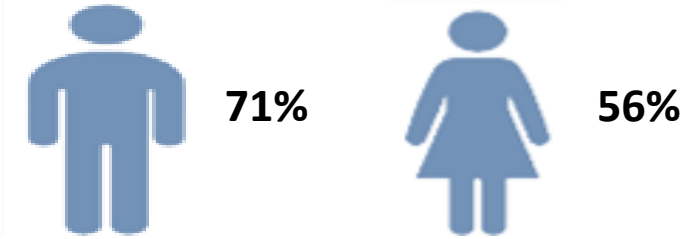
Respondent Characteristics	% Agree	% Disagree	% Neither
Male	71	17	12
Female	56	26	19
16 - 24	66	14	20
25 - 34	62	24	14
35 - 49	66	20	14
50 - 64	66	20	14
65+	57	25	18
Respondent is from rural area	56	24	19
Respondent is from urban area	66	20	14
Respondent does drive	65	21	14
Respondent does not drive	56	24	21
Overall	**63**	**21**	**16**

Unweighted base – 1,123

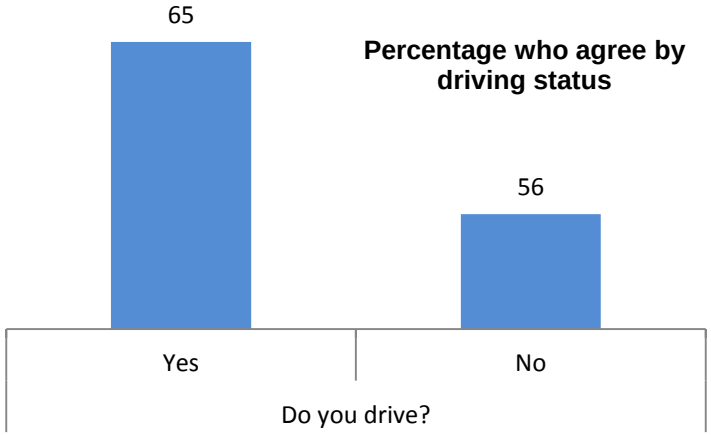
Overall responses to the statement



Percentage who agree by gender



Percentage who agree by driving status



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

- Over four fifths (82%) of survey respondents agreed.
- Males were less likely to agree with this statement with 77% of males who responded agreeing, compared with 86% of females.
- Significantly fewer respondents aged 16 - 24 agreed (68%) when compared with all other age groups (83%).

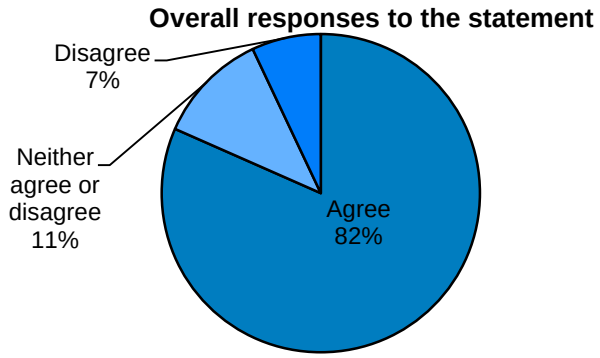
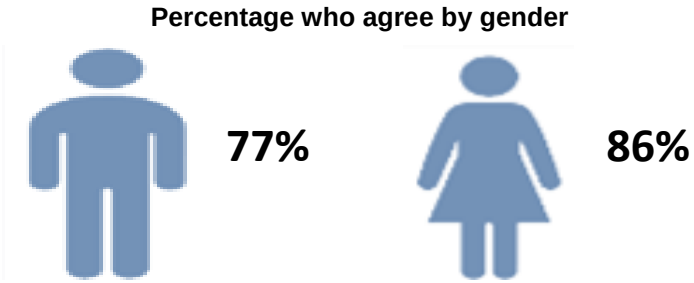
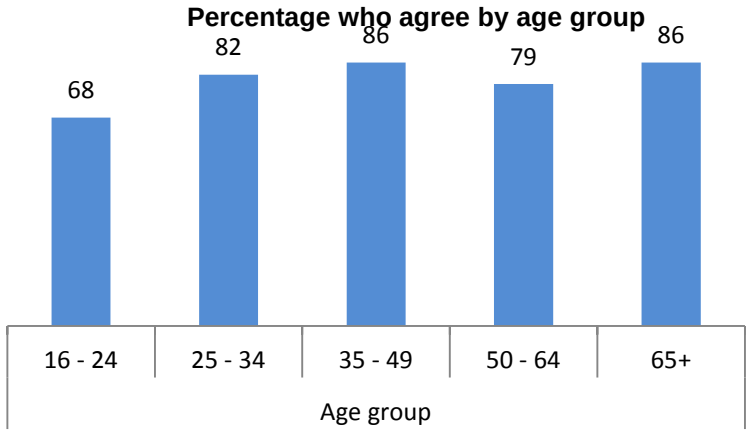


Table 5: The primary aim of the safety cameras is to save lives

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	77	8	15
Female	86	6	8
16 - 24	68	5	27
25 - 34	82	8	10
35 - 49	86	6	8
50 - 64	79	10	11
65+	86	5	9
Respondent is from rural area	80	4	16
Respondent is from urban area	82	9	9
Respondent does drive	82	8	10
Respondent does not drive	80	6	15
Overall	**82**	**7**	**11**

Unweighted base: 1,144





5. Public support for the NI Road Safety Partnership

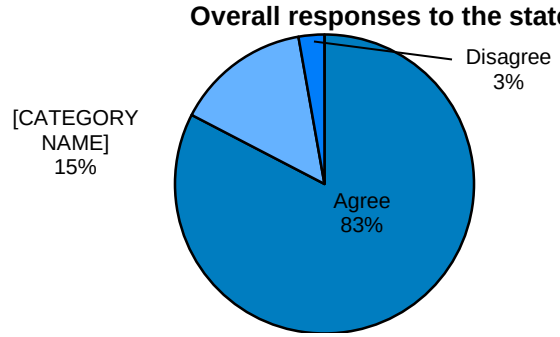
Respondents were asked if they agreed or disagreed that 'The use of safety cameras should be supported as a method of reducing casualties'. The results showed that:

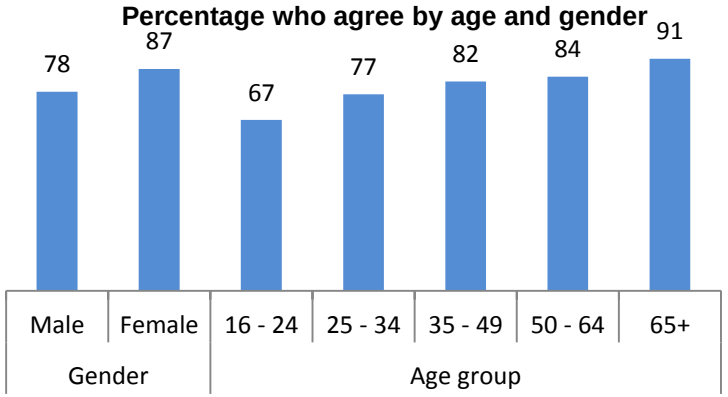
- Over four fifths (83%) of respondents agreed with this statement with only 3% of respondents disagreeing.
- Males were less likely to agree with this statement with 78% of males who responded agreeing, compared with 87% of females.
- Of those respondents aged 65 years and over, 91% agreed that the use of safety cameras should be reported as a method of reducing casualties, compared with 80% of those overall in younger age groups.

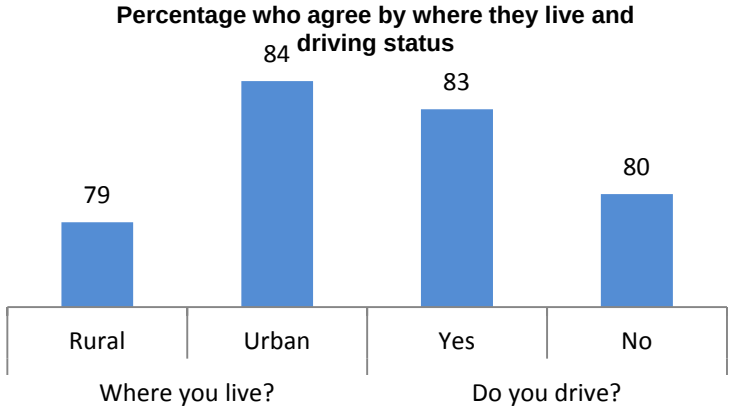
Table 6: The use of safety cameras should be supported as a method of reducing casualties

Respondent Characteristics	% Agree	% Disagree	% Neither
Male	78	4	18
Female	87	2	11
16 - 24	67	2	30
25 - 34	77	3	19
35 - 49	82	4	14
50 - 64	84	3	13
65+	91	1	7
Respondent is from rural area	79	3	18
Respondent is from urban area	84	3	13
Respondent does drive	83	3	14
Respondent does not drive	80	3	17
Overall	**83**	**3**	**15**

Unweighted base: 1,137







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

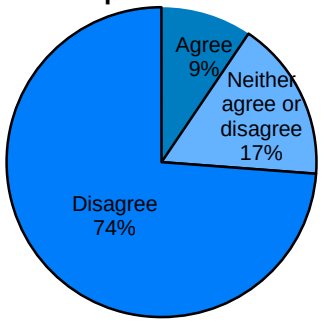
- Almost three quarters (74%) of respondents disagreed and only 9% of respondents agreed that there are too many cameras in their local area.
- Males were more likely to agree with this statement with 12% of males who responded agreeing, compared with 7% of females.
- Those who drive were more likely to agree than those who do not drive (11% and 5% respectively).

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

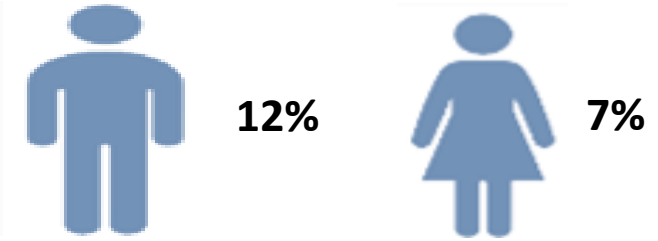
Respondent Characteristics	% Agree	% Disagree	% Neither
Male	12	69	19
Female	7	78	15
16 - 24	9	50	42
25 - 34	7	75	18
35 - 49	6	83	11
50 - 64	13	72	15
65+	11	77	13
Respondent is from rural area	8	69	23
Respondent is from urban area	10	76	14
Respondent does drive	11	74	15
Respondent does not drive	5	72	23
Overall	**9**	**74**	**17**

Unweighted base: 981

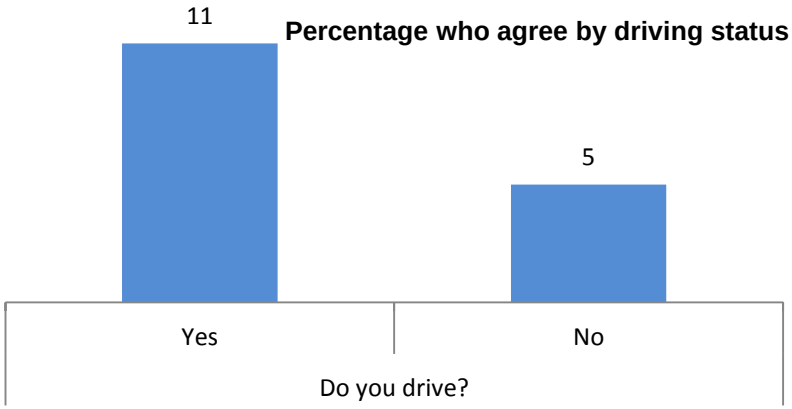
Overall responses to the statement



Percentage who agree by gender



Percentage who agree by driving status



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.

- 5% 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	29
Average speed camera systems that monitor vehicle speed over distance	36
Fixed speed cameras	30
None are effective	5

- Those respondents who did not drive were more likely to believe fixed speed cameras were was most effective method of enforcement.

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 %
Male	30	40	25	5
Female	28	33	34	5
16 - 24	20	53	21	7
25 - 34	35	31	28	6
35 - 49	24	41	28	6
50 - 64	29	33	34	4
65+	33	33	31	3
Respondent is from rural area	35	31	31	2
Respondent is from urban area	26	39	29	6
Respondent does drive	30	37	28	5
Respondent does not drive	26	33	36	4
Overall	**29**	**36**	**30**	**5**

Unweighted base: 1,006

7. Spending of additional funds

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	18
Road safety training	34
Training young people in general safety issues, including road safety	44
Other	3

Examples of other areas that respondents suggested for how the additional funds could be spent included road improvements, speed indicator signs and more traffic police presence.

8. Driving behaviour

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	38
I slow down temporarily until past the camera	38
I slow down for the remainder of the journey	14
I slow down over a longer period of time i.e. on future journeys	11

- While 38% of drivers did not change their behaviour, this was significantly lower for drivers from rural areas who reported that they were more likely to slow down temporarily until past the camera.

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 %
Male	37	43	12	9
Female	39	33	15	12
16 - 24	37	41	19	3
25 - 34	34	41	14	11
35 - 49	36	40	12	11
50 - 64	33	42	14	11
65+	49	28	12	12
Respondent is from rural area	46	26	18	10
Respondent is from urban area	34	45	11	11
Overall	**38**	**38**	**14**	**11**

Unweighted base: 825

9. Appendix 1 – Table of results including 'Don't know' responses

For the purpose of transparency the following tables present the results of the NILT 2019/20 survey with the 'don't know' responses included. This is different from the analysis used in the main body of this report.

***Fewer collisions are likely to happen on roads where safety cameras are installed**

Agreement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Total Agree	70%	68%	73%	61%	69%	70%	70%	74%	73%	69%	73%	63%
Agree strongly	24%	25%	23%	9%	28%	26%	21%	28%	26%	23%	26%	18%
Agree	46%	43%	50%	53%	42%	44%	49%	46%	47%	46%	47%	45%
Neither agree nor disagree	9%	11%	7%	15%	10%	7%	11%	6%	12%	8%	8%	11%
Total Disagree	13%	15%	12%	15%	11%	20%	15%	9%	9%	16%	15%	8%
Disagree	10%	10%	10%	9%	9%	15%	12%	6%	8%	11%	11%	7%
Disagree strongly	3%	5%	2%	5%	2%	5%	2%	3%	1%	5%	4%	1%
Don't Know	7%	6%	8%	9%	9%	3%	4%	11%	6%	8%	3%	18%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***Cameras mean that dangerous drivers are now more likely to get caught**

Agreement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Total Agree	70%	67%	73%	54%	65%	71%	72%	78%	66%	72%	71%	67%
Agree strongly	25%	26%	25%	11%	28%	25%	26%	29%	26%	25%	27%	20%
Agree	45%	41%	49%	43%	37%	46%	46%	49%	40%	47%	44%	47%
Neither agree nor disagree	10%	11%	9%	20%	12%	7%	10%	6%	13%	9%	9%	13%
Total Disagree	14%	17%	11%	15%	15%	18%	16%	7%	15%	13%	17%	5%
Disagree	9%	10%	9%	10%	11%	13%	10%	5%	11%	9%	11%	4%
Disagree strongly	4%	7%	2%	5%	4%	5%	6%	2%	4%	5%	6%	1%
Don't Know	6%	5%	7%	11%	8%	5%	2%	8%	6%	6%	3%	15%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***Cameras are meant to encourage drivers to keep to the speed limits, not punish them**

Agreement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Total Agree	75%	69%	80%	61%	67%	74%	78%	83%	74%	75%	78%	67%
Agree strongly	25%	24%	26%	10%	26%	26%	26%	30%	26%	25%	27%	21%
Agree	50%	44%	54%	51%	41%	48%	52%	53%	48%	50%	51%	47%
Neither agree nor disagree	13%	18%	9%	27%	16%	10%	11%	8%	17%	11%	12%	15%
Total Disagree	8%	10%	7%	6%	12%	13%	10%	3%	6%	10%	10%	5%
Disagree	7%	8%	6%	6%	9%	9%	9%	3%	5%	8%	8%	4%
Disagree strongly	1%	2%	1%	0%	2%	3%	1%	0%	1%	2%	2%	1%
Don't Know	4%	4%	4%	5%	5%	3%	1%	6%	3%	5%	1%	13%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***Cameras are an easy way of making money out of the motorist**

Agreement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Total Agree	59%	69%	51%	59%	58%	64%	65%	52%	54%	62%	65%	46%
Agree strongly	26%	31%	22%	25%	26%	27%	30%	22%	18%	30%	29%	18%
Agree	33%	38%	29%	34%	32%	37%	35%	30%	36%	32%	35%	28%
Neither agree nor disagree	15%	12%	17%	18%	13%	14%	13%	16%	18%	13%	14%	17%
Total Disagree	20%	16%	24%	13%	22%	20%	20%	23%	23%	19%	20%	19%
Disagree	13%	9%	17%	11%	12%	12%	13%	17%	12%	14%	13%	14%
Disagree strongly	7%	7%	7%	2%	10%	8%	7%	6%	11%	5%	7%	6%
Don't Know	6%	3%	8%	11%	7%	3%	2%	8%	5%	6%	1%	18%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***The primary aim of the safety cameras is to save lives**

Agreement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Total Agree	78%	74%	82%	62%	77%	83%	79%	83%	78%	79%	82%	69%
Agree strongly	30%	30%	31%	16%	27%	32%	32%	37%	30%	31%	32%	26%
Agree	48%	45%	51%	47%	50%	51%	47%	46%	48%	48%	49%	44%
Neither agree nor disagree	11%	14%	8%	25%	10%	7%	11%	8%	15%	9%	10%	13%
Total Disagree	7%	8%	6%	5%	7%	6%	10%	5%	4%	8%	7%	5%
Disagree	5%	6%	4%	5%	5%	4%	9%	4%	3%	6%	6%	4%
Disagree strongly	1%	1%	1%	0%	3%	2%	1%	1%	0%	2%	1%	1%
Don't Know	4%	4%	4%	8%	6%	4%	1%	4%	3%	5%	1%	13%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***The use of safety cameras should be supported as a method of reducing casualties**

Agreement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Total Agree	79%	74%	83%	60%	74%	79%	82%	86%	76%	80%	82%	70%
Agree strongly	30%	29%	31%	16%	26%	32%	31%	35%	30%	30%	32%	25%
Agree	49%	45%	52%	44%	48%	47%	51%	51%	46%	50%	50%	45%
Neither agree nor disagree	14%	18%	11%	27%	18%	13%	12%	7%	17%	12%	14%	15%
Total Disagree	3%	4%	2%	2%	3%	4%	3%	1%	3%	3%	3%	2%
Disagree	2%	3%	1%	2%	3%	2%	2%	1%	3%	2%	2%	2%
Disagree strongly	1%	1%	0%	0%	0%	1%	1%	0%	0%	1%	1%	1%
Don't Know	5%	5%	5%	10%	5%	4%	2%	6%	4%	5%	2%	13%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***There are too many safety cameras in our local area**

Agreement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Total Agree	8%	10%	6%	6%	5%	5%	12%	8%	7%	9%	10%	3%
Agree strongly	3%	3%	3%	2%	2%	2%	5%	3%	1%	4%	3%	2%
Agree	5%	6%	4%	5%	4%	3%	7%	5%	5%	5%	6%	2%
Neither agree nor disagree	14%	16%	12%	30%	15%	10%	14%	10%	19%	12%	14%	15%
Total Disagree	62%	59%	64%	35%	60%	77%	65%	60%	57%	64%	67%	47%
Disagree	43%	40%	46%	26%	38%	56%	50%	38%	37%	46%	48%	30%
Disagree strongly	19%	19%	19%	9%	22%	21%	16%	22%	20%	18%	19%	16%
Don't Know	16%	15%	17%	29%	20%	8%	9%	22%	18%	16%	9%	35%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***Method of speed enforcement you believe is most effective in saving lives**

Method of enforcement	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area	Respondent does drive	Respondent does not drive
Speed camera vans that move around locations	25%	27%	23%	14%	29%	22%	26%	27%	31%	21%	28%	16%
Average speed camera systems that monitor vehicle speed over	31%	35%	27%	38%	26%	37%	30%	27%	28%	32%	35%	21%
Fixed speed Cameras	25%	22%	28%	15%	23%	25%	31%	26%	28%	24%	26%	22%
None are effective	4%	5%	4%	5%	5%	6%	4%	2%	2%	5%	5%	3%
Don't know	15%	11%	19%	28%	17%	11%	8%	19%	11%	17%	6%	39%
Unweighted base	1,203	545	658	98	201	235	272	397	383	820	829	374

***How driving behaviour is affected by safety cameras**

Driving behaviour	Total	Male	Female	16 - 24	25 - 34	35 - 49	50 - 64	65+	Respondent is from rural area	Respondent is from urban area
I do not change my driving behaviour	38%	37%	39%	36%	34%	36%	33%	48%	46%	33%
I slow down temporarily until past the camera	38%	42%	33%	40%	41%	39%	42%	28%	26%	44%
I slow down for the remainder of the journey	13%	12%	15%	18%	14%	12%	14%	12%	18%	11%
I slow down over a longer period of time i.e. on future jour	10%	9%	12%	2%	11%	11%	11%	12%	10%	11%
Don't know	1%	1%	1%	3%	0%	1%	0%	0%	0%	1%
Unweighted base	871	441	430	69	146	196	254	206	315	556

10. Appendix 2 – Technical Notes

The NILT website is the key source of information relating to the survey.

The overall design

The 2019 Northern Ireland Life and Times Survey involved 1,203 face-to-face interviews with adults aged 18 years or over. The main interview was carried out using computer assisted personal interviewing (CAPI) and the respondent was then asked to complete a self-completion questionnaire.

Pilot and mainstage fieldwork

All interviews were conducted by Ipsos MORI interviewers in the participants' homes. Pilot interviews with 45 participants were carried out during 17th August and 6th September 2019. The main stage of the fieldwork was undertaken during the period 10th September 2019 to 6th February 2020. Participants were asked to complete a CASI (Computer Assisted Self-Interviewing) questionnaire.

Sampling design

The sample for the 2019 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 2,262 addresses were selected for interview. Throughout the survey period, an additional 500 addresses were pulled. 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 2,167 addresses, 1,203 interviews were achieved, giving a response rate of 56%

Table 2.1 Status of addresses, and the number of addresses in scope

Total addresses issued	Ineligible (e.g. vacant/ derelict/ commercial)	Total in scope
2,311	144	2,167

Table 2.2 Breakdown of response

Response Type	Number	Percent
Total co-operating	1,203	56
Fully co-operating	1,203	56
Partially co-operating	0	0
Refusal to co-operate	728	34
Non-contact	218	10
Other	18	1
Total	2,167	100

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

Age / Sex	%	Margin of Error	95% Confidence Limits
18 – 24	8.1	1.54	6.6-9.6
25 – 34	16.7	2.10	14.6-18.8
35 – 44	14.7	2.00	12.7-16.7
45 – 54	12.6	1.88	10.7-14.5
55 – 64	15.4	2.04	13.4-17.4
65 and over	32.5	2.65	29.9-35.1
Male	45.3	2.81	42.5-48.1
Female	54.7	2.81	51.9-57.5

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 $\pm$ 2.81%.

Selecting only one individual for interview 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.