



THE SOCIAL
RESEARCH CENTRE

The Transport Accident Commission Road Safety Monitor

Wave 13 External Report
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Executive Summary

Overview

This report presents the findings from the 13th wave of the Transport Accident Commission's (TAC) Victorian Road Safety Monitor (RSM). The 2013 research is based on a sample of 946 licence holders and registered vehicle owners from across Victoria.

In total, 2,000 Victorians were invited to participate in the survey. Participants were randomly selected from the VicRoads driver licence and registration database, within a number of sampling categories (age, gender, location and socioeconomic quintile) to ensure representativeness when compared with the Victorian population of licence holders and registered vehicle owners. The 2013 iteration of the survey differed from previous years in a few notable respects:

- The overall fieldwork period was reduced to six weeks from eight weeks and,
- Reminder activity occurred earlier in the field period to accommodate the reduction in field time.

All participants were mailed a paper version of the questionnaire and a return envelope on September 9, 2013. The letter also contained a username and password to enable the respondent to complete the survey online or to call the Social Research Centre and complete the survey over the telephone.

Follow-up phone calls were conducted with non-respondents after the initial survey distribution and reminder letter activity, in which respondents were encouraged to complete the survey and offered the option of completing the survey over the phone.

Serious road accidents and experiences

Consistent with previous years, Victorian licence holders and registered vehicle owners in 2013 mentioned alcohol (29%) and speed (25%) as the main contributing factors leading to serious road accidents. All other factors were mentioned at a comparable rate in 2013 compared to 2012, with the exception of an increase in mention of distractions in 2013 (18%) from 2012 (10%) – in 2012 distractions was separated into “mobile phone, MP3 player, GPS” and “other distractions”; in 2013, distractions were treated as a single category.

There has been little change in the reporting of prior crashes since 2012. Involvement in road crashes showed a steady decline with increasing driver age, from 24% among drivers aged 18 to 25 years, compared with 19% among drivers aged 26 to 39 years, 12% among drivers aged 40 to 60 years and 4% among drivers aged over 60 years. Respondents with more driving exposure (those who reported driving 15,000km or more in a year, or who reported driving 300km or more in a week) were also more likely to have been involved in a crash in the last five years compared to those with less driving exposure.

Speed

Respondents were asked to nominate speeds at which they felt they should be able to travel in 60km/h and 100km/h zones without being booked for speeding. The proportion of respondents who feel that they should not be booked when driving more than 5km over the speed limit continued the downward trend which has been observed since 2010. In 2013, only 8% provided a number greater than 65km (for a 60km/h zone) and 24% provided a number greater than 105km (for a 100 km/h zone). Of those who identified a speed greater than the speed limit the majority (87% for both speeds) reported that they either never or only sometimes drove above their defined speeding limit.

Responses showed that on average 17% of respondents had been caught speeding in the last 12 months, and of those caught speeding, they had been caught an average of 1.25 times. This is comparable to 2012 figures (1.20 times). Drivers with more exposure (drive long distances) were more likely to have been caught speeding than those with less exposure (drive short distances).

As with previous years, most respondents (88%) in 2013 consider speeding to significantly increase their chances of crashing. This is a statistically significant increase from 82% in 2012. There was also a significant decrease in the proportion of respondents who agreed that it was easy to avoid being caught (from 21% in 2012 to 11% in 2013).

Responses in 2013 indicate that male drivers are less likely than female drivers to attribute their chance of crashing to speeding, or to consider that enforcing the speed limit helps lower the road toll. Females were also more likely to speak up if in a car while the driver was speeding (92%) and to feel guilty for knowingly speeding (72%). Males (9%) and young adults (12%) were more likely to enjoy speeding. Drivers aged 18 to 25 years were also less likely than older drivers to believe that they have a high chance of being caught if they were speeding, or to believe that enforcing the speed limit helps lower the road toll.

As identified in previous monitors, there appears to be a strong relationship between certain driving behaviours such as drink driving and speeding. Respondents who reported having driven while possibly over the legal alcohol limit in the previous 12 months were less likely to believe that they would have a high chance of being caught speeding, and more likely to believe that it is easy to avoid being caught.

Drink driving impairment

Over 90% of respondents in 2013 agreed that they have no problem with telling a close friend not to drive if they thought they were over the legal blood alcohol limit, and that they would not get into a car driven by a friend if they thought they were over the legal limit. There was a significant increase in the proportion who believed that they were likely to be caught if they were to drive over the limit (increase from 70% in 2012 to 76% in 2013).

As found in previous years, there were differences in attitudes toward drink driving according to age and gender. Males and young adults (aged 18 to 25) were less likely to agree that:

- They would not get in a car driven by a friend who they thought was over the limit
- They would be caught if they were driving while over the limit, and
- The penalties for drink driving were too lenient.

The majority of respondents indicated that the last time they went out they planned how they would get home prior to commencing drinking. Drivers over the age of 40 were more likely than younger drivers to drive but limit their alcohol consumption; and drivers aged 18 to 39 years were more likely than older drivers to catch a taxi. Younger drivers were more likely to catch public transport or get a lift.

In recent years, there has been a decline in the proportion of respondents who had driven a car in the last 12 months when they were over the limit (ranging between 5% and 8% since 2010; 6% in 2013). There was no change observed with regard to whether respondents had been a passenger in a car when they knew or suspected that the driver was over the legal limit.

As found with other risky driving behaviours, males, young adults (18 to 25) and those who reported speeding over their self-defined speeding limit were more likely to have both driven while over the limit and been a passenger when they thought the driver was over the limit.

Fatigue

Of all 2013 respondents, 2% reported falling asleep while driving in the last 12 months. The most likely groups to have fallen asleep while driving were young drivers (18 to 25) and those who had been involved in a road crash in the last five years.

Almost half (48%) of 2013 respondents indicated that if they were feeling tired on a long trip (more than an hour from their destination) they would stop and take a short break. While 40% would also stop and take a break if they felt tired while on a short trip (less than an hour from their destination), around one in four (27%) would slow down but continue driving (only 4% would do so on a long trip).

As found in previous years, the vast majority of respondents agree that the only remedy for fatigue while driving is stopping and resting (95%) and that driving while tired can be as dangerous as drink driving (93%). Respondents from regional areas were more likely to agree that driving while tired was as dangerous as drink driving, however they were also more likely to admit to regularly driving while tired. Young adults (18 to 25), respondents who had been in a road accident and those who drove long distances were also more likely to regularly drive while tired.

Restraint wearing

Consistent with previous years, almost all licence holders aged 18-60 years (96%) reported wearing a seatbelt 'all the time'. There was also a general agreement that wearing a seatbelt would reduce the chance of serious injury in a crash. Males and older drivers (61 and over) were more likely to only wear a seatbelt because they were required to by law. Older respondents were also significantly more likely than young respondents to agree that if they did not wear a seatbelt they would be pulled over.

There was also an association between driving behaviours and restraint wearing. Those who had driven when over the limit were less likely to report wearing a seatbelt 'all the time' (90%) compared to those who had not driven when over the limit (97%). 'Drink drivers' were also less likely to agree that they would be pulled over if not wearing a seatbelt. Those who had been in a road accident were more likely to only wear a seatbelt because it was required by law; and those who speed at least most of the time were less likely to agree that they would be pulled over for not wearing a seatbelt.

Distractions

In 2013 around four in five (80%) respondents indicated that they had been distracted while driving in the past week. Almost half were distracted by other drivers, one third was distracted by their own thoughts and one quarter was distracted by passengers. In general, 36% of respondents indicated that they were likely to answer their phone while driving. When asked about their behaviour in the last month, 62% had used a handheld mobile and 45% had used a hands free mobile while driving.

Around two-fifths (41%) said that they never make or answer calls while driving. This incidence was higher among drivers aged 40 to 60 (43%) and those aged 61 and over (67%). Young adults were more likely to answer their phone and put it on their lap or console (34%). Those who reported 'speeding', 'drink driving' and driving 'long distances' were more likely to make or answer calls while driving compared to those who did not speed or drink drive, or who only drove short distances.

When asked specifically about using a handheld mobile for calls and for texting, metropolitan respondents were more likely to use their phone while stopped at the lights, while regional respondents were more likely to use their phone while actively driving. Generally, males were more likely to answer calls, and females were more likely to read a text while stopped at the lights. Young adults were more likely than older adults to use their mobile for any purpose.

On average, respondents rated 'distractions' and using a handheld mobile while driving as quite dangerous, with hands free mobiles rated as moderately dangerous. Females, older drivers, those who did not speed, did not drink drive, and those who drove short distances were more likely to rate all behaviours as more dangerous.

Vehicle purchasing

Vehicle purchasing intentions continue to drop since the 2008 global financial crisis, with a significant drop between 2012 and 2013. Among those planning to purchase a car in the future, more intended to buy a used car than a new car, and around one in five had not yet decided. These proportions have remained relatively steady since 2010.

The most popular type of car respondents intended to purchase was a sedan, followed by an SUV or 4WD. Males were more likely to want a wagon; and those aged 18 to 25 were more likely to want a sedan. Most respondents who intended to purchase a car would use the vehicle for family or personal business or for work related purposes. Young adults were more likely to use the vehicle for work, and older drivers were more likely to use the vehicle for family or personal business.

The factors which most influenced vehicle selection in 2013 were vehicle condition, safety features and other vehicle features (e.g. air conditioning, power steering, CD player). The highest rated safety features which influenced vehicle selection were front air bags, ABS brakes and side airbags. Females were more likely than males to consider crash test results or safety ratings before purchasing their next car.

As found in previous years, most respondents would search for information about vehicle safety using the internet, and close to half were aware of the 'How Safe is Your Car' website. Males were more likely to be aware of the website than females, as were those aged 18 to 39 compared to those aged 40 and over.

Driver characteristics and demographics

As found in previous years, most respondents held a full licence, and over half of young adults (aged 18 to 25) held a probationary licence or learners permit. Almost all respondents either personally own the car that they usually drive, or use a car owned by someone else in their household – young adults were least likely to own the car they usually drove and most likely to drive a car owned by somebody else in their household. The average number of kilometres driven per year was 20,751km.

Around two in three respondents drove for work or work related purposes, half of which involved daily work-related driving. Of those who drove for work, the most common type of vehicle used was a car, followed by a utility or pickup.

The most common make of cars driven by respondents in 2013 were: Toyota, Holden, Ford, Nissan, Mazda and Mitsubishi. This is similar to findings in 2012, however Toyota moved from third most popular in 2012 to first in 2013. Consistent with previous years, most respondents felt their car was 'important but not everything' or that they 'cared a little but not too much' about their car.

Three quarters of respondents were born in Australia, this was slightly higher than the ABS 2011 census (67%), and four in five were employed (ABS, 89%). The most common occupations were professional and associate professionals, technicians and trade workers and managers and administrators. Consistent with previous years, in the 2013 RSM males tended to dominate technical and trade professions, whereas females showed higher proportions in professional, clerical and community professions. Of those who were employed around one in five generally did shift work.

Perceptions of driving competence

As found in previous years, respondents generally believe they are as good as or better than other drivers, with only 1% rating themselves as 'worse' drivers (2% were 'unsure'). The most common demographic groups who thought they were 'better than average' were males (70%), those from metropolitan areas (69%) and those aged 26 to 39 (71%). While still only a small proportion, young drivers (18 to 25) were one of the few groups who felt that they were 'worse than average' (3%).

Other respondent groups who felt they were 'better than average' included those who:

- Had been involved in an accident (75%),
- Drove long distances (71%),
- Were machinery operators & drivers (83%),
- Hold the phone to their ear when driving (82%),
- Ride a motorcycle (74%) or bicycle (69%), and
- Feel their car is 'everything' to them (82%) or that their car is 'important but not everything' (74%).

Perceptions of the safe system

Overall, respondents were not familiar with the 'Safe System', which suggests that when elements of safe vehicles, speeds, roads and drivers combine there is no need for anyone to be killed or severely injured on roads. Once the system was explained just over a third believed it was achievable in their lifetime. Metropolitan and younger drivers were more likely to believe 'zero deaths' was achievable. When asked why they thought it was achievable, the most common response related to education and increased awareness.

The greatest barriers to achievement of the Safe System were the perceptions that some people are just careless or bad drivers, that there will always be risks associated with driving and that everyone makes mistakes. Those who felt the Safe System was not achievable were asked to indicate how many fatalities a year they felt was achievable. The average number provided was 135 – while this is much higher than that proposed by the Safe System approach, it is smaller than the actual road toll in previous years (5 year average of 290).

1. Introduction

1.1 Background and objectives

1.1.1 Background

The Transport Accident Commission (TAC) was formed in 1986 by the Victorian Government. The role of the TAC is to provide personal injury insurance to transport accident victims, as well as promote road safety in Victoria.

The TAC Road Safety Monitor (RSM) has been conducted annually since the benchmark survey in 2001. During that time a number of different research agencies have undertaken the fieldwork and reporting for this research. Since 2010, the Social Research Centre has been commissioned to undertake the research, implementing a number of changes to improve the research tool and reporting. This document reports on findings from the 2013 RSM specifically but also highlights key changes over time (particularly 2012 compared to 2013) and discusses how different groups of Victorian drivers and registered vehicle owners think and behave with respect to road safety issues.

1.1.2 Research objectives

The overarching objectives of the RSM are to:

- Track changes in driver attitudes and self-reported behaviour in regards to road safety issues;
- Identify potential areas of concern in the community;
- Provide information that assists in the development of programs that address these community concerns; and
- Evaluate the effectiveness of current and future campaigns and programs.

The primary objectives of the RSM are to:

- Monitor the change in attitudes and behaviours of drivers regarding a range of road safety issues, including:
 - Speed;
 - Restraint Wearing;
 - Fatigue;
 - Drink Driving / Impairment;
 - Distractions; and
 - Vehicle Purchasing.
- Identify groups of Victorian drivers who have different attitudes, behaviours and histories.

1.2 Research methodology

The RSM has evolved over time and changes in methodology may have impacted historical results contained within this report:

- From 2001 to 2007 the RSM was conducted exclusively via telephone interviewing. An internet pilot was conducted in 2007.
- In 2008 and 2009 the research simultaneously used both telephone and online methodologies for data collection.
- Since 2010 the methodology was altered in recognition of the limitations of reaching a representative sample through either CATI or online surveying, so that paper, online and CATI surveying are all employed.

Since 2010, the TAC has been granted access to the VicRoads drivers licence and registration database. This database is used to randomly select individuals to represent the State, and post these individuals an invitation to participate in the survey, along with a paper copy of the questionnaire. In 2013, 2,000 individuals were sampled from the VicRoads database.

Participants were also provided with the option of completing the survey online or over the phone (by using a free call 1800 number). One week after the surveys were mailed, a reminder letter was sent to participants yet to complete the survey, with another following approximately one week after that. Reminder calls targeted low-response groups who had an active and identifiable phone number. Table 1.1 provides an overview of the RSM schedule for 2013.

As part of this methodology, an incentive of entry into a draw for one of six \$250 prizes was offered to all of those who completed the survey (two were offered to those responding within the first weeks of the survey), with an additional \$500 prize draw for those who responded online. This additional incentive for online completion was offered to encourage respondents to choose this option as it is more cost effective and ensures appropriate questions are asked through programmed sequencing.

Table 1.1: Overview of the RSM schedule

Phase / task	Date
Finalisation of questionnaire	12-Aug-2013
Finalisation of sample	27-Aug-2013
Initial mail out	9-Sept-2013
1800 number operational	10-Sept-2013
Online survey launch	10-Sept-2013
Reminder letter mailing	17-Sept-2013
Second reminder letter mailing	24-Sept-2013
Commence telephone response maximisation activity	30-Sept-2013
Complete telephone response maximisation activity	10-Oct-2013
Online survey close	18-Oct-2013
Cut off for data processing (hard copy returns)	22-Oct-2013

1.3 Reading this report

1.3.1 Time series reporting

Prior to 2012, only drivers with a current licence aged 18 to 60 years were invited to participate in the RSM. For the past two years all Victorians who held a drivers licence (regardless of status) or vehicle registration were invited to participate in the RSM (selected from the VicRoads database). This included drivers whose licence was currently disqualified as well as drivers aged 61 years and over.

For comparability with previous years, wherever time series data is presented only respondents with a valid licence aged 18 to 60 years are included in analysis. Where only 2013 data is presented, all respondents are included.

Information is provided below each chart and table to report the sample base, question filtering, question format (prompted or unprompted, single or multiple response) and question text. In some instances, total proportions may not add up to 100%. This may be due to either rounding and/or multiple responses being permitted.

1.3.2 Sub-group reporting

Throughout this report results are presented in aggregate for 2013, as well as by certain demographic subgroups (location, gender and age group). In order to better understand the relationship between driving behaviours and attitudes towards road safety, analysis was also conducted by driving behaviour. The following four categories are used throughout this report to analyse driver behaviour:

- Speeding: those who indicated they drive above their self-defined speeding limit at least most of the time vs. those who drive none to half of the time (Section 3.2: Frequency of speeding)
- Drink driving: those who said they had driven a car when they knew or thought they were over the legal blood alcohol limit within the last 12 months vs. those who had not (Section 4.5: Getting in a car over the limit)
- Accident involvement: those who indicated they had been involved in a road accident within the past five years vs. those who had not (Section 2.2: Involvement in an accident)
- Typical driving distance: those who reported driving 15,000km or more in a year, or who reported driving 300km or more in a week vs. those who drove less (see Section 9.2.2: Typical driving distance).

1.3.3 Statistical significance

A number of methods have been used within this report to highlight statistically significant differences (at 95% confidence), as follows:

In time series charts ▲ ▼ shows a significant increase or decrease at the 95% confidence level in 2013 compared to 2012. Where time series data are shown, statistical significance is calculated against the 2012 data only.

In tables, when two columns are compared, cell colouring is used to indicate the presence of significant differences in column proportions or mean scores between the two groups (at the 95% level of confidence). As demonstrated in Example 1 below, colouring indicates a significant difference where green highlights the larger number and orange highlights the smaller number.

Example 1

Column 'A'	Column 'B'
95%	5%

Example 2

Column 'C'	Column 'D'	Column 'E'
15% D,E	17% C	18%

When more than two columns are compared, significant differences are indicated by letters below the figure showing which column(s) they differ from. In Example 2, in the columns above, Column 'C' varies significantly from Columns 'D' and 'E', while Column 'D' differs from Column 'C', only.

1.3.4 Weighting

To correct biases in the sample, the data have been weighted to reflect the general Victorian driver and registered vehicle owner population with respect to gender and age characteristics and hence the results can be generalised as representing all Victorian drivers/vehicle owners.

The VicRoads population data were obtained in July, 2013. Throughout this report, the results presented show weighted data, unless otherwise specified. The base "n" figure in charts and tables (number in brackets) represents the *unweighted* number of people who responded to the survey.

Table 1.2: Weighting parameters

Proportional Weights					
Gender	Age	Actual population	Achieved sample	Target sample	Weight
Male	18-25	311,040	129	58	0.446
Male	26-39	701,031	139	130	0.932
Male	40+	1,665,338	250	308	1.232
Female	18-25	287,687	70	53	0.760
Female	26-39	651,158	103	120	1.169
Female	40+	1,500,661	255	277	1.088

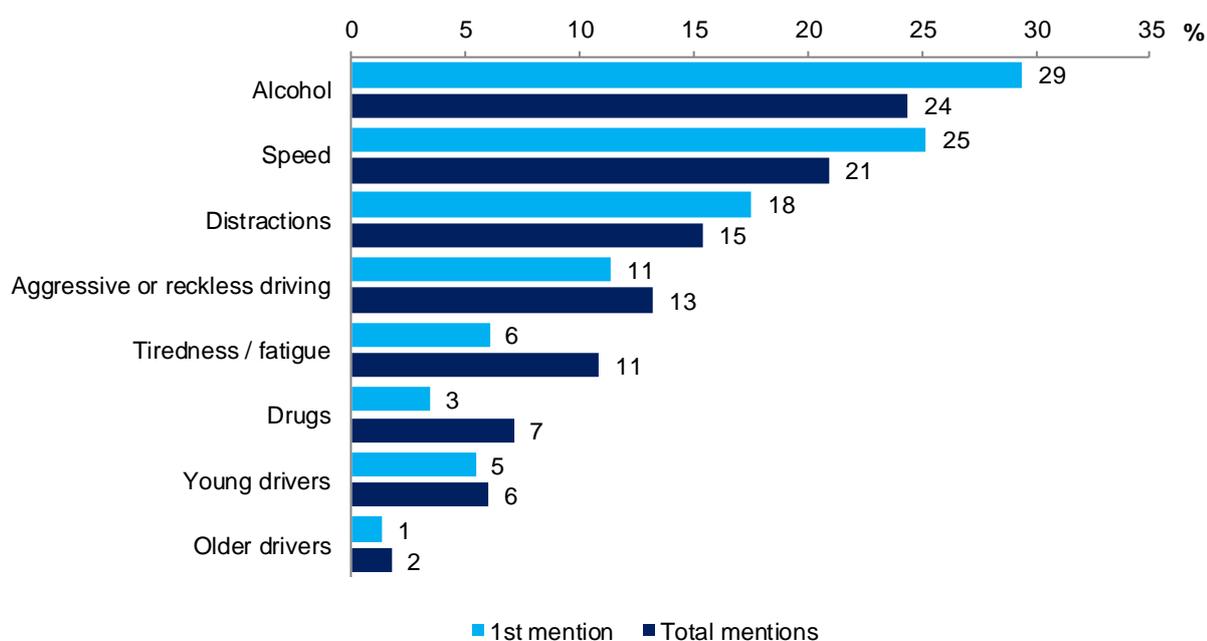
2. Serious road accidents and experiences

2.1 Factors leading to serious road accidents

In 2013, respondents were asked to choose three factors (from a list of 9) that they considered as the main cause of serious road accidents (in 2012, 14 factors were presented as options). As shown in Figure 2.1, alcohol was mentioned as the main factor that leads to serious road accidents with 29% of first mentions, followed by speed at 25% – these findings are consistent with 2012 (31% and 21% respectively). All other factors were mentioned at a comparable rate in 2013 and 2012, with the exception of distractions which increased in 2013 (18%) from 2012 (10%) – in 2012 distractions was separated into “mobile phone, MP3 player, GPS” (9%) and “other distractions” (1%).

When the average of all three factors is considered, alcohol (24%), speed (21%) and distractions (15%) topped the perceived causes of serious road accidents, followed by aggressive or reckless driving (13%) and tiredness or fatigue (11%).

Figure 2.1: Reported factors that lead to serious road accidents



Base: All respondents (n=946)
Q9 What do you think are the three main factors that most often lead to serious road accidents? [3 mentions]

A significantly greater proportion of older respondents (aged 61 and over) compared to younger respondents (18 to 25) considered ‘young drivers’ (8% vs. 2%) to be the main factor leading to serious accidents. In comparison, significantly fewer respondents aged 61 and over rated ‘older drivers’ as the main cause of accidents (1%) compared to those aged 18 to 25 (5%).

2.2 Involvement in an accident

Table 2.1 below shows that 14% of respondents in 2013 had been involved in a road accident as a driver over the last five years (excluding those in car parks and in driveways). Of those respondents involved in an accident, 8% (n=10) noted that someone in the vehicle had sustained a personal injury.

Of those who were involved in an accident in which someone sustained a personal injury:

- 2 accidents occurred within the last 12 months (6 occurred one to five years ago),
- 5 respondents indicated that they were at fault (3 indicated another party was at fault),
- 1 respondent received compensation from the TAC and 1 from a personal insurance organisation,

When asked to nominate the three main causes of the accident the most common responses were 'distractions' (n=4), 'tiredness or fatigue' (n=4), and 'aggressive or reckless driving' (n=4). 'Speed' was mentioned twice, and 'drugs' and 'alcohol' were each mentioned once.

Involvement in a road accident declines significantly with increasing driver age, from 24% among drivers aged 18 to 25 years, to 19% of those aged 26 to 39, 12% of those aged 40 to 60 and 4% of those aged 61 and over. While one in five of 26 to 39 year olds were involved in an accident, none of those accidents involved a personal injury. In comparison, 19% of 18 to 25 year olds and 10% of those 40 to 60 year olds who were involved in an accident which included a personal injury.

Table 2.1: Road accidents in last five years and personal injury by demographics

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Involved in road accident - 2013	14%	16%	11%	15%	12%	24% G,H	19% G,H	12% H	4%
Personal injury - 2013	8%	4%	17%	7%	8%	19% F	0%	10% F	0%
	2012 (1329)	Metro (459) A	Regional (870) B	Males (683) C	Females (646) D	18-25 (272) E	26-39 (373) F	40-60 (495) G	61+ (189) H
Involved in road accident - 2012	13%	18%	11%	15%	12%	22%	16%	12%	6%
Personal injury - 2012	12%	12%	12%	9%	17%	18%	11%	10%	9%

Base: Q55 All respondents (n=946); Q56 respondents involved in a road accident (n=143)

Q55 In the past five years, have you been involved in any road accidents as a driver regardless of who was at fault? (This does not include accidents in car parks and driveways) [single response]

Q56 Did anyone in the accident(s) sustain personal injury? [single response]

There were some significant differences in those who were involved in road accidents according to driving behaviour. A significantly higher proportion of respondents who reported driving long distances had been involved in a road accident (17%) compared to those who only drove short distances (10%). Similarly, those who indicated they had driven when over the limit were more likely to have been in an accident (22%) than those who had not (12%).

Table 2.2: Road accidents in last five years and personal injury by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Involved in road accident - 2013	14%	13%	14%	22%	12%	100%	-	10%	17%
Personal injury - 2013	8%	9%	7%	8%	4%	8%	-	4%	7%

Base: All respondents (n=946) ; Q56 respondents involved in a road accident (n=143)

Q55 In the past five years, have you been involved in any road accidents as a driver regardless of who was at fault? (This does not include accidents in car parks and driveways) [single response]

Q56 Did anyone in the accident(s) sustain personal injury? [single response]

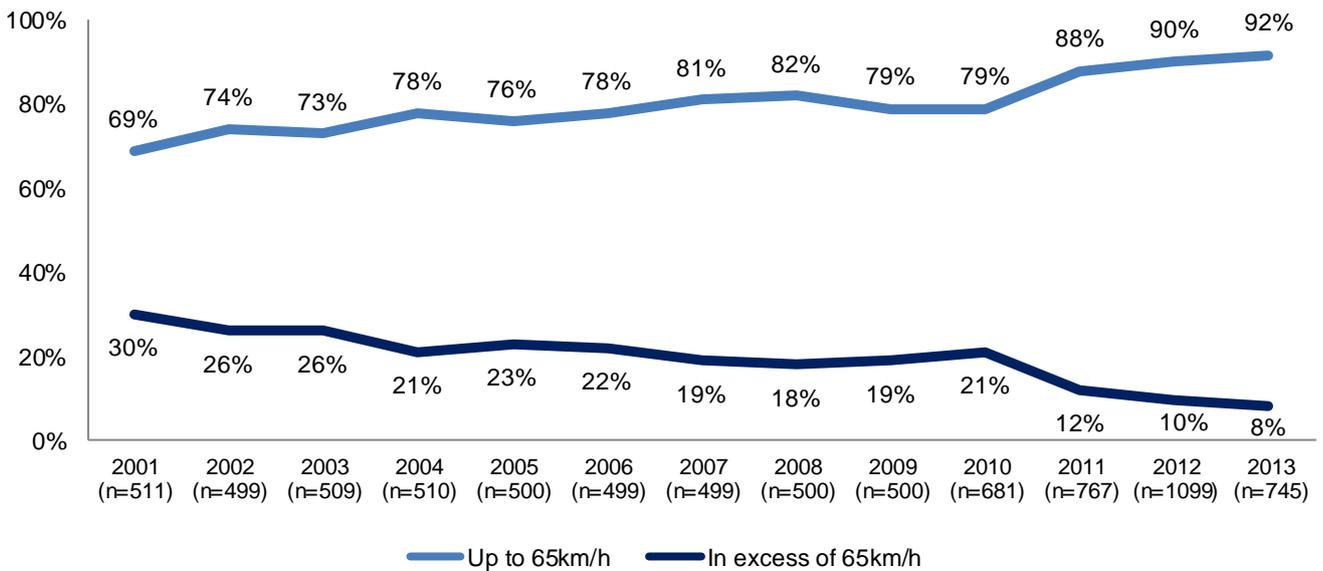
3. Speed

3.1 Definition of speeding

To gain an understanding of how people define speeding, respondents were asked to indicate how fast they thought people should be allowed to drive in a 60km/h and 100km/h zone without being booked for speeding. Prior to 2010, respondents were asked how many km/h over the defined speed limit they considered to be speeding (i.e. 1 km/h or more) regardless of what the law states. This methodological change impacts on the series and should be considered when interpreting the results.

Figure 3.1 below separates respondents into those who thought that drivers should be allowed to drive at a speed that was in excess of 65km/h in a 60km/h zone, and those who said that drivers should only be allowed to drive at a speed that was 65km/h or less in a 60km/h zone. Only 8% of licence holders (aged 18 to 60) in 2013 thought that people should be able to drive in excess of 65km/h in a 60km/h zone without being booked. This continues the positive trend observed since the RSM began in 2001.

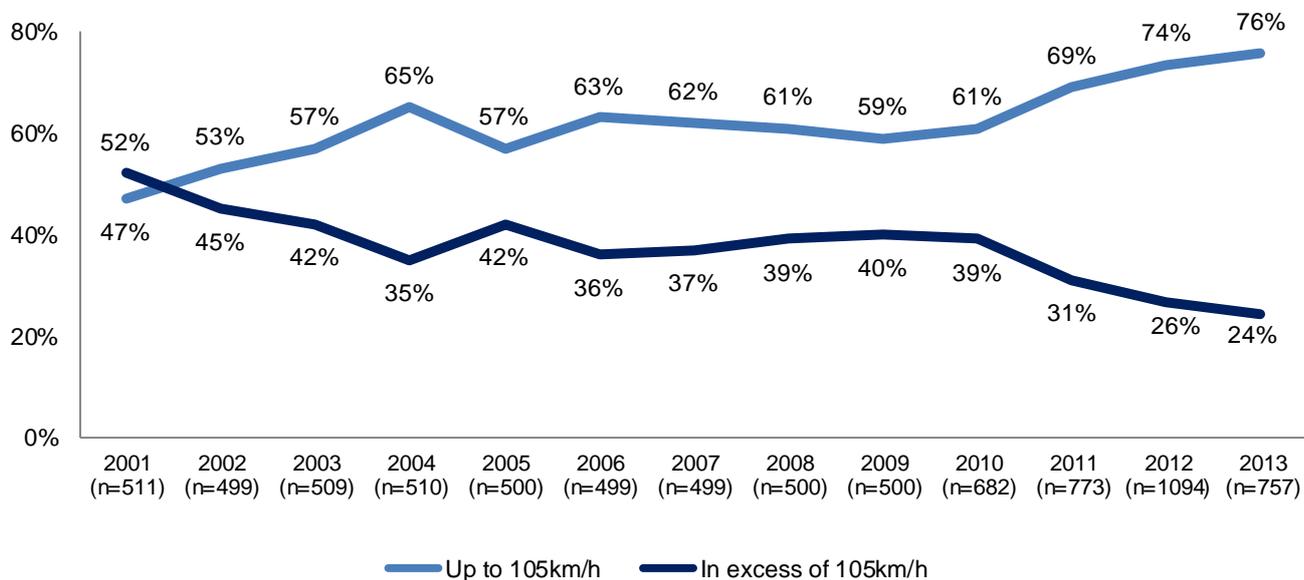
Figure 3.1: Definition of speeding in a 60km/h zone – time series



Base: Respondents who could specify a number and not below 60km/h (n=745)
Q13 How fast should people be allowed to drive in a 60km/h zone without being booked for speeding? [single response]

When asked about the allowable travel speed in a 100km/h zone, one in four (24%) licence holders (aged 18 to 60) in 2013 believed that people should be allowed to drive in excess of 105km/h without being booked. The data in Figure 3.2 shows a similar trend to those observed on the previous page, regarding perceptions of speeding in 60km/h zones, and suggests a decreasing community tolerance for speeding, particularly since 2010.

Figure 3.2: Definition of speeding in a 100km/h zone – time series



Base: Respondents who could specify a number and not below 100km/h (n=757)
Q15 How fast should people be allowed to drive in a 100km/h without being booked for speeding? [single response]

As in previous years, in 2013 there were significant differences by gender and location:

- 20% of regional respondents considered that they should only be booked if they exceed the speed limit by 6km/h or more, compared to 28% of metropolitan respondents, and
- 22% of females considered that they should only be booked if they drive at 106km/h or more, compared to 28% of males.

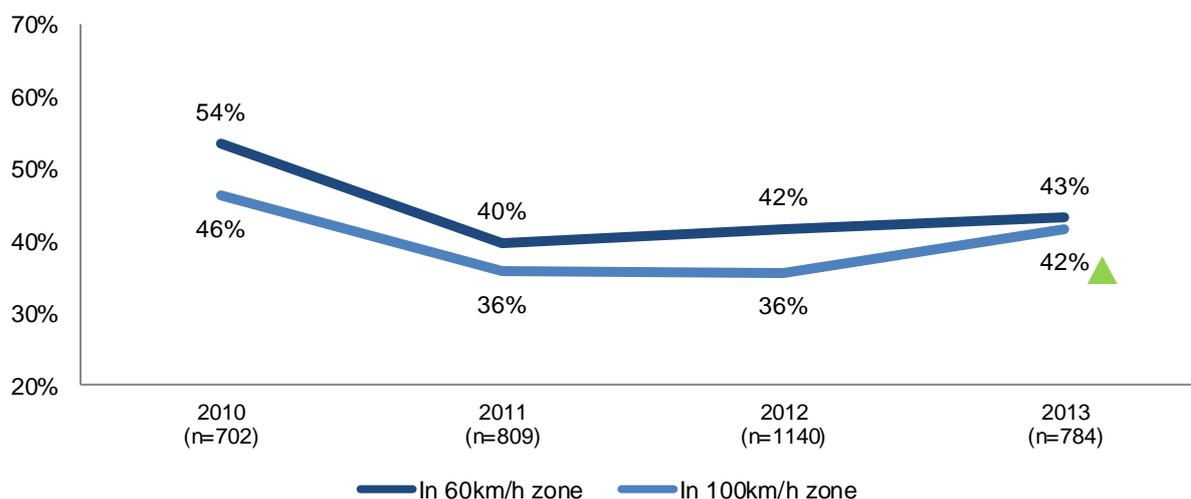
3.2 Frequency of speeding

Respondents who identified a speed over 60km/h (or over 100km/h) at which they thought they should be able to drive without being booked for speeding were asked how often they travelled at or above their defined 'speeding limit' when they had the opportunity.

As shown in Figure 3.3, the proportion of licence holders aged 18-60 reporting that they never drive above the speed limit was at its highest in 2010 (54%, 60km/h zone; 46%, 100km/h zone). There was a significant drop in 2011 to 40% and 36% – this was likely the result of the change in questionnaire wording from "how often do you speed in a 60/100km/h zone?" to "how often do you travel at or above <self-defined limit> in a 60/100km/h zone?"

Since 2011, the proportion of licence holders aged 18-60 who report travelling at or above their self-defined limit 'none of the time' has remained fairly consistent with a slight increase in 2013 from 42% to 43% (60km/h zone) and a significant increase from 36% to 42% (100km/h zone).

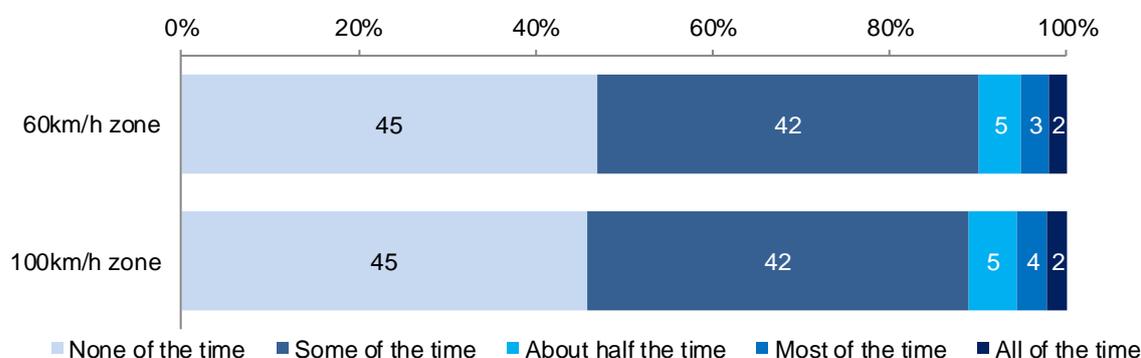
Figure 3.3: Drive above speed limit 'none of the time' – time series



Base: Licence holders aged 18-60 (n=784)
Q14 When you have the opportunity, how often do you travel at or above that speed in a 60km/h zone? [single response]
Q16 When you have the opportunity, how often do you travel at or above that speed in a 100km/h zone? [single response]

As shown in Figure 3.4 below, 42% of all 2013 respondents (including those aged 61 and over) indicated they travel ‘some of the time’ over their defined speeding limit in a 60km/h zone. A further 10% indicated they travel at least half the time over their self-defined ‘speeding limit’ in a 60km/h zone (11% in a 100km/h zone) – this is consistent with 2012 figures (10%, 60km/h zone; 14%, 100km/h zone).

Figure 3.4: Frequency of self-defined speeding (2013)



Base: All respondents (n=946)
Q14 When you have the opportunity, how often do you travel at or above that speed in a 60km/h zone? [single response]
Q16 When you have the opportunity, how often do you travel at or above that speed in a 100km/h zone? [single response]

Of all 2013 respondents, around one in three (34%) reported never driving over their self-defined speed limit regardless of the posted speed limit (60km or 100km). However, around one in ten (10%) never drive over their limit in a 60km zone, but will drive ‘some to half of the time’ in a 100km zone.

Table 3.1: Frequency of speeding – 60km by 100km zone (2013)

60km zone	100km zone		
	‘None of the time’	‘Some to half of the time’	‘Most or all of the time’
None of the time	34%	10%	1%
Some to half of the time	9%	34%	2%
Most or all of the time	1%	2%	2%

Base: All respondents (n=946)
Q14 When you have the opportunity, how often do you travel at or above that speed in a 60km/h zone? [single response]
Q16 When you have the opportunity, how often do you travel at or above that speed in a 100km/h zone? [single response]

As shown in Table 3.2, older drivers were less likely than younger drivers to report speeding over their self-defined limits at any time. Respondents from metropolitan regions were less likely than regional respondents to speed in a 60km/h zone, but more likely to speed in a 100km/h zone; and males were more likely to speed in a 100km/h zone than females.

Table 3.2: Frequency of speeding by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
None of the time (60km/h zone)	45%	42%	52%	43%	48%	38%	40%	46%	56% E,F,G
None of the time (100km/h zone)	45%	48%	39%	40%	50%	45%	37%	43%	60% E,F,G

Base: All respondents (n=946)
Q14 When you have the opportunity, how often do you travel at or above that speed in a 60km/h zone? [single response]
Q16 When you have the opportunity, how often do you travel at or above that speed in a 100km/h zone? [single response]

3.3 Attitudes toward speeding

Respondents were presented with a series of statements about speeding and asked to indicate the level to which they agreed or disagreed with each statement. In 2013, the list of statements was expanded from the original list of five statements to nine.

Table 3.3 below provides a comparison between results from previous years and presents the proportion of licence holders (aged 18 to 60) who 'agreed' (selected 'strongly agree' or 'agreed') with each statement. Significantly more licence holders in 2013 agree that speeding increases their chance of crashing (88%, compared to 82% in 2012). There was a significant decrease in the proportion of licence holders in 2013 who agree that:

- If they sped they would have a high chance of being caught (66% compared to 70% in 2012),
- Penalties for speeding act as a deterrent to speeding (75% compared to 80%), and
- Enforcing the speed limit helps lower the road toll (71% compared to 75%).

In 2013, a record low proportion (11%) agreed that they find it easy to avoid being caught speeding.

Table 3.3: Attitudes towards speeding (total agree %) – time series

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
n	(511)	(499)	(509)	(510)	(500)	(499)	(499)	(500)	(500)	(702)	(809)	(1140)	(784)
Increases chance of crashing	86%	86%	85%	87%	87%	87%	88%	85%	88%	81%	83%	82%	88%
Would speak up if driver was speeding	-	-	-	-	-	-	-	-	-	-	-	-	84%
If I speed will get caught	38%	39%	41%	33%	39%	44%	39%	46%	42%	60%	65%	70%	66%
I enjoy speeding	-	-	-	-	-	-	-	-	-	-	-	-	7%
Penalties are a deterrent	70%	70%	71%	69%	73%	64%	69%	74%	77%	74%	79%	80%	75%
If I speed, aware it's happening	-	-	-	-	-	-	-	-	-	-	-	-	72%
Enforcing speed limit lowers road toll	79%	71%	71%	75%	76%	75%	74%	78%	74%	66%	73%	75%	71%
If I speed, I feel guilty	-	-	-	-	-	-	-	-	-	-	-	-	61%
Easy to avoid being caught	26%	22%	29%	34%	30%	29%	30%	31%	33%	27%	25%	21%	11%

Base: All licence holders aged 18-60 with a valid response (n=784)

Q18: On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

In 2013, there were significant differences in attitudes to speeding by the key demographic groups (see Table 3.4). In summary these differences included:

- Significantly more females agreed to most speeding statements compared to males, including 'speeding increases chances of crashing' (92% vs. 82%) and 'if I know I've sped, I feel guilty' (72% vs. 50%).
- Significantly more males enjoy speeding (9%) than females (4%).
- A significantly higher proportion of older drivers (40 to 60 and 61 and older) would speak up if a driver was speeding and feel that enforcing the speed limit lowers the road toll.
- Respondents from regional areas (77%) were also more inclined to agree that enforcing the speed limit lowers the road toll (72% for metropolitan).

Table 3.4: Attitudes towards speeding (total agree %) by demographics (2013)

	Total 2013 (946)	Region		Gender		Age group			
		Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Increases chance of crashing	87%	86%	90%	82%	92%	90%	85%	88%	86%
Would speak up if driver was speeding	86%	85%	86%	82%	89%	77%	83%	87% E	92% E, F
If I speed will get caught	66%	65%	66%	63%	68%	58%	59%	72% E, F	66%
I enjoy speeding	7%	6%	8%	9%	4%	12% F, G, H	6%	6%	5%
Penalties are a deterrent	76%	75%	77%	75%	76%	76%	75%	75%	78%
If I speed, aware it's happening	72%	73%	71%	72%	73%	67%	74%	71%	74%
Enforcing speed limit lowers road toll	73%	72%	77%	70%	77%	64%	67%	75% E, F	86% E, F, G
If I speed, I feel guilty	62%	62%	62%	53%	72%	48%	61% E	63% E	69% E
Easy to avoid being caught	12%	11%	13%	12%	11%	13%	12%	10%	14%

Base: All respondents (n=946)

Q18: On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

Attitudes toward speeding behaviour by driving behaviour (Table 3.5) indicate that respondents who were identified as 'speeders' (that is, travel above 60km/h or above 100km/h at least most of the time) and those who drove long distances were significantly less likely to believe that speeding increased their risk of crashing, and that enforcing the speed limit lowers the road toll. A significantly smaller proportion of those who were identified as 'non speeders' (travel above 60km/h or above 100km/h some or none of the time) enjoy speeding and are aware when they are speeding.

Table 3.5: Attitudes towards speeding (total agree %) by driving behaviour (2013)

	Total 2013 (946)	Speed...		Drink driving...		Road accident...		Distance...	
		At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Increases chance of crashing	88%	70%	88%	78%	87%	84%	88%	90%	83%
Would speak up if driver was speeding	86%	70%	86%	80%	83%	82%	86%	89%	83%
If I speed will get caught	66%	56%	66%	42%	62%	61%	66%	64%	66%
I enjoy speeding	6%	20%	6%	13%	7%	8%	7%	6%	7%
Penalties are a deterrent	76%	70%	76%	82%	75%	74%	76%	76%	75%
If I speed, aware it's happening	72%	88%	72%	81%	72%	75%	72%	70%	76%
Enforcing speed limit lowers road toll	75%	53%	75%	71%	73%	62%	75%	79%	70%
If I speed, I feel guilty	63%	36%	63%	29%	60%	52%	64%	66%	56%
Easy to avoid being caught	12%	17%	12%	25%	10%	15%	11%	10%	13%

Base: All respondents (n=946)

Q18: On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

Table 3.6 below presents a cross-tabulation of those who agreed ('strongly agree' or 'somewhat agree') with each of the statements related to speeding attitudes. As seen below, those who agree that enforcing the speed limit lowers the road toll and those who feel guilty if they speed, also tend to agree that speeding increases their changes of crashing (94% and 93% respectively).

Table 3.6: Attitudes towards speeding (total agree %) cross-tabulation (2013)

	Increases chance of crashing (816)	Would speak up if driver was speeding (806)	If I speed will get caught (617)	I enjoy speeding (63)	Penalties are a deterrent (706)	If I speed, aware it's happening (674)	Enforcing speed limit lowers road toll (685)	If I speed, I feel guilty (581)	Easy to avoid being caught (110)
Increases chance of crashing	100%	90%	91%	76%	89%	88%	94%	93%	84%
Would speak up if driver was speeding	89%	100%	90%	76%	86%	87%	89%	92%	83%
If I speed will get caught	69%	69%	100%	54%	70%	67%	69%	74%	52%
I enjoy speeding	6%	6%	6%	100%	6%	7%	5%	4%	11%
Penalties are a deterrent	77%	76%	80%	68%	100%	78%	80%	77%	71%
If I speed, aware it's happening	73%	73%	73%	79%	74%	100%	74%	74%	79%
Enforcing speed limit lowers road toll	79%	76%	76%	54%	77%	76%	100%	81%	73%
If I speed, I feel guilty	66%	66%	70%	40%	63%	64%	69%	100%	54%
Easy to avoid being caught	11%	11%	9%	19%	11%	13%	12%	10%	100%

Base: All respondents (n=946)

Q18: On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

Respondents who agreed that it is easy to avoid being caught speeding were asked to give an explanation of why they felt that way. Table 3.7 below shows the comments provided by respondents. The most common response was that if you do not speed, you won't get caught. This was significantly more common among females (46%) than males (17%).

Table 3.7: Why is it easy to avoid being caught speeding? (Top 5 reasons %)

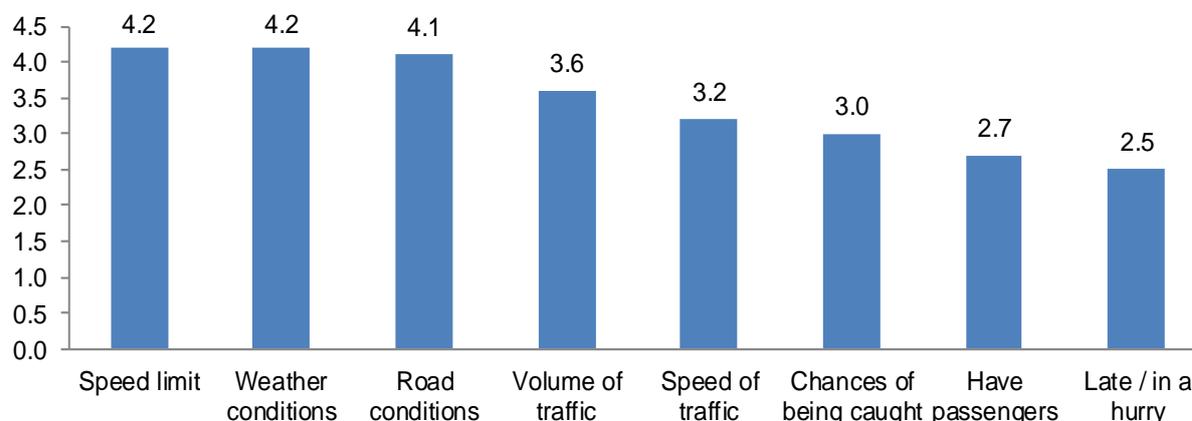
	Total	Region		Gender		Age group			
	2013 (152)	Metro (89) A	Regional (63) B	Males (102) C	Females (50) D	18-25 (32) E	26-39 (38) F	40-60 (37) G	61+ (27) H
Don't speed and you won't get caught	30%	32%	28%	17%	46%	9%	31%	25%	51%
Speed cameras are easy to spot	27%	29%	24%	28%	25%	38%	37%	26%	10%
Lack of police enforcement	18%	20%	13%	21%	14%	32%	14%	18%	15%
Pick and choose routes to avoid police	9%	11%	6%	12%	6%	24%	7%	9%	5%
Use GPS, Cruise Control or other features to alert me to police or speed cameras	3%	1%	6%	2%	5%	0%	11%	0%	0%

Base: Agree or strongly agree with Q18i: 'It's easy to avoid being caught speeding' (n=113)
Q19: Why do you say you find it easy to avoid being caught speeding? [multiple response]

3.4 Factors influencing driving speed

Respondents were presented with eight factors relating to the speed at which they choose to drive and were asked to rate the importance of each factor in influencing how fast or slow they drive on a scale of 1 (not important at all) to 5 (very important). Figure 3.5 below shows the relative importance of each factor as judged by respondents. The speed limit (mean=4.2), weather conditions (4.2) and road conditions (4.1) were more likely to be rated as very important factors that influence driving speed. These were also among the top factors identified in 2012. The least important influence on speeding behaviour reported by respondents was being late or in a hurry (2.5).

Figure 3.5: Influences on speed (mean) (2013)



Base: All respondents (n=946)
Q17: How important are each of the following factors in influencing the speed that you drive? [single response]

Consistent with 2012, females (4.3) were significantly more likely than males (4.2) to report that the speed limit influenced their speed. Regional respondents were more likely to consider road conditions (4.4), weather conditions (4.4) and the presence of passengers (2.8) than metropolitan respondents (4.0, 4.1 and 2.6 respectively). Younger drivers (18 to 39 years) tended to give greater importance to the chance of being caught speeding and if they were late than older drivers.

Table 3.8: Influences on speed (mean) by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Speed limit	4.2	4.2	4.3	4.2	4.3	4.4 H	4.3 H	4.4 H	3.8
Road conditions	4.1	4.0	4.4	4.1	4.1	4.0	4.1	4.3 E,G,H	3.9
Weather conditions	4.2	4.1	4.4	4.2	4.3	4.1	4.2	4.3 E,H	4.1
Chances of being caught	3.0	3.0	2.9	3.0	2.9	3.2 H	3.1 H	2.9	2.7
Speed of traffic	3.2	3.3	3.1	3.3	3.2	3.3	3.3	3.2	3.2
Volume of traffic	3.6	3.5	3.7	3.6	3.5	3.5	3.5	3.7 F,H	3.5
Have passengers	2.7	2.6	2.8	2.7	2.7	2.5	2.6	2.7	2.9 E
Late / in a hurry	2.5	2.5	2.4	2.5	2.5	2.7 G,H	2.7 G,H	2.4	2.3

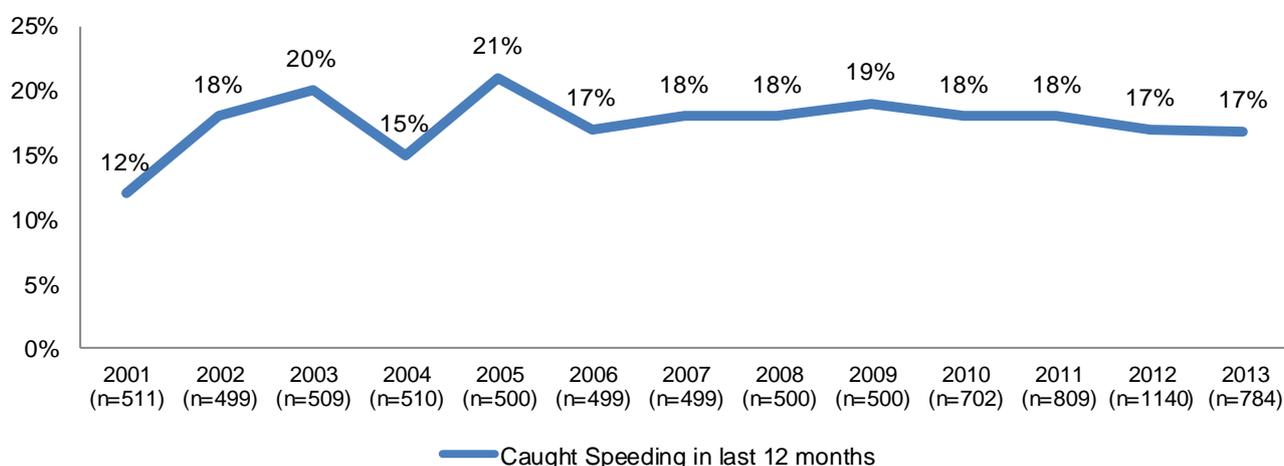
Base: All respondents (n=946)

Q17 How important are each of the following factors in influencing the speed that you drive? [single response]

3.5 Speeding behaviour

Respondents were asked to estimate how many demerit points they had accrued in the last three years, if they had been caught speeding in the last 12 months, and if so how many times they had been caught. In 2012, one in four (26%) did not know how many demerit points they had accrued. In 2013, the question was reworded to provide context around the number of demerit points which could be accrued – as a result only 10% did not know how many points they had. Of those aged 18 to 60 with a valid licence, 17% had been caught speeding. This is consistent with findings from previous years, varying between 12% and 21% since the inception of the RSM (see Figure 3.6).

Figure 3.6: Incidence of being caught speeding in last 12 months – time series



Base: Licence holders aged 18-60 with a valid response (n=784)

Q10 Have you been caught speeding in the last 12 months (either by police or a fixed/mobile camera)? [single response]

When all drivers (regardless of age or licence status) are included, the proportion who had been caught speeding does not change. There were no significant differences in the proportion of drivers who had been caught speeding according to demographic characteristics. On average those who had been caught speeding in 2013 had been caught an average of 1.25 times in the last 12 months.

Table 3.9: Speeding behaviour by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Caught speeding - 2013	17%	18%	15%	18%	15%	13%	19%	17%	15%
Average number of times caught - 2013	1.25	1.26	1.23	1.2	1.32	1.26	1.19	1.37	1.05
Average number of demerit points - 2013	1.32	1.44	1.11	1.55	1.06	1.21 H	1.20 H	1.68 E,F,H	0.81

Base: Q10, Q12 All respondents (n=946): Q11 Caught speeding (n=155)
 Q10 Have you been caught speeding in the last 12 months (either by police or a fixed/mobile camera)? [single response]
 Q11 How many times have you been caught speeding in the last 12 months? [numeric response]
 Q12 How many demerit points have you received in the last three years for traffic offences? [numeric response]

For those who could estimate the number of demerit points, an average of 1.32 points was accrued in the past three years (see Table 3.9). There were some differences within demographic groups, including significantly more points among metropolitan respondents (mean=1.44), males (1.55), and those aged 40 to 60 years (1.68).

Respondents who drove over the speed limit at least most of the time were significantly more likely to have been caught (31%) than those who did not (16%). Long distance drivers (21%) were also more likely to have been caught speeding than short distance drivers (12%).

Table 3.10: Speeding behaviour by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Caught speeding - 2013	17%	31%	16%	13%	18%	20%	16%	12%	21%
Average number of times caught - 2013	1.25	1.79	1.22	1.71	1.19	1.48	1.21	1.15	1.26
Average number of demerit points - 2013	1.32	2.72	1.27	2.34	1.33	1.86	1.23	0.90	1.64

Base: Q10, Q12 All respondents (n=946): Q11 Caught speeding (n=155)
 Q10 Have you been caught speeding in the last 12 months (either by police or a fixed/mobile camera)? [single response]
 Q11 How many times have you been caught speeding in the last 12 months? [numeric response]
 Q12 How many demerit points have you received in the last three years for traffic offences? [numeric response]

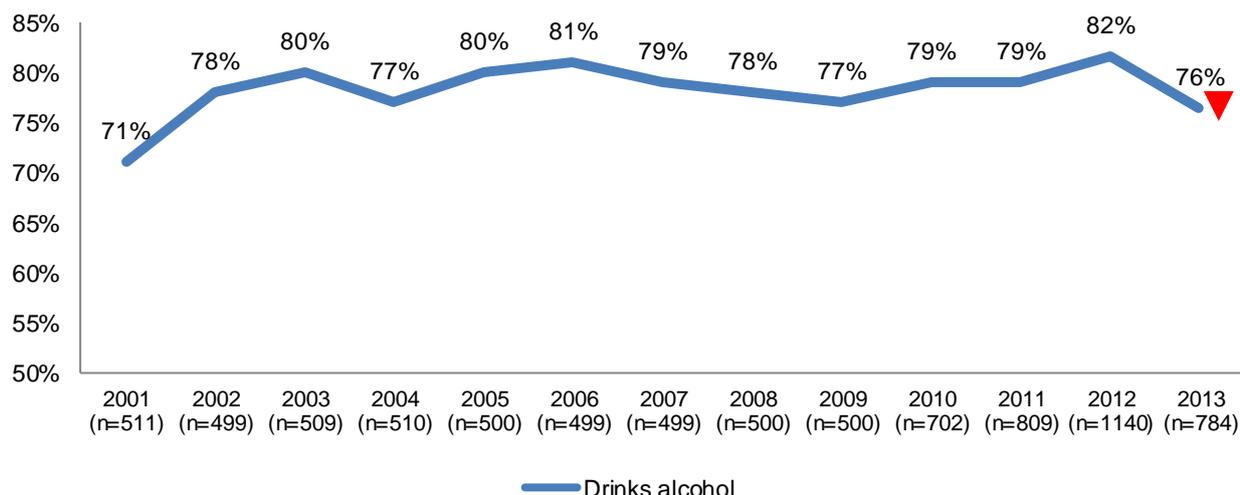
There were significant differences in the number of demerit points accrued in a three year period according to driving behaviour. Those who reported speeding at least most of the time, driving when over the limit, being involved in a road accident and driving long distances reported significantly more demerit points than those who reported speeding none to half of the time, not driving while over the limit, not being in an accident and driving short distances (see Table 3.10 above).

4. Drink driving impairment

4.1 Consumption of alcohol

In order to provide a context to drink driving attitudes and behaviours, it is helpful to understand the incidence of those who actually drink alcohol. Seventy-six per cent of licence holders aged 18 to 60 indicated that they drink alcohol. While this figure is similar to previous years, it is a significant decrease from 2012 (82%).

Figure 4.1: Drink alcohol – time series



Base: Licence holders aged 18-60 with a valid response (n=784)
Q26 Do you drink alcohol? [single response]

The oldest cohort (61 and over) reported the lowest prevalence of drinking alcohol (73%), with a significantly greater proportion of young adults (84%). Males were more likely to drink alcohol than females and regional respondents more likely to drink alcohol than metropolitan respondents. Similar demographic patterns were observed in 2012.

Table 4.1: Drink alcohol by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Drinks alcohol	76%	73%	80%	80%	71%	84% F,H	72%	77%	73%

Base: All respondents (n=946)
Q26 Do you drink alcohol? [single response]

4.2 Attitudes to drink driving

Similar to 2012, more than nine in ten licence holders aged 18 to 60 in 2013 agreed that they have no problem with telling a friend not to drive if they thought they were over the legal limit (95%) and would not get into a car driven by a friend if they thought they were over the legal limit (91%). The proportion of respondents who agreed that if they were driving while over the legal limit then they were very likely to be caught increased significantly (from 70% to 76%). While there has been some fluctuation over time, over half (52%) thought that penalties for drink driving were too lenient.

Table 4.2: Attitudes to drink driving (total agree) – time series

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
n	(511)	(499)	(509)	(510)	(500)	(499)	(499)	(500)	(500)	(702)	(809)	(1140)	(784)
No problem telling a friend not to drive if they were over the limit	95%	97%	98%	97%	98%	97%	98%	99%	97%	93%	96%	94%	95%
Wouldn't get into a car driven by a friend if they were over the limit	88%	90%	90%	92%	93%	92%	93%	90%	91%	87%	91%	91%	91%
If I was driving and over the limit, I am likely to be caught	-	-	-	-	-	-	-	-	-	69%	70%	70%	76%
The penalties for drink driving are too lenient	52%	50%	48%	52%	58%	58%	57%	60%	57%	55%	49%	51%	52%

Base: Licence holders aged 18-60 (n=784)

Q32 To what extent do you agree or disagree with the following statements, using a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree"? [single response]

There were significant variations in attitudes to drink driving by age and gender. Males were significantly less likely than females to agree that:

- They would not get in a car driven by a friend who they suspected of being over the legal limit,
- They are likely to be caught if they were to drive while over the limit, and
- The penalties for drink driving were too lenient.

In general, respondents in younger age groups were less likely to think they would be caught if they drove over the limit or that the penalties for drink driving were too lenient.

Table 4.3: Attitudes to drink driving (total agree) by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
No problem telling a friend not to drive if they were over the limit	95%	94%	95%	93%	96%	97%	95%	94%	94%
Wouldn't get into a car driven by a friend if they were over the limit	91%	90%	95%	89%	94%	85%	89%	93% E	94% E
If I was driving and over the limit, I am likely to be caught	77%	76%	79%	74%	80%	72%	74%	79% E,F	80%
The penalties for drink driving are too lenient	54%	53%	56%	51%	58%	40%	50% E	56% E	66% E,F,G

Base: All respondents (n=946)

Q32 To what extent do you agree or disagree with the following statements, using a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree"? [single response]

There were also significant variations in attitudes by driving behaviour. Those who indicated that they had driven while over the limit were less likely to agree that they would have no problem telling a friend not to drive if they were over the limit (87%), not get in a car driven by a friend who they suspected of being over the legal limit (62%), and to think that the penalties for drink driving were too low (28%) than drivers who had not driven over the limit.

Table 4.4: Attitudes to drink driving (total agree) by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
No problem telling a friend not to drive if they were over the limit	95%	94%	95%	87%	95%	95%	95%	95%	94%
Wouldn't get into a car driven by a friend they thought was over the limit	91%	84%	92%	62%	92%	88%	92%	94%	89%
If I was driving and over the limit, I am likely to be caught	77%	77%	77%	73%	76%	70%	78%	77%	75%
The penalties for drink driving are too lenient	54%	59%	54%	28%	51%	50%	55%	57%	52%

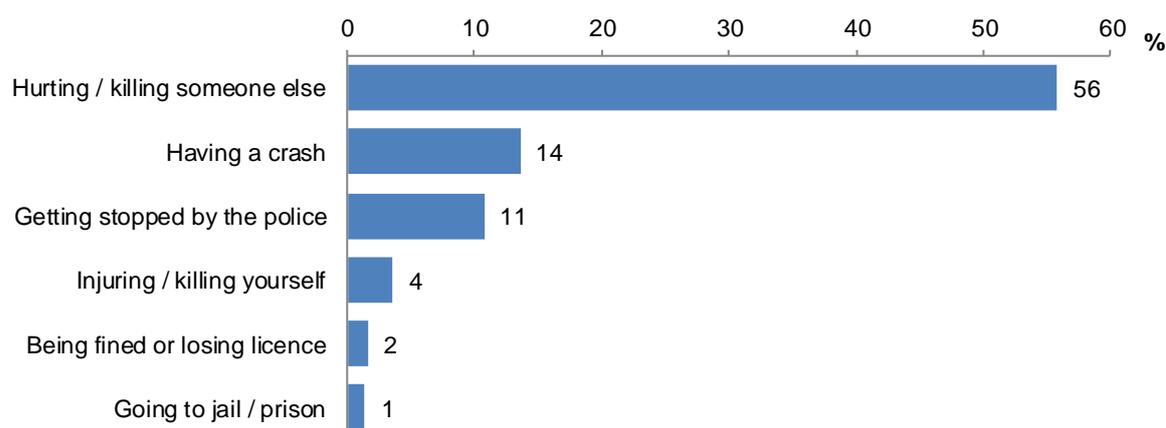
Base: All respondents (n=946)

Q32 To what extent do you agree or disagree with the following statements, using a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree"? [single response]

4.3 Most worrying consequences of drink driving

Respondents who drank alcohol were asked to identify the single consequence that would worry them the most, about driving over the legal blood alcohol limit from a provided list. Consistent with 2012, in 2013, over half (56%) indicated that the most worrying consequence of drink driving was hurting or killing someone else, followed by having a crash (14%) and getting stopped by the police (11%). Respondents were least concerned about being fined or losing their licence (2%), or going to jail (1%).

Figure 4.2: Most worrying consequences of drink driving (2013)



Base: Drinks alcohol (n=726)

Q29 Now if for some reason you were to drive while over the legal blood alcohol limit, what three things would worry you the most? [single response]

The most worrying consequences of drink driving varied according to driving behaviour. Drivers who reported speeding (30%) and drink driving (21%) were more worried about getting stopped by the police than those who did not speed or drink drive (both 10%). Around 15% of those who did not drink drive were worried about having a crash, compared to only 3% of drink drivers.

Table 4.5: Attitudes to drink driving (total agree) by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (726)	At least most of the time (37) A	None to half of the time (669) B	Yes (55) C	No (665) D	Yes (104) E	No (622) F	Short (250) G	Long (393) H
Hurting / killing someone else	56%	42%	56%	49%	56%	54%	56%	56%	58%
Having a crash	14%	14%	14%	3%	15%	12%	14%	13%	11%
Getting stopped by the police	11%	30%	10%	21%	10%	10%	11%	12%	10%
Injuring / killing yourself	4%	2%	4%	2%	4%	6%	3%	4%	3%
Being fined or losing licence	2%	3%	2%	0%	2%	5%	1%	2%	1%
Going to jail / prison	1%	0%	2%	0%	2%	1%	1%	2%	1%

Base: Drinks alcohol (n=726)

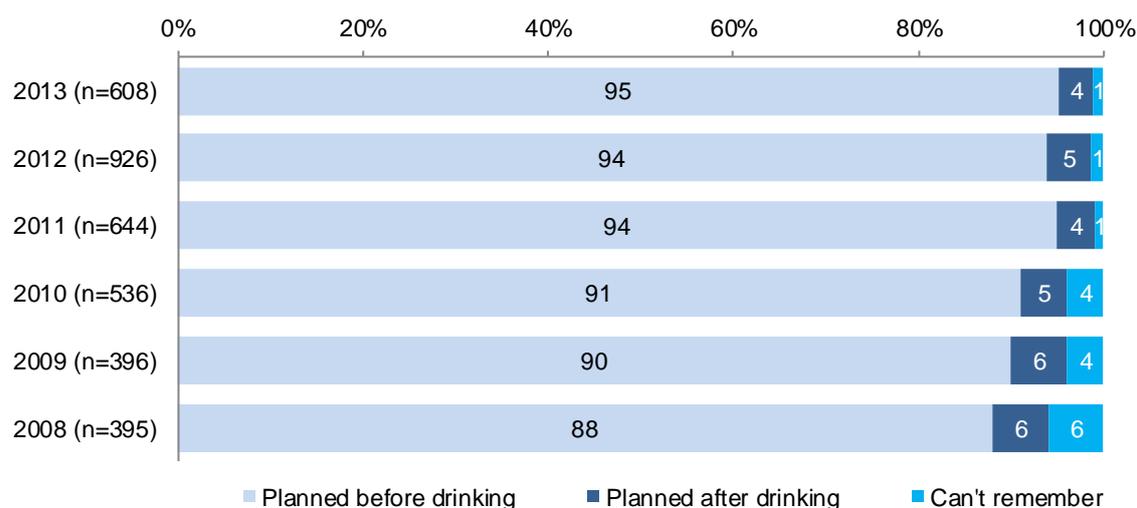
Q29 Now if for some reason you were to drive while over the legal blood alcohol limit, what three things would worry you the most? [single response]

4.4 Drink driving behaviour

4.4.1 Getting home after drinking

Similar to 2012, the proportion of respondents who indicated that they planned how they would get home *before* they started drinking the last time they went out was 95%. This result has steadily increased since 2008. Those who planned how they would get home after they started drinking were more likely to belong to younger age groups (10% compared to 4% or less for older age groups).

Figure 4.3: Plan for getting home the last time drinking

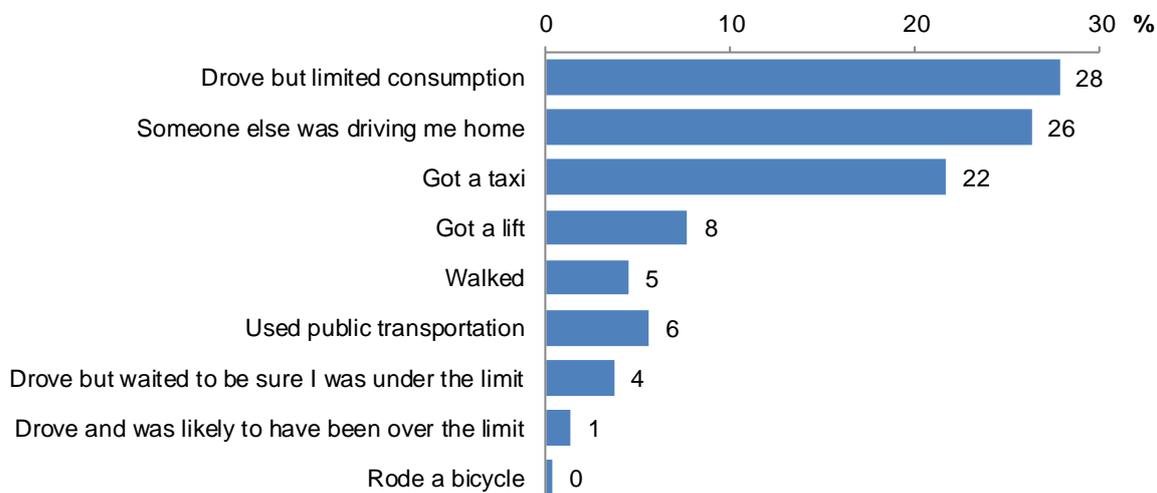


Base: Licence holders aged 18-60 who drink alcohol and do not always drink at home (n=608)

Q30 Please think about the last time you went out (not at home) and drank alcohol. Did you decide how you would get home...? [single response]

Respondents who drink alcohol were asked to recall the last time they went out drinking and how they got home on that occasion. Most commonly, respondents drove themselves but limited their alcohol consumption to be under the limit (28%), or someone else drove them home (26%), or they got a taxi (22%).

Figure 4.4: Method of getting home after drinking



Base: Respondents who drink alcohol and do not always drink at home (n=715)

Q31: Which one of the following best describes your journey home after drinking on that occasion? [single response]

There were several significant differences according to age:

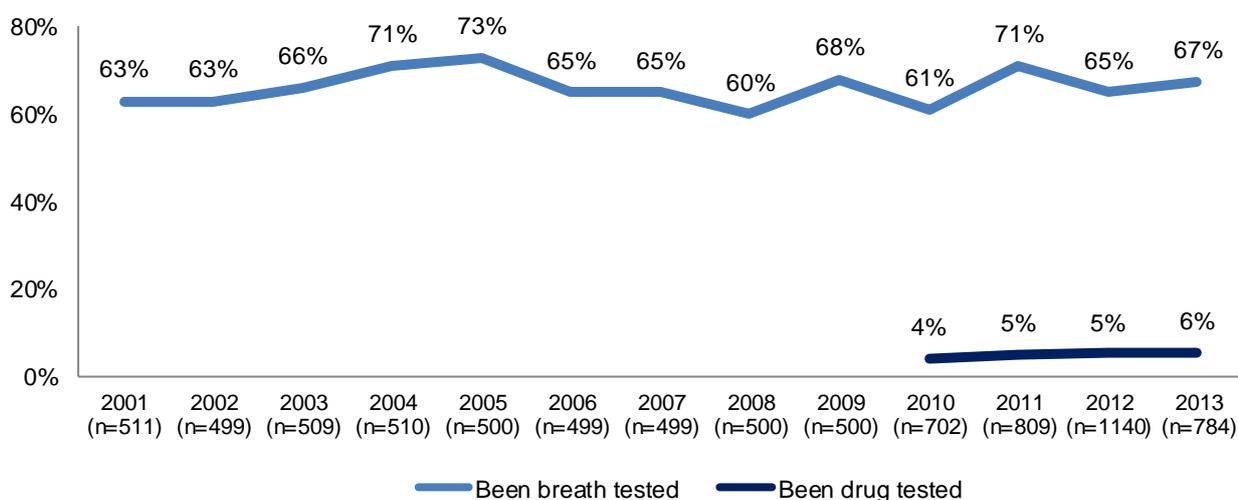
- Driving but limiting alcohol consumption was significantly more common among older age groups, 61+ years (49%), and least common among 18 to 25 year olds (10%).
- Catching a taxi was often the choice of 18 to 25 years olds (32%) and 26 to 39 year olds (31%) compared to 40 to 60 year olds (18%) and 61+ year olds (11%).
- Public transport was used by only a few, but was more likely to be used by younger drivers (11% of 18 to 25 year olds) than older drivers (3% of 40 to 60 year olds).
- Younger drivers were also more likely to report getting a lift (17% of 18 to 25 year olds) than older drivers (4% of 61+ year olds).

4.4.2 Breath & drug testing

In 2013, 67% of licence holders aged 18 to 60 indicated that, in the last 12 months, they had been breath tested or they had been in a car when someone else had been breath tested. Excluding outliers who reported being breath tested 10 or more times (1.9% - maximum of 30); respondents recalled having been tested an average of 2.4 times in the last 12 months.

Drug testing was far less common than breath testing with only 6% of respondents indicating that either they, or the driver of a car they were a passenger in, had been drug tested in the last 12 months. Two-fifths (41%) noted that the drug test had been a saliva test, 11% reported a breath test and 13% reported some other form of testing. It should be noted that over one third (34%) were unsure of the type of test.

Figure 4.5: Drivers tested in the last 12 months – time series



Base: Licence holders aged 18-60 (n=784)
 Q20 Over the past 12 months have you been breath tested or been in a car when the driver was breath tested? [single response]
 Q22 Over the past 12 months have you been drug tested or been in a car when the driver was drug tested? [single response]

There were significant differences between incidences of breath testing among regional (75%) and metropolitan respondents (61%), and between young adults (18 to 25, 73%) and older adults (61+, 59%). Males were more likely to have been drug tested (8%) than females (3%).

Table 4.6: Drivers tested in the last 12 months by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Breath tested in last 12 months	66%	61%	75%	66%	65%	73% H	67%	66%	59%
Drug tested in last 12 months	5%	6%	4%	8%	3%	7%	6%	5%	3%

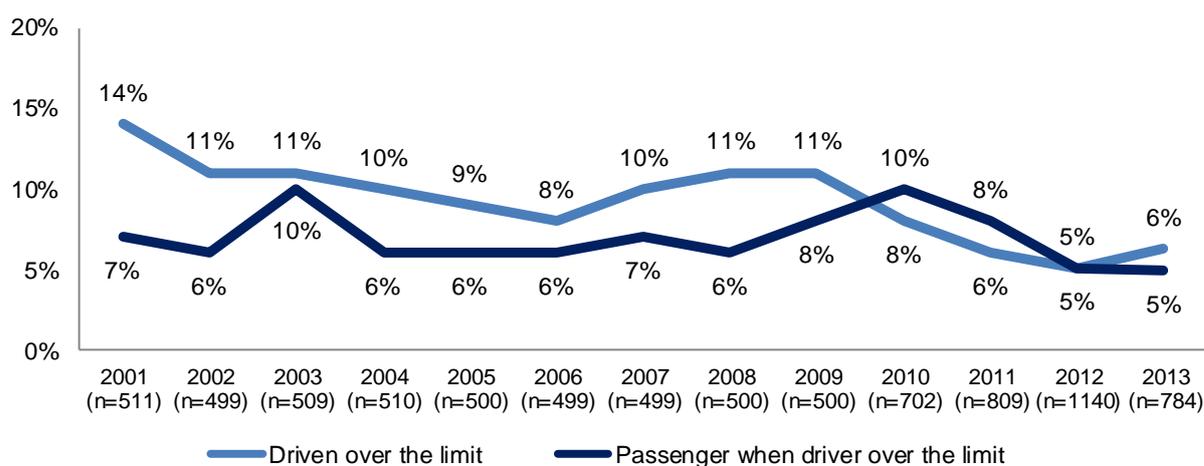
Base: All respondents (n=946)
 Q20 Over the past 12 months have you been breath tested or been in a car when the driver was breath tested? [single response]
 Q22 Over the past 12 months have you been drug tested or been in a car when the driver was drug tested? [single response]

4.5 Getting in a car when the driver is over the limit

Over recent years, there has been a decline in the proportion of licence holders who knew or thought that they had driven a car in the last 12 months when they were over the legal blood alcohol limit. In 2013, there was a slight (but not significant) increase from 5% in 2012 to 6% of respondents who had driven over the legal limit.

A positive reduction has been observed among respondents with regard to whether they had been a passenger in a car when they knew or suspected that the driver was over the legal limit (5%). This is consistent with 2012 and is half the proportion reported in 2010.

Figure 4.6: Drivers & passengers who got into a car when over the limit – time series



Base: Licence holders aged 18-60 (n=784)
 Q24 Have you been in a car over the last 12 months when you knew or thought the driver was over the legal blood alcohol limit? [single response]
 Q27 During the last 12 months, have you driven a car when you knew or thought you were over the legal blood alcohol limit? [single response]

As Table 4.7 shows, there were notable differences in attitudes according to age and gender:

- 18 to 25 years olds (11%) were significantly more likely to have driven over the legal limit than 40 to 60 year olds (6%). 18 to 25 years olds (11%) and 26 to 39 year olds (7%) were also more likely to have been a passenger when they suspected that the driver was over the legal limit compared to 40 to 60 year olds (2%) and those 61 and over (1%).
- Males (9%) were more likely than females (3%) to report having driven over the legal blood alcohol limit and having been a passenger with a driver over the limit (6% and 2%).

Table 4.7: Drivers & passengers who got into a car when over the limit by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Been in car when driver over the limit	4%	5%	3%	6%	2%	11% G, H	7% G, H	2%	1%
Driven when over the limit	7%	7%	6%	9%	3%	11% G	7%	5%	6%

Base: All respondents (n=946)
 Q24 Have you been in a car over the last 12 months when you knew or thought the driver was over the legal blood alcohol limit? [single response]
 Q27 During the last 12 months, have you driven a car when you knew or thought you were over the legal blood alcohol limit? [single response]

Those who reported speeding at least half the time above their defined “speeding limit” were more likely to have been a drink driver (17%) compared to those who don’t speed (6%). Of those who reported having driven over the legal blood alcohol limit in the last 12 months, 38% had also been a passenger in a car when they suspected that the driver was over the legal limit (compared with 3% of those who had not driven over the limit). Getting into a car as a driver or passenger when over the limit was more common among those who had been involved in a road accident in the past five years.

Table 4.8: Drivers & passengers who got into a car when over the limit by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Been in car when driver over the limit	4%	10%	4%	38%	3%	10%	4%	3%	5%
Driven when over the limit	7%	17%	6%	100%	0%	12%	6%	6%	8%

Base: All respondents (n=946)

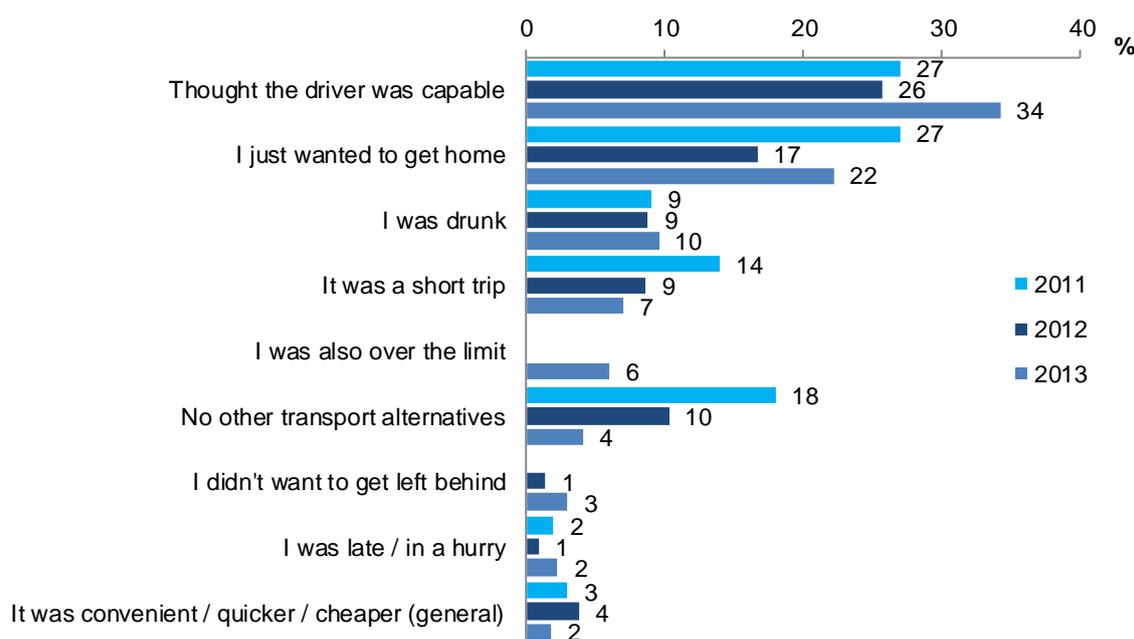
Q24 Have you been in a car over the last 12 months when you knew or thought the driver was over the legal blood alcohol limit? [single response]

Q27 During the last 12 months, have you driven a car when you knew or thought you were over the legal blood alcohol limit? [single response]

4.5.1 Reasons for getting into the car

Similar to findings in previous years, the main reasons people got into a car when they thought that the driver was over the legal limit were: they thought the driver was capable (2011: 27%, 2012: 26%, 2013: 34%), they just wanted to get home (2011: 27%, 2012: 17%, 2013: 22%), and they were drunk (2011: 9%, 2012: 9%, 2013: 10%). The proportion who said ‘it was a short trip’ or ‘no other transport alternatives’ has decreased over the years from 14% and 18% respectively in 2011, to 9% and 10% in 2012, and only 7% and 4% in 2013.

Figure 4.7: Reasons for being a passenger when driver over the legal limit (2011 to 2013)

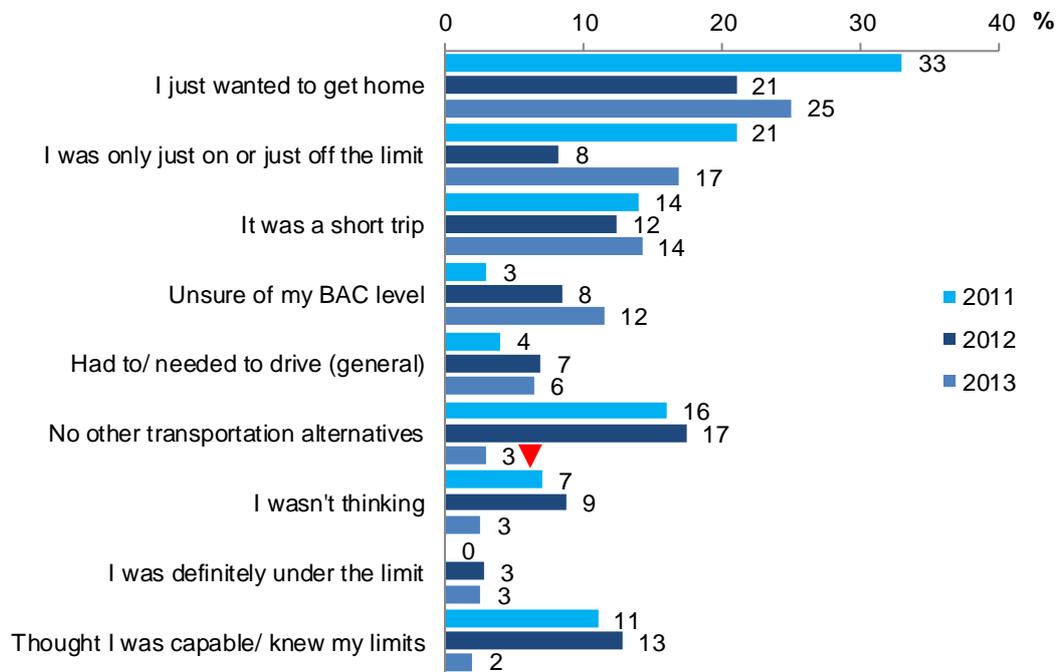


Base: Respondents who had been a passenger when they thought the driver was over the legal limit (n=52)

Q25 What was the main reason you got into a car when you knew or thought the driver was over the over the legal blood alcohol limit? [multiple response]

For those who suspected that they had driven when over the legal limit, the primary reasons provided were also similar to those in previous years. The most common reasons provided in 2013 were ‘just wanted to get home’ (2011: 33%, 2012: 21%, 2013: 25%), ‘only just on or just off the limit’ (2011: 21%, 2012: 8%, 2013: 17%) or that ‘it was a short trip’ (2011: 14%, 2012: 12%, 2013: 14%). ‘No other transport alternatives’ decreased significantly from 17% in 2012 to only 3% in 2013.

Figure 4.8: Reasons for driving when over the legal limit (2011 to 2013)



Base: Respondents who had driven when they thought they were over the legal limit (n=55)
Q28 What was the main reason for you driving a car when you knew or thought you were over the legal limit? [multiple response]

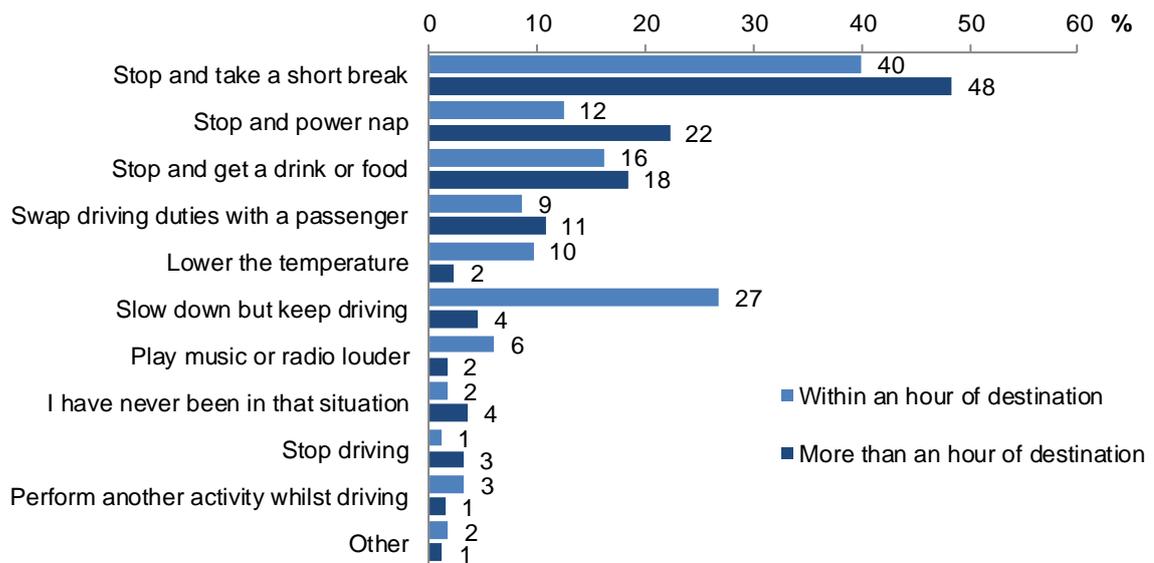
5. Fatigue

5.1 Response to fatigue while driving

In 2012, respondents were asked a single question about what strategies they use to reduce fatigue while driving. In 2013, this question was split into two scenarios – feeling tired while driving and being within an hour of their destination and being more than an hour from their destination. The vast majority of respondents agreed that in both scenarios the best remedy for fatigue while driving a car is stopping and resting (40% ‘within an hour’ and 48% ‘more than an hour’).

There were some notable differences in strategies depending on the distance from destination. Over half indicated that on longer trips they would stop and either take a short break, have a power nap or get a drink or some food. While respondents indicated they would also stop on shorter trips, many indicated that they would continue driving but alter their behaviour to reduce fatigue. Around one in four (27%) said they would slow down but continue driving (compared to only 4% on long trips), 10% would lower the air-conditioning temperature (compared to 2%), and 6% would increase the volume of music or the radio (compared to 2%).

Figure 5.1: Strategies to reduce fatigue while driving (%) (2013)



Base: All respondents (n=946)

Q34 If you're feeling tired when driving and you are within an hour of your destination, what do you normally do? [multiple response]

Q35 If you're feeling tired when driving and you are more than an hour from your destination, what do you normally do? [multiple response]

5.2 Incidence of falling asleep

Respondents were also asked whether they had ever fallen asleep while driving in the last 12 months and if they had fallen asleep to describe the circumstances (including trip duration). Of all those surveyed, 2% indicated that they had fallen asleep while driving. Analysis by demographic characteristics indicates that a greater proportion of young drivers (18 to 25 year olds) had fallen asleep in the last 12 months (4%) compared to older drivers (over 60 years). These findings are consistent with 2012.

Table 5.1: Fallen asleep while driving by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Fallen asleep while driving - 2013	2%	2%	2%	3%	2%	4% H	2%	3% H	0%
	2012 (1329)	Metro (459) A	Regional (870) B	Males (683) C	Females (646) D	18-25 (272) E	26-39 (373) F	40-60 (495) G	61+ (189) H
Fallen asleep while driving - 2012	3%	3%	3%	4%	2%	8%	3%	3%	0%

Base: All respondents (n=946)

Q36 In the last 12 months have you ever fallen asleep while driving? [single response]

Of those who reported falling asleep while driving almost six in ten (58%) indicated that the duration of the trip was less than one hour, 18% said it was between one to two hours, 11% between two and four hours, and 13% indicated the trip was four hours or more.

Those who reported falling asleep while driving were also asked to describe the circumstances surrounding the event. A sample of their responses is included below:

- Driving towards the city in peak hour traffic in the morning and my eyes kept closing, don't remember much of the drive until I woke up fully.
- Just nodded off I think it was a micro sleep I opened my eyes shook my head but I was still in my lane pulled over and rested.
- Was 30 meters from home, my partner yelled as she realised we were heading towards a gum tree. I nodded off for probably 2 seconds just in time to swerve to miss tree.
- Driving in left lane waking up in right lane, driving a forklift all night.

A significantly higher proportion of respondents who had a crash in the past five years reported that they had fallen asleep while driving in the last 12 months (6%) compared to those who had not been in an accident (2%). Similarly, respondents who reported driving long distances were more likely (3%) to have fallen asleep while driving than those who reported driving short distances (1%).

Table 5.2: Fallen asleep while driving by driving behaviour (2013)

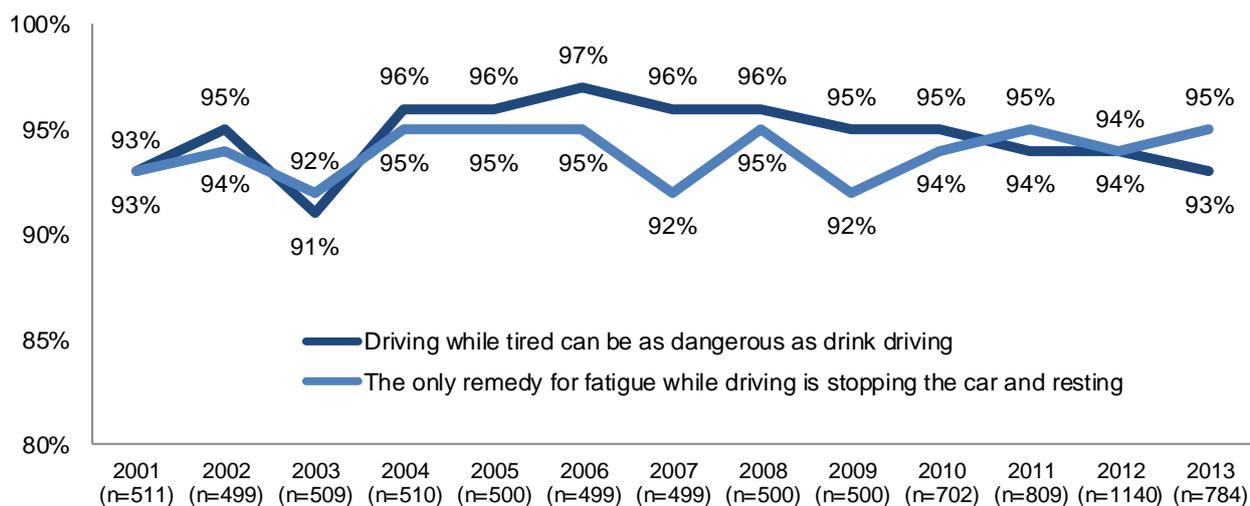
	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Fallen asleep while driving - 2013	2%	6%	2%	2%	2%	6%	2%	1%	3%
	2012 (1329)	At least most of the time (138) A	None to half of the time (1229) B	Yes (68) C	No (1242) D	Yes (192) E	No (1133) F	Short (630) G	Long (688) H
Fallen asleep while driving - 2012	3%	6%	3%	8%	3%	4%	3%	2%	4%

Base: All respondents (n=946)
Q36 In the last 12 months have you ever fallen asleep while driving? [single response]

5.3 Attitudes to fatigue

Over time there has been a general agreement that driving while tired can be as dangerous as drink driving and that the only remedy for fatigue is stopping and resting. While not significant, there was a slight decrease in agreement that fatigued driving is as dangerous as drink driving (93% in 2013, from 94% in 2012); and a slight increase in agreement that the only remedy for fatigue when driving is to stop and rest (95% from 94%).

Figure 5.2: Attitudes to fatigue – time series



Base: Licence holders aged 18-60 (n=784)
Q33 On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

Significantly more regional respondents (96%) compared to metropolitan respondents (92%) agreed that driving while fatigued is comparable to drink driving. Young adults differed significantly from older age groups in their attitudes towards fatigued driving (see Table 5.3). There were no differences in attitudes to fatigue between respondents who did shift work as part of their job and those who did not.

Table 5.3: Attitudes to fatigue (total agree %) by demographics (2013)

	Total	Region		Gender		Age group				Does shift work	
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H	Yes (126) I	No (511) J
Driving while tired can be as dangerous as drink driving	93%	92%	96%	92%	95%	90%	90%	95% E,F	97% E,F	93%	94%
The only remedy for fatigue while driving is stopping the car and resting	95%	94%	96%	95%	95%	86%	93% E	98% E,F	97% E	93%	96%

Base: All respondents (n=946)

Q33 On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

Around one in five respondents (18%) reported regularly driving while tired. This was more common among regional respondents (23%) and younger respondents (32%). The least likely group to drive while tired were the 61 and over age group with only 5% reporting regularly driving while tired. While attitudes towards fatigued driving were similar among shift workers and non-shift workers, the proportion who reported regularly driving while tired was much higher among shift workers (33%) than non-shift workers (18%).

Table 5.4: Regularly driving while tired by demographics (2013)

	Total	Region		Gender		Age group				Does shift work	
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H	Yes (126) I	No (511) J
Regularly driving while tired	18%	15%	23%	18%	18%	32% F,G,H	19% H	19% H	5%	33%	18%

Base: All respondents (n=946)

Q39 Do you find yourself regularly (at least once a week) driving while tired? [single response]

There were also some notable differences between those who had been in a road accident (27%) and those who had not (16%); as well as between those who drove long (25%) and short distances (9%).

Table 5.5: Regularly driving while tired by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Regularly driving while tired	18%	36%	17%	28%	19%	27%	16%	9%	25%

Base: All respondents (n=946)

Q39 Do you find yourself regularly (at least once a week) driving while tired? [single response]

Respondents were asked to rate how dangerous they felt it was to drive while tired where 0 is 'not dangerous at all' and 10 is 'extremely dangerous'. The mean rating provided by all respondents was 8.4 – with a significant difference between metropolitan (8.3) and regional (8.5), males (8.2) and females (8.5) and between young adults aged 18 to 25 (7.7) and older adults aged 61 and over (8.6).

6. Restraint wearing

6.1 Attitudes to restraint wearing

Respondents were asked a series of questions regarding seatbelt use and attitudes towards seatbelt use. Table 6.1 below shows that since 2001, at least 90% of licence holders aged 18 to 60 report wearing a seatbelt all of the time (96% in 2013).

Consistent with 2012, in 2013 98% of licence holders (aged 18 to 60) agreed that wearing a seatbelt will reduce the chance of serious injury in a crash, 59% agreed that if they are not wearing a seatbelt they are likely to be pulled over, 88% agree that in a crash, it is important that others are wearing a seatbelt to reduce personal injury, and 17% reported that they only wear a seatbelt because they are required to by law.

Table 6.1: Attitudes to restraint wearing (total agree) - time series

	2001 (511)	2002 (499)	2003 (509)	2004 (510)	2005 (500)	2006 (499)	2007 (499)	2008 (500)	2009 (500)	2010 (702)	2011 (809)	2012 (1140)	2013 (784)
Wear seatbelt all the time	93%	92%	94%	94%	95%	97%	95%	96%	95%	95%	95%	96%	96%
Seatbelts reduce chances of serious injury in a crash	96%	96%	92%	94%	97%	96%	97%	98%	97%	97%	99%	98%	98%
Only wear a seatbelt because required by law	13%	14%	15%	16%	16%	20%	17%	17%	16%	21%	18%	19%	17%
If not wearing seatbelt likely I will be pulled over	57%	60%	57%	57%	61%	60%	59%	61%	60%	65%	56%	61%	59%
In a crash, important that others wearing a seatbelt to minimise my personal injury	-	-	-	-	-	-	-	-	-	84%	82%	90%	88%

Base: All licence holders aged 18-60 (n=784)

Q41 When you drive a car (or other vehicle) do you wear a seatbelt...? [single response]

Q42 On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

When all respondents were included, it was found that younger drivers (18 to 25 year olds, 49%; 26 to 39 year olds, 53%) were less likely than older drivers to agree that they would be pulled over if not wearing a seatbelt (40 to 60, 66%; 61 and over, 72%). Male respondents were significantly more likely to agree that they only wear a seatbelt because it is required by law (21%).

Table 6.2: Attitudes to restraint wearing (total agree) by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Wears a seatbelt all the time	97%	97%	96%	96%	98%	96%	97%	96%	98%
Seatbelts reduce chances of serious injury in a crash	98%	98%	98%	98%	99%	99%	97%	99%	99%
Only wear a seatbelt because required by law	18%	17%	21%	21%	16%	18%	16%	17%	26% F,G
If not wearing seatbelt likely I will be pulled over	62%	60%	65%	61%	63%	49%	53%	66% E,F	72% E,F
In a crash, important that others wearing a seatbelt to minimise my personal injury	89%	89%	90%	90%	88%	88%	90%	88%	93%

Base: All respondents (n=946)

Q41 When you drive a car (or other vehicle) do you wear a seatbelt...? [single response]

Q42 On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

There were also significant differences in attitudes to restraint wearing by driving behaviour:

- Self-reported drink drivers were significantly less likely to wear a seatbelt all the time (90%, compared to 97%); and to agree that they would be pulled over if not wearing one (44%, compared to 59%).
- People who said they speed more than half the time were also significantly less likely to agree that they would be pulled over if not wearing a seatbelt (42%, compared to 64%) and that if in a crash it is important that others are wearing a seatbelt to minimise their own chance of injury (80% compared to 89%).

Table 6.3: Attitudes to restraint wearing (total agree %) by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Wears a seatbelt all the time	97%	93%	97%	90%	97%	96%	97%	97%	96%
Seatbelts reduce chances of serious injury in a crash	98%	95%	98%	99%	98%	97%	98%	98%	98%
Only wear a seatbelt because required by law	19%	27%	18%	22%	19%	24%	18%	17%	20%
If not wearing seatbelt likely I will be pulled over	63%	42%	64%	44%	59%	57%	64%	63%	62%
In a crash, important that others wearing a seatbelt to minimise my personal injury	89%	80%	89%	85%	90%	88%	89%	87%	91%

Base: All respondents (n=946)

Q41 When you drive a car (or other vehicle) do you wear a seatbelt...? [single response]

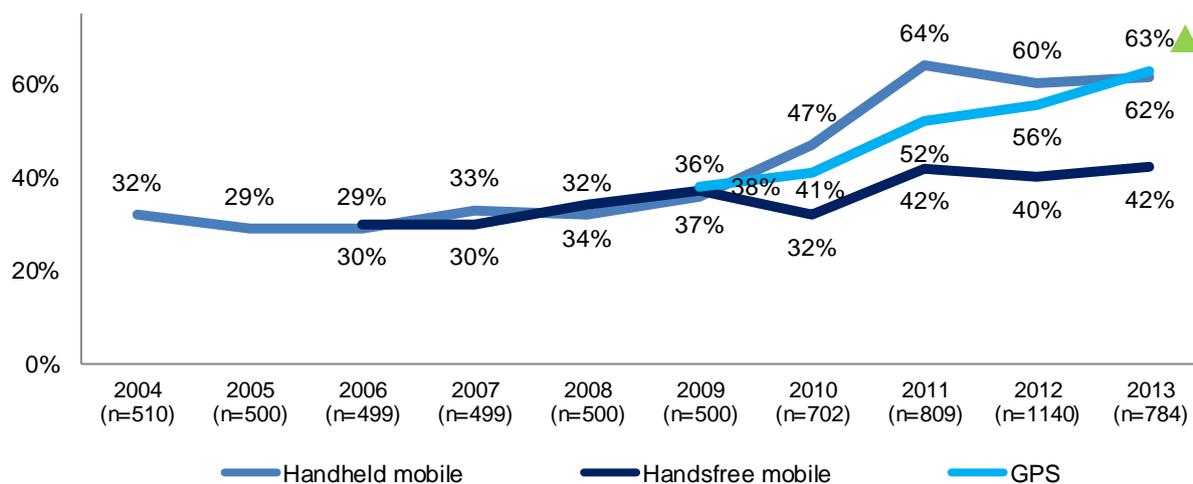
Q42 On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements? [single response]

7. Distractions

7.1 Distractions while driving

Around two in five (63%) licence holders aged 18 to 60 reported using a GPS or electronic navigation device in their car in 2013, which is a significant increase from 2012 (56%). These devices could be factory fitted, built-in or portable. Similarly, 42% of licence holders aged 18 to 60 reported using a hands free mobile phone whilst driving in the last month.

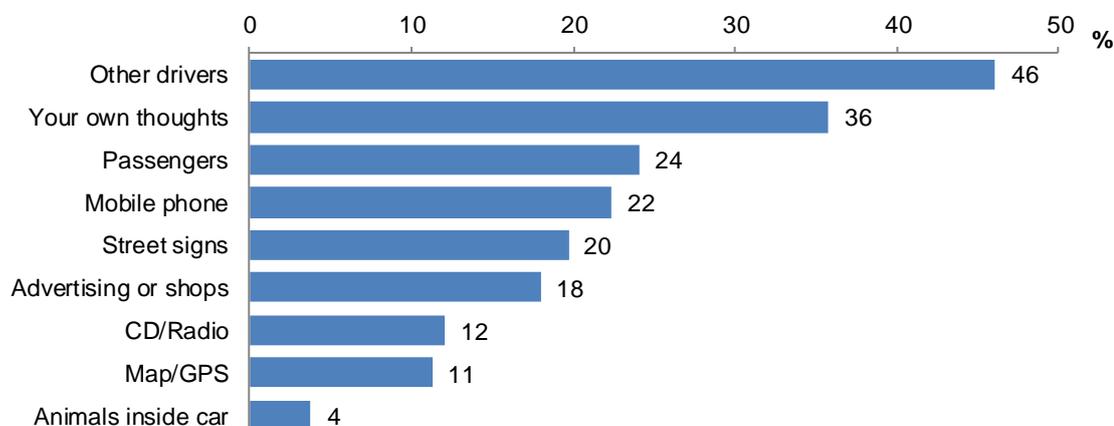
Figure 7.1: Use of electronic devices while driving – time series



Base: Licence holders aged 18-60 years (n=784)
 Q43 During the last month, have you used a HANDHELD mobile phone? [single response]
 Q48 During the last month, have you used a HANDS FREE mobile phone whilst driving? [single response]
 Q50 Do you ever use a GPS or Electronic Navigation device in your car? This is including either factory fit, built in or portable devices [single response]

In 2013 respondents were asked to indicate if they had been distracted while driving in the past week. In total, 80% of respondents indicated that they had been distracted by something while driving. Almost half (46%) were distracted by other drivers, while around one in three (36%) were distracted by their own thoughts; only 22% were been distracted by a mobile phone, and 11% by a map or GPS.

Figure 7.2: Distractions while driving (multiple response) (2013)



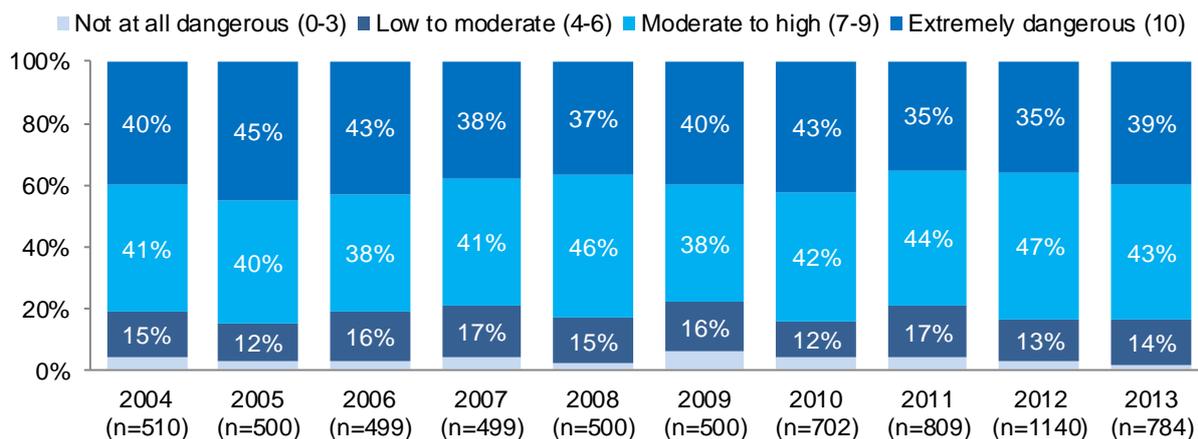
Base: All respondents (n=946)
 Q53 In the last week, have you been distracted while driving by any of the following? [multiple response]

7.2 Attitudes to distractions

7.2.1 Level of danger in using handheld mobile while driving

Respondents were asked how dangerous they thought it was to drive while using a handheld mobile phone (not a hands free unit), using a rating scale from 0 (not at all dangerous) to 10 (extremely dangerous). In 2013, 82% of licence holders aged 18 to 60 considered driving while using a handheld mobile phone dangerous (rating of 7 or higher). While this figure is slightly lower than in 2012 (84%), a significantly higher percentage provided a rating of 10 in 2013 (39% compared to 35%).

Figure 7.3: Level of danger in using handheld mobile while driving – time series



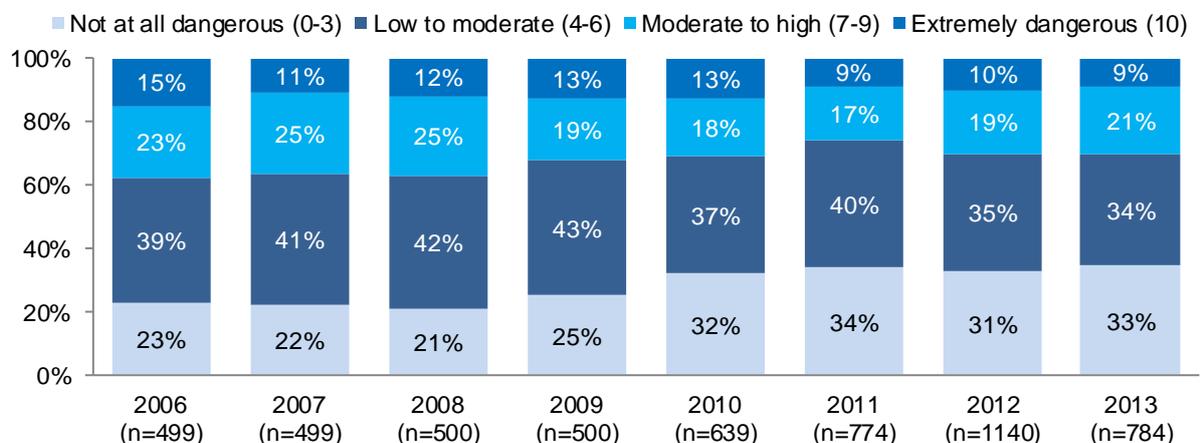
Base: Licence holders aged 18-60 years (n=784)

Q47 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while using a handheld mobile phone? [single response]

7.2.2 Level of danger in using a hands free mobile while driving

Perceptions of the level of danger associated with using a hands free mobile phone while driving are considerably lower (30% rated 7 or higher) compared with driving while using a handheld mobile. The proportion of licence holders aged 18 to 60 who thought that driving with a hands-free mobile is extremely dangerous has remained fairly stable. The vast majority (67%) considered driving with a hands free mobile phone to be not at all dangerous (33%) or low to moderate danger (34%).

Figure 7.4: Level of danger in using hands free mobile while driving – time series



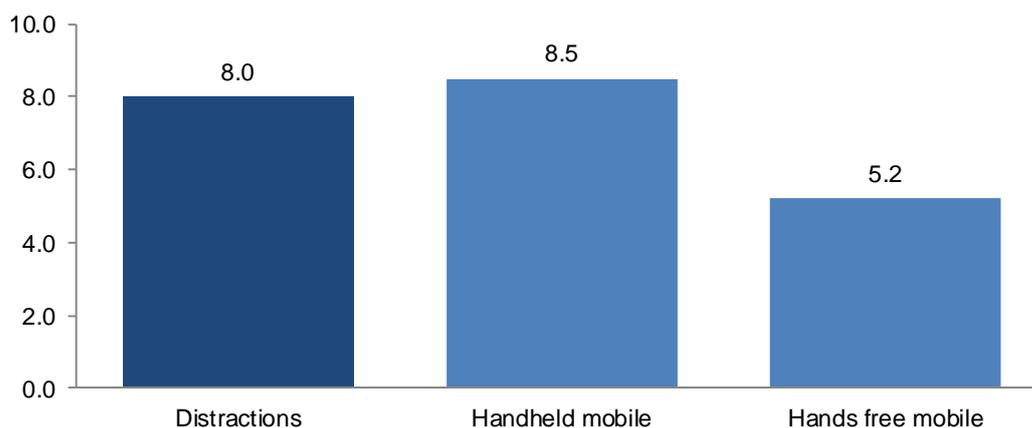
Base: Licence holders aged 18-60 years (n=784)

Q49 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while using a hands free mobile phone? [single response]

7.2.3 Level of danger in being distracted while driving

In 2013, respondents were also asked to rate the perceived level of danger associated with driving while distracted in general. As previously discussed, respondents on average gave a higher rating of perceived danger for using a hand held mobile (8.5 out of 10), compared to a hands free mobile (5.2 out of 10). However, when asked about distractions in general, respondents generally feel that driving while distracted is dangerous (8.0 out of 10). This may indicate that respondents do not consider using a mobile (hands free) while driving as a distraction.

Figure 7.5: Level of danger while driving (mean) (2013)



Base: All respondents (n=946)

Q54 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while distracted? [single response]

There were also considerable differences in perceived danger by demographic characteristics:

- Females considered mobile use and distractions in general more dangerous than males.
- Older age groups (aged 40 and over) considered mobile use and distractions in general more dangerous than younger age groups (18 to 39).
- Regional respondents considered hands free mobiles more dangerous than metropolitan respondents.

Table 7.1: Level of danger while driving by demographics (mean) (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Danger of distractions	8.0	8.0	8.0	7.8	8.2	7.8	7.7	8.0 E,F	8.4 E,F,G
Danger of hand held mobile	8.5	8.5	8.4	8.2	8.8	7.5	8.0 E	8.8 E,F	9.1 E,F,G
Danger of hands free mobile	5.2	5.1	5.3	4.9	5.4	4.4	4.2	5.5 E,F	6.4 E,F,G

Base: All respondents (n=946)

Q54 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while distracted? [single response]

There were also differences according to driving behaviours, where mobile phone use and distractions were considered less dangerous by those who:

- Speed at least half the time,
- Drive long distances, and
- Had been in a crash in the past five years.

Table 7.2: Level of danger while driving by driving behaviour (mean) (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Danger of distractions	8.0	7.7	8.0	7.4	7.9	8.0	8.0	8.2	7.7
Danger of hand held mobile	8.5	8.1	8.5	7.3	8.4	8.0	8.5	8.7	8.2
Danger of hands free mobile	5.2	4.1	5.2	4.3	4.9	4.9	5.2	5.6	4.8

Base: All respondents (n=946)

Q54 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while distracted? [single response]

7.3 Electronic navigation devices

The proportion of respondents who use a GPS or electronic navigation device in their car has increased from 51% in 2012 to 59% in 2013. Drivers were asked to describe the type of device used in their car and how they use the device. Around half (49%) use a portable device; 32% use a feature of their mobile phone and 19% used a factory installed device.

The majority of drivers use their GPS by looking at the screen while driving (75%), however 66% rely on the voice prompts only, and 26% touch the GPS to make adjustments while driving. Those with a portable GPS device were significantly more likely to rely on voice prompts (71%) than users of GPS units contained within mobile phones (58%).

Table 7.3: Use of GPS device by type of GPS device (2013)

	Total	Device type...		
	2013 (536)	Factory installed (90) A	Portable device (259) B	Feature of phone (185) C
Look at the screen	75%	77%	73%	75%
Rely on voice prompts only	66%	67%	71%	58%
Touch the GPS to make adjustments	26%	27%	22%	30%

Base: Respondents who ever use a GPS or Electronic Navigation device in car (n=536)

Q51 Is GPS or Electronic Navigation device you use in your car... [single response]

Q52 How do you use the GPS or Electronic Navigation device? Do you... [single response]

Regional respondents were significantly more likely to use a portable device (57%) than metropolitan respondents (46%), while the latter were more likely to use the GPS feature of their mobile phone (35% compared with 26%). Older drivers (61 years and over) were significantly more likely to have a portable device (69%) than those aged 18 to 25 years (50%) or 26 to 39 years (38%). Only 5% of drivers aged over 61 were likely to use the GPS feature of their mobile phone.

Table 7.4: Use of GPS or electronic navigation in car by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (555)	Metro (368) A	Regional (187) B	Males (331) C	Females (224) D	18-25 (133) E	26-39 (177) F	40-60 (186) G	61+ (59) H
<i>Type of GPS used in car</i>									
Factory installed	19%	19%	17%	20%	16%	6%	15% E	24% E,F	26% E
Portable device	49%	46%	57%	48%	51%	50%	38%	52% F	69% E,F,G
Feature of mobile phone	32%	35%	26%	32%	32%	43% G,H	47% G,H	24% H	5%
<i>How uses GPS</i>									
Rely on voice prompts only; not look at screen	66%	64%	70%	67%	64%	62%	60%	70%	73%
Look at screen while driving	74%	74%	75%	77%	71%	78%	79%	70%	71%
Touch the GPS to make adjustments	26%	27%	23%	29%	21%	29% G	33% G	19%	22%

Base: Respondents who ever use a GPS or Electronic Navigation device in car (n=555)

Q51 Is GPS or Electronic Navigation device you use in your car... [single response]

Q52 How do you use the GPS or Electronic Navigation device? Do you... [single response]

7.4 Mobile phone use

While 22% of respondents in 2013 said they were distracted by a mobile phone (see Figure 7.2), when asked how likely they would be to use their phone while driving, 36% said they would. In comparison, 44% would use their phone in a restaurant and 11% in a cinema. There were notable differences by demographics where metropolitan respondents (13%) were more likely than regional respondents (8%) to use their phone in a cinema. There were considerable age group differences, most notably:

- Young drivers (aged 18 to 25) were most likely than all other age groups to use their phone in a restaurant and a cinema.
- Older adults were less likely than all other age groups to use their phone in all three scenarios.

Table 7.5: Likely to answer phone by demographics (total 'likely' %) (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Having a quiet dinner in a restaurant	44%	45%	42%	44%	44%	58% G,H	49% H	42% H	31%
In a cinema	11%	13%	8%	12%	10%	26% F,G,H	13% H	9% H	2%
Driving a car	36%	35%	39%	39%	34%	39% H	48% G,H	36% H	19%

Base: All respondents (n=946)

Q44 On a scale of 1 to 5, where 1 is "Would not have my phone turned on" and 5 is "Very likely", how likely would you be to answer a call or respond to a message on your mobile phone in each of the following situations? [single response]

Respondents were asked how they normally use their phone to make or answer calls while driving. In 2013, 41% of respondents reported never making or answering a phone call while driving. This is a significant decrease from 2012 figures (45%). Other notable differences include:

- More females (44%) (but not significantly) reported never making or answering a call than males (35%).
- Significantly fewer females use a Bluetooth kit (30% versus 39%) than males.
- Significantly more respondents aged 61 and over (65%) reported never making or answering a call than all younger drivers.
- Respondents aged 26 to 39 years were least likely to report not using their mobile phone while driving (26%).

Table 7.6: Normal phone use in car by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Hold phone to ear	8%	6%	10%	8%	7%	7%	7%	7%	9%
Hold phone away from ear	1%	1%	2%	1%	2%	0%	2%	1%	1%
Put phone in lap or on console	15%	17%	13%	14%	17%	34% F,G,H	25% G,H	9% H	4% H
Only use hands free kit such as Bluetooth	35%	36%	32%	39%	30%	29% H	41% E,H	40% E,H	19% H
I never make or answer call while driving	41%	40%	44%	39%	45%	31%	26%	43% E,F	67% E,F,G

Base: All respondents (n=946)

Q45 When you use your phone to make or answer calls while driving, do you normally... [single response]

There were also notable differences according to driving behaviour, where a higher proportion of those not flagged as 'speeders' (43%), who don't drink and drive (39%) and who drive short distances (54%) reported never making or answering a call while driving. This demonstrates that risky behaviours tend to occur together. Three times the proportion of respondents who drink and drive reported holding their phone to their ear (23%) than people who do not drink and drive (7%). Respondents who reported driving long distances generally demonstrated riskier behaviours in relation to phone use.

Table 7.7: Normal phone use in car by driving behaviour (2013)

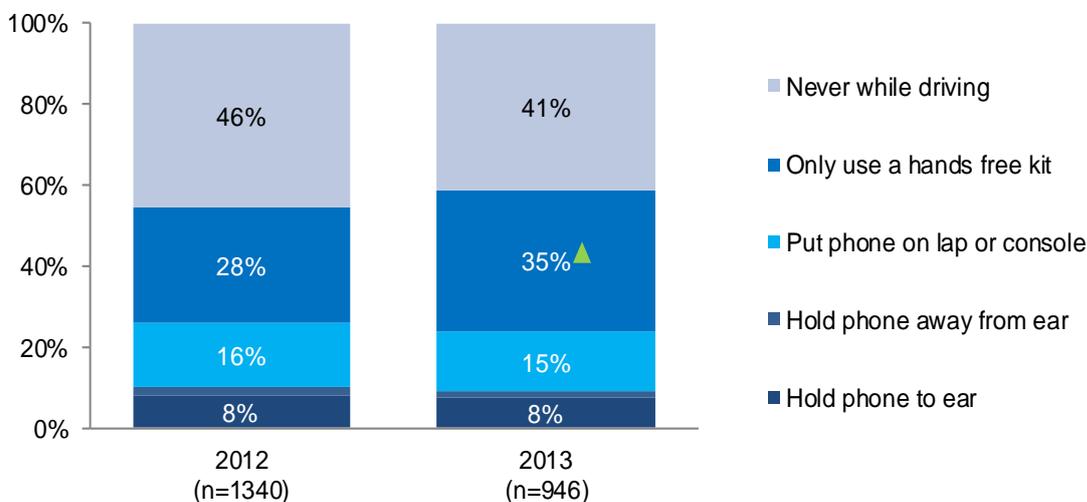
	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Hold phone to ear	8%	15%	7%	23%	7%	8%	7%	9%	7%
Hold phone away from ear	1%	3%	1%	3%	1%	3%	1%	1%	2%
Put phone in lap or on console	15%	31%	14%	31%	16%	20%	14%	15%	16%
Only use hands free kit such as Bluetooth	35%	39%	35%	32%	37%	31%	35%	22%	46%
I never make or answer call while driving	41%	13%	43%	12%	39%	38%	42%	54%	29%

Base: All respondents (n=946)

Q45 When you use your phone to make or answer calls while driving, do you normally ... [single response]

The proportion of respondents who reported only using a hands free kit (such as Bluetooth) increased significantly from 28% in 2012 to 35% in 2013. Please note, in 2011 this question was presented as a multiple response option and therefore has been omitted from analysis.

Figure 7.6: Mobile phone use while driving (multiple response) (2013)



Base: All respondents (n=946)
Q45 When you use your phone to make or answer calls while driving, do you normally ... [single response]

In total, around half (50%) typically use their phone while stopped at the lights, just 28% use the inbuilt speaker and 25% make or answer calls while actively driving. More specifically, respondents were more likely to answer calls (between 21% and 27%) than make them (between 10% and 16%); and were most likely to answer the phone while at the lights (25%) or holding it on their lap (27%) and least likely to make calls while actively driving (10%).

Younger drivers were significantly more likely than older drivers to use their mobile under any circumstance. Males were significantly more likely than females to answer a call while holding their phone on their lap (30%), to answer a call while actively driving (26%) and to make a call while actively driving (12%). Metropolitan drivers were more likely than regional drivers to use their phone while stopped at the lights, and less likely to use their phone while actively driving.

Table 7.8: Use of handheld mobile for calls in car by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
To answer a call while stopped at the lights	25%	28%	21%	27%	23%	34% G,H	32% G,H	23%	17%
To make a call while stopped at the lights	15%	18%	11%	16%	15%	24% G,H	26% G,H	12% H	3%
To answer a call but phone on lap and used in-built speaker	27%	27%	26%	30%	23%	48% G,H	39% G,H	20% H	11%
To make a call but phone on lap and used in-built speaker	16%	17%	15%	18%	15%	30% G,H	31% G,H	10% H	1%
To answer a call while actively driving	21%	19%	25%	26%	15%	30% G,H	23% H	20%	14%
To make a call while actively driving	10%	8%	13%	12%	7%	17% G,H	14% G,H	8% H	2%

Base: All respondents (n=946)
Q43a, c, e, f, i, j During the last month, have you used a HANDHELD mobile phone [single response]

In 2013, 42% of all respondents used their mobile phone to read a text message while stopped at the lights. Reading and writing text messages was more common at traffic lights than while actively driving, particularly for metropolitan (47% reading), female (48% reading) and younger respondents, where over half of all respondents aged 18 to 39 years reported reading text messages while stopped at the lights in the last month.

Table 7.9: Use of handheld mobile for texting in car by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
To read a text message while stopped at the lights	42%	47%	35%	38%	48%	59% G,H	53% G,H	43% H	17%
To write and send a text message while stopped at the lights	21%	24%	15%	22%	21%	35% G,H	36% G,H	16% H	2%
To read a text message while actively driving	13%	12%	16%	16%	10%	25% G,H	22% G,H	10% H	1%
To write and send a text message while actively driving	6%	6%	6%	7%	5%	16% G,H	12% G,H	2%	-

Base: All respondents (n=946)

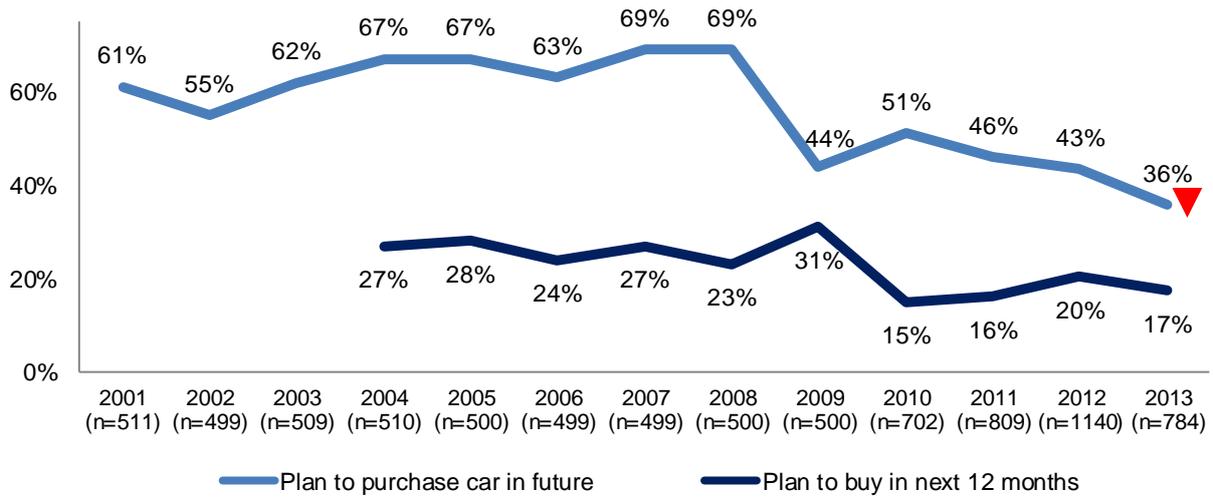
Q43h,g,d,b During the last month, have you used a HANDHELD mobile phone? [single response]

8. Vehicle purchasing

8.1 Intent to buy

Vehicle purchasing intentions have not returned to pre-2009 levels, and dropped significantly in 2013 to 36% (from 43% in 2012). Prior to 2009, between 60% and 70% of Victorian licence holders were planning to buy a new or used car in the future; in 2009 this dropped considerably to 44% and has not recovered since. Similarly, the proportion of respondents planning to buy a car in the next 12 months halved between 2009 and 2010, with little recovery since that time.

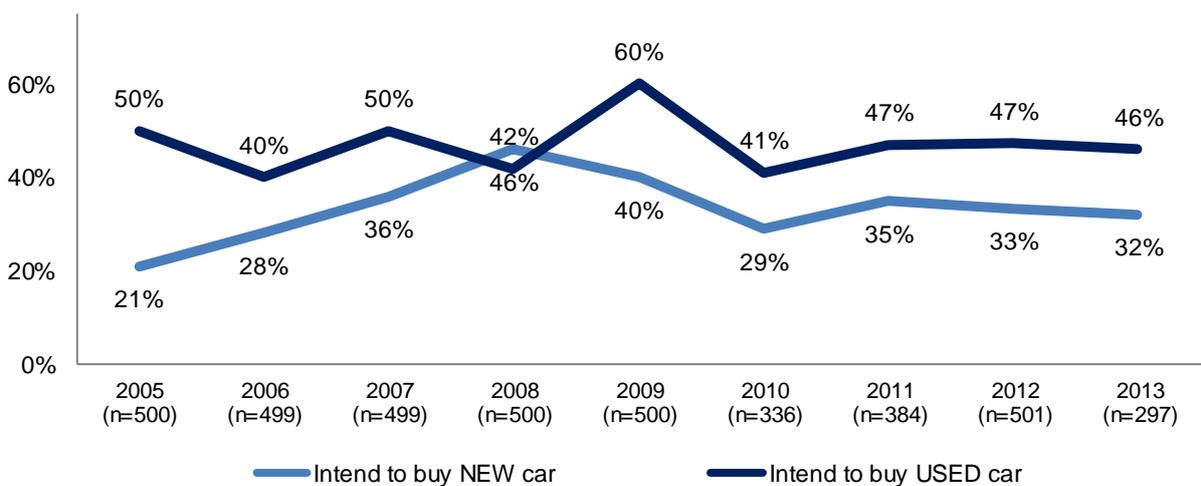
Figure 8.1: Future car purchase intent – time series



Base: Licence holders aged 18-60 (n=784)
Q71 Are you planning to purchase a new or used car in future...? [single response]

Among those Victorian licence holders planning to purchase a car in the future (36%), more intended to buy a used car (46%) than a new car (32%). Around 22% had not decided yet whether they will buy a new or used car in the future. These proportions have remained relatively steady since 2010.

Figure 8.2: New versus used car purchase intent – time series



Base: Licence holders aged 18-60 who plan to purchase a car (n=297)
Q72 Do you intend to buy a new or a used car? [single response]
Note: Base for 2005 to 2009 shows total sample although response is of those who plan to purchase a car

There were no significant differences in those who intended to buy a new and those who intended to buy a used car. There were however, slightly more metropolitan respondents who were undecided (25%) compared to regional respondents (15%).

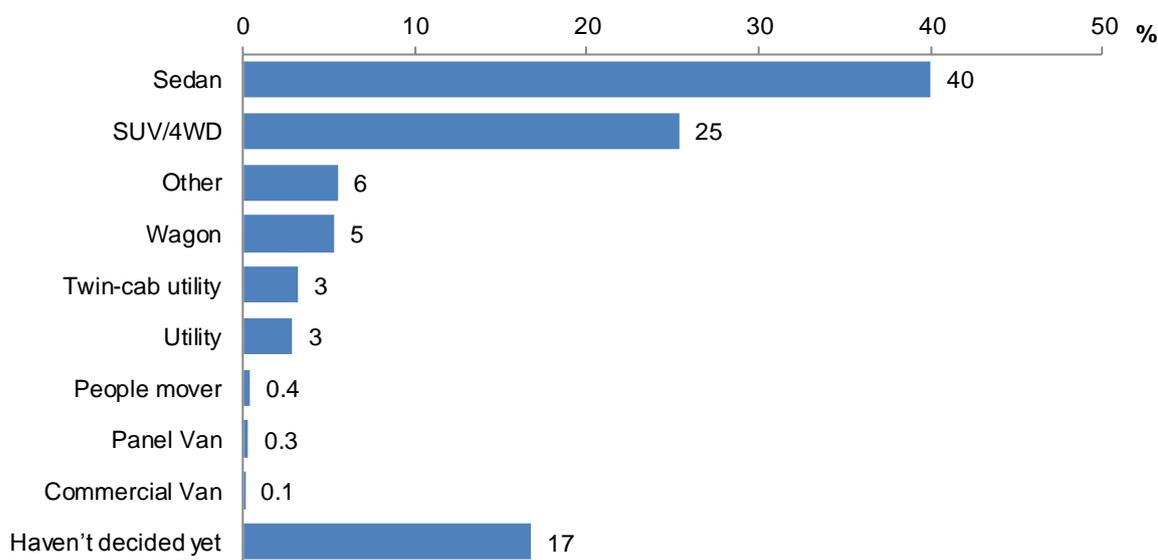
Table 8.1: New versus used car purchase by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (330)	Metro (213) A	Regional (117) B	Males (205) C	Females (125) D	18-25 (102) E	26-39 (103) F	40-60 (95) G	61+ (30) H
New car	34%	34%	35%	33%	36%	27%	27%	39%	53%
Used car	44%	41%	50%	46%	41%	52%	51%	39%	26%
Undecided	22%	25%	15%	21%	23%	22%	22%	22%	21%

Base: Respondents who plan to purchase a car (n=330)
Q72 Do you intend to buy a new or a used car? [single response]

Around one in three respondents (40%) indicated that they were planning to buy a sedan, with one in four (25%) planning to buy an SUV/4WD. Again, many respondents who intend to buy a car in the future had not decided what type of car they would purchase (17%). Males were more likely than females to want a wagon (9% compared to 1%). A higher proportion of younger adults (18 to 25) planned to buy a sedan (51%) compared to those aged 26 to 39 (32%) and 40 to 60 (34%).

Figure 8.3: Type of car purchase (single response)



Base: Respondents who plan to purchase a car (n=330)
Q74 What type of vehicle are you planning to buy in the future? [single response]

In 2013, those who intended to buy a car in the future were asked about the purpose which they would use the vehicle. The most common response was family or personal business (50%), with one in three (32%) indicating they would use the vehicle for work or work related purposes. There were no differences according to location or gender; however there were some notable age group differences:

- Half of young adults (aged 18 to 25) would use the car for work or work related purposes (47%).
- Most of those in older age groups (aged 26 and over) intended to use the car for family or personal business, compared to only 25% of young drivers).
- 'Social or recreational purposes' was more common among those aged 61 and over (39%) and those 18 to 25 (28%).

Table 8.2: Purpose of car purchase by demographics (2013)

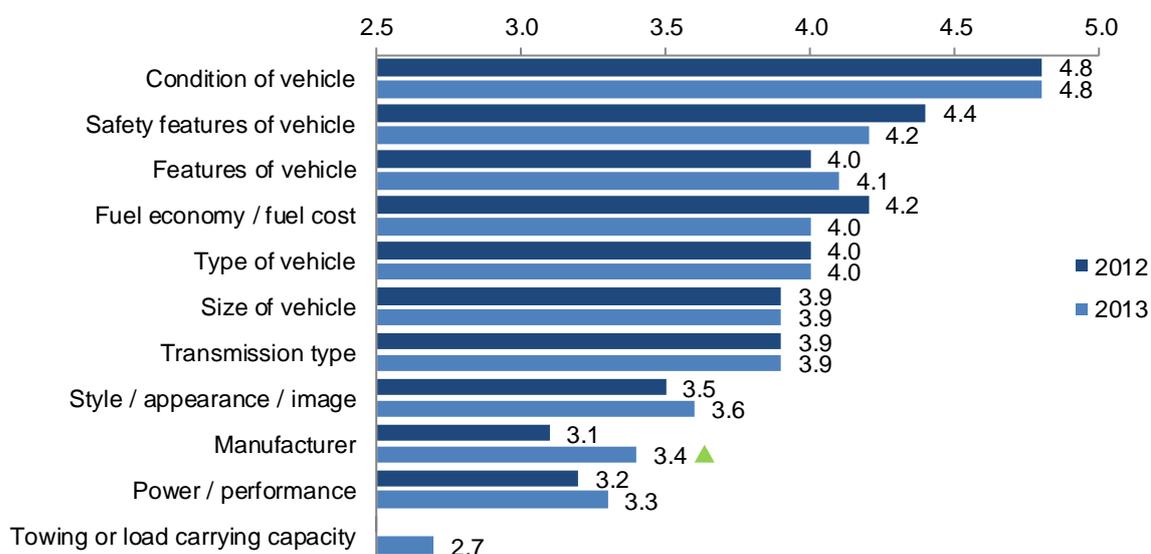
	Total	Region		Gender		Age group			
	2013 (330)	Metro (213) A	Regional (117) B	Males (205) C	Females (125) D	18-25 (102) E	26-39 (103) F	40-60 (95) G	61+ (30) H
Family or personal business (including school or religious)	50%	49%	51%	52%	46%	25%	59% E	50% E	61% E
Work or work related	32%	33%	30%	32%	33%	47% F	28%	39%	0%
Social or recreational	18%	18%	19%	16%	21%	28% F,G	13%	11%	39% F,G

Base: Respondents who plan to purchase a car (n=330)
Q75 For what purpose do you intend to use this vehicle? [single response]

8.2 Factors influencing selection

Respondents were asked to rate which factors were most important when making decisions around vehicle purchasing using a scale from 1 (not at all important) to 5 (very important). Figure 8.4 shows that the condition of the vehicle (roadworthiness, mileage, etc.) was rated as the most important factor in 2013, followed by safety features, other features (e.g. air conditioning, power steering) and type (e.g. utility, sedan). This is largely consistent with 2012 findings; however there was a significant increase for 'manufacturer' from 3.1 to 3.4.

Figure 8.4: Factors influencing vehicle selection (mean) (2013 vs. 2012)



Base: Respondents who plan to purchase a car (n=330)
Q76a-j Once you have decided your budget, please give each of the following factors a score out of five (with 1 being not important at all and 5 being very important) [single response]

There were significant differences according to demographic characteristics. Regional purchasers (2.9) were more likely than metropolitan (2.5) to rate towing or load carrying capacity as important. Females were more likely to rate fuel economy (4.2) and transmission (4.1) higher compared to males. Younger drivers were somewhat less concerned with size and load carrying than other age groups.

Table 8.3: Factors influencing vehicle selection (mean importance) by demographics (2013)

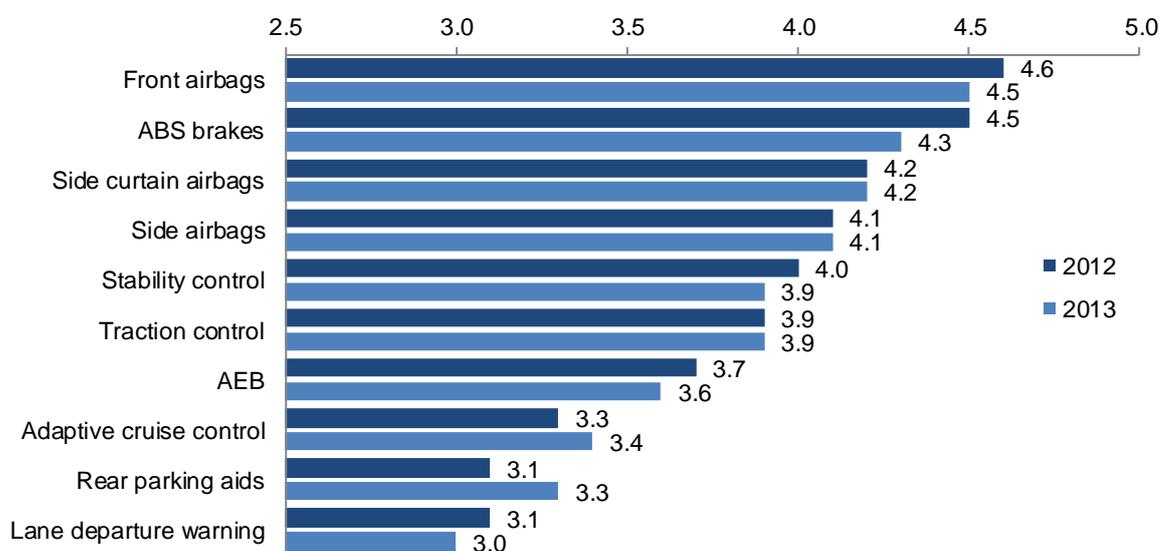
	Total	Region		Gender		Age group			
	2013 (330)	Metro (213) A	Regional (117) B	Males (205) C	Females (125) D	18-25 (102) E	26-39 (103) F	40-60 (95) G	61+ (30) H
Condition of the vehicle	4.8	4.7	4.9	4.7	4.9	4.8	4.8	4.8	4.5
Features of vehicle	4.1	4.1	4.2	4.1	4.2	4.0	4.2	4.1	4.4
Fuel economy / fuel cost	4.0	3.9	4.3	3.9	4.2	4.1	3.9	4.1	4.0
Manufacturer	3.4	3.4	3.3	3.5	3.2	3.2	3.4	3.3	3.6
Power / performance	3.3	3.3	3.3	3.3	3.3	3.1	3.3	3.3	3.7
Safety features of the vehicle	4.2	4.2	4.3	4.1	4.4	4.2	4.2	4.2	4.4
Size of vehicle	3.9	3.9	4.0	3.9	3.9	3.7	3.9	4.1 E	3.7
Style / appearance / image	3.6	3.6	3.6	3.6	3.6	3.7	3.6	3.5	3.6
Transmission type	3.9	4.0	3.7	3.7	4.1	4.2 G	3.8	3.7	4.0
Type of vehicle	4.0	3.9	4.0	4.0	4.0	4.0	3.9	4.1	3.7
Towing or load carrying capacity	2.7	2.5	2.9	2.7	2.5	2.4	2.4	3.0 E,F	2.9

Base: Respondents who plan to purchase a car (n=330)
Q76a-j Once you have decided your budget, please give each of the following factors a score out of five (with 1 being not important at all and 5 being very important) [single response]

8.3 Importance of safety features

Respondents were also asked to rate how important certain safety features were when considering purchasing a vehicle. The safety features considered most important when buying a car were driver and passenger frontal airbags, ABS brakes, side curtain airbags, side airbags, and stability control. Least important were lane departure warnings, rear parking aids, and adaptive cruise control. This is consistent with findings from 2012.

Figure 8.5: Safety factors influencing vehicle selection (mean importance) (2013 vs. 2012)



Base: Respondents who plan to purchase a car (n=330)
Q77a-j Below is a list of safety features that could be considered when buying a car. From this list please give each of the features a score out of five [single response]

Respondents who were planning to buy a vehicle in the future were asked to specify a budget from a given list ranging from under \$2500 to over \$60,000. For the purposes of subgroup comparison of the importance of vehicle features across budgets, these ranges were collapsed to: Under \$15,000, \$15,000-\$25,000, \$25,000-\$40,000, and Over \$40,000.

Perhaps unsurprisingly, as Table 8.4 shows, respondents with budgets under \$15,000 rated the importance of all general vehicular features and also vehicle safety features lower than most groups with a larger budget, with the exception of fuel economy.

Table 8.4: Budget vs. vehicle feature desirability (mean) (2013)

	Price range				Intend to buy...	
	Under \$15K (99) A	\$15-25k (77) B	\$25-40k (73) C	Over \$40k (52) D	New car (102) E	Used car (151) F
<i>General vehicle features</i>						
Condition of vehicle	4.6	4.9 A	4.9	4.7	4.9	4.7
Features of vehicle	3.7	4.3 A	4.3 A	4.5 A	4.3	3.9
Fuel economy	4.1 D	4.2 D	4.1 D	3.6	4.1	4.0
Manufacturer	3.1	3.3	3.6 A	3.5	3.5	3.2
Performance	2.7	3.2 A	3.5 A	3.9 A,B,C	3.6	3.1
Safety features of the vehicle	3.9	4.2	4.5 A	4.5 A	4.6	4.0
Size of vehicle	3.7	3.9 A	4.1	4.0	3.9	3.8
Style & appearance	2.9	3.5 A	3.9 A,B	4.0 A,B	3.9	3.2
Transmission type	3.7	4.0	3.8	4.1	4.1	3.7
Type of vehicle	3.8	3.9	4.2 A	4.2 A	4.0	3.9
Towing or load carrying capacity	2.4	2.6	2.9 A	2.9	3.0	2.4
<i>Vehicle safety features</i>						
ABS brakes	4.0	4.3	4.5 A	4.7 A	4.5	4.2
Adaptive cruise control	2.8	3.4 A	3.5 A	3.8 A,B	3.9	3.0
Autonomous Emergency Braking	3.3	3.6	3.8 A	3.8	4.0	3.3
Driver and passenger frontal airbags	4.2	4.5	4.7 A	4.6 A	4.7	4.3
Lane departure warning systems	2.8	3.1	3.1	3.1	3.3	2.8
Rear parking aids	2.8	3.1	3.5 A	4.1 A,B,C	3.9	2.8
Side airbags	3.6	4.0 A	4.5 A,B	4.5 A,B	4.5	3.8
Side curtain airbags	3.7	4.0	4.6 A,B	4.5 A,B	4.5	4.0
Electronic Stability Control	3.5	3.8	4.3 A,B	4.3 A,B	4.4	3.6
Traction control	3.3	3.8 A	4.2 A,B	4.3 A,B	4.4	3.5

Base: Respondents who plan to purchase a car and could specify a price (n=301)
 Q76a-k Once you have decided your budget, please give each of the following factors a score out of five
 Q77a-j Below is a list of safety features that could be considered when buying a car. From this list please give each of the features a score out of five

Respondents who were planning to buy a car in the future were asked whether they will consider crash test results or safety ratings before they purchase their next car (including ANCAP Used Car Safety Ratings and 5 star ratings). Consistent with previous years, 68% of respondents indicated that they would consider crash test results or safety ratings when buying their next car; 23% would not consider these results and around 9% did not know. Males were more likely than females to report that they would not consider the results (29% vs. 14%).

Table 8.5: Consider crash test results when purchasing by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (330)	Metro (213) A	Regional (117) B	Males (205) C	Females (125) D	18-25 (102) E	26-39 (103) F	40-60 (95) G	61+ (30) H
Consider results	68%	71%	64%	63%	76%	68%	65%	68%	78%
Would not consider results	23%	22%	25%	29%	14%	21%	25%	22%	22%
Don't know	9%	8%	12%	8%	11%	12%	10%	10%	0%

Base: Respondents who plan to purchase a car (n=330)
Q78 Would you consider crash test results or safety ratings before you purchase your next car? This includes ANCAP Used Car Safety Ratings and 5 star ratings. [single response]

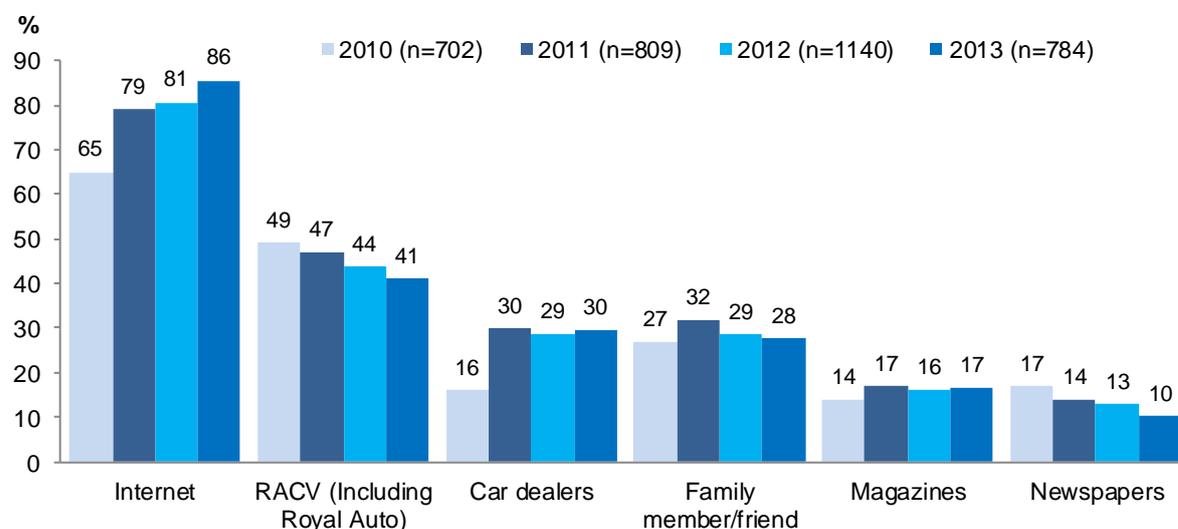
8.4 Sources of information

If respondents were looking for information about the vehicle safety features available on a car, 86% would access the internet, 41% would consult the RACV, 30% would consult a car dealer and 28% would ask a family member or friend. These figures are consistent with 2012.

In terms of differences by demographics:

- The internet was more often a source of information for younger groups than older.
- Males and females showed differences across all sources of information with exception of the internet. Males were more likely to use magazines and newspapers, and less likely to rely on external sources such as family members or friends, the RACV, or car dealers.

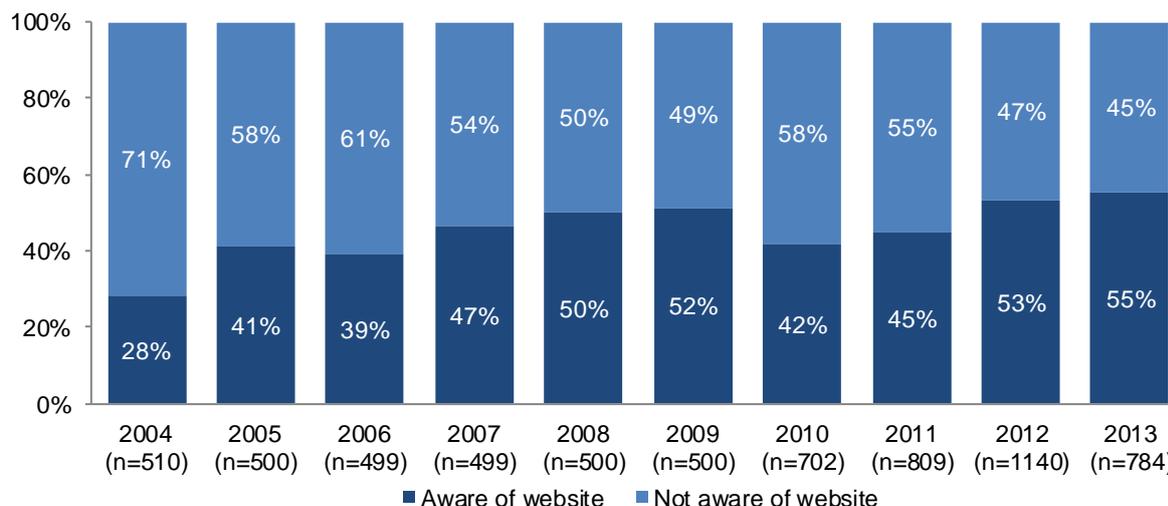
Figure 8.6: Sources of information on vehicle safety – 2010-2013



Base: Licence holders aged 18-60 (n=784)
Q79 If you were looking for information about the vehicle safety features that are available on a car, where would you look? [multiple response]

When compared to previous years (licence holders aged 18 to 60), awareness of the 'How Safe is Your Car' website has been slowly increasing since 2010 up to 55% in 2013 (see Figure 8.7).

Figure 8.7: Awareness of 'How Safe is Your Car' website – time series



Base: Licence holders aged 18-60 (n=784)
Q80 Are you aware of the 'How Safe is Your Car' website? [single response]

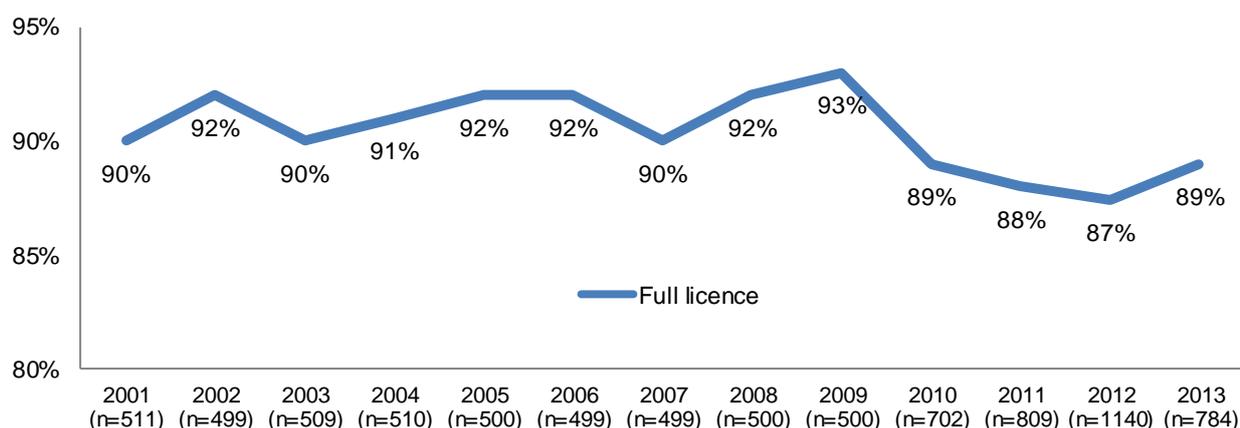
In terms of demographic characteristics (including all respondents), males were significantly more likely to be aware of this website (59%) than females (47%), as were those aged 18 to 25 years (68%) and 26 to 39 years (58%) compared with the older age groups (50% and 44%, respectively).

9. Driver characteristics and demographics

9.1 Licence type

In 2013, 89% of respondents aged 18 to 60 held a full drivers licence which was similar to the 2012 incidence (87%). For comparability, the time series data in Figure 9.1 below does not include respondents 61 years and older.

Figure 9.1: Incidence of full licence – time series



Base: Licence holders aged 18-60 (n=784)
Q1 What type of care licence do you hold? [single response]

When all respondents were considered the proportion of full licence holders increases to 91%. A further 2% were Red Probationary licence holders; 5% were Green Probationary licence holders; 2% were on their learners permit; and 1% described some other type of licence. Less than half (44%) of the 18 to 25 year olds held a full licence with the remainder holding either a probationary or learners licence.

Table 9.1: Licence type by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Full licence	91%	91%	90%	91%	91%	43%	95% E	98% E,F	97% E
Red Probationary	2%	1%	2%	2%	2%	12% E,F,G	0%	0%	0%
Green Probationary	5%	5%	5%	4%	5%	34% E,F,G	2% G	0%	0%
Learners Permit	2%	2%	1%	1%	2%	10% E,F,G	2% G	0%	0%
Other	1%	1%	2%	2%	1%	0%	1%	1%	3%

Base: All respondents (n=946)
Q1 What type of care licence do you hold? [single response]

9.2 Driving profile

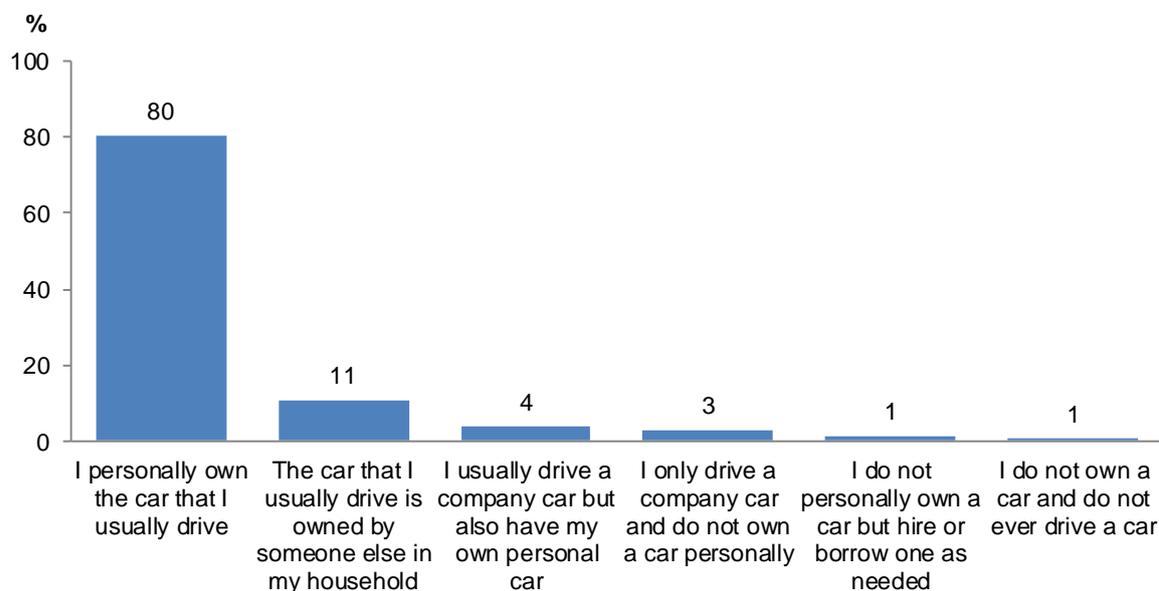
9.2.1 Car ownership

In total, 80% of respondents indicated that they personally own the car that they drive, with a further 11% indicating that the car they drive belongs to someone else in their household. Four per cent indicated that they own a car but usually drive a company car. A further 5% indicated that they do not own a car and either drive only a company car, hire or borrow a car as needed, or do not ever drive.

There were notable differences in terms of vehicle ownership by age:

- 67% of 18 to 25 year olds personally own the car that they usually drive (compared to 77% of 26 to 39 year olds, 83% of those 40 to 60 years and 88% of those aged 61 years and over).
- 25% of 18 to 25 year olds usually drive a car owned by someone else in their household (compared to 12% of 26 to 39 year olds and 8% of those 40 to 60 years and 8% of those aged 61 years and over).

Figure 9.2: Car ownership (2013)



Base: All respondents (n=946)

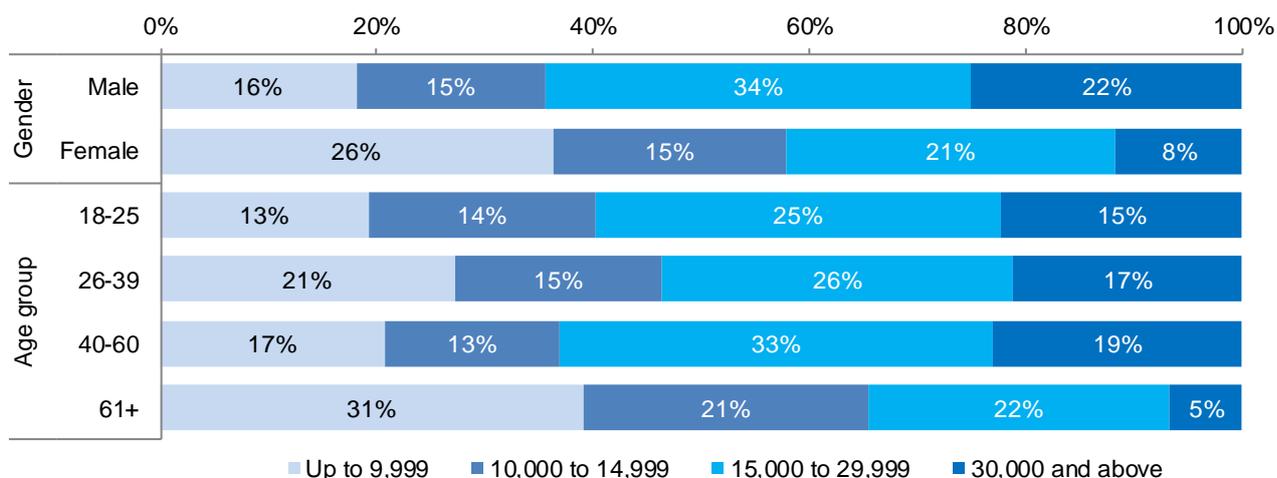
Q68 Which of the following statements best describes the car (not motorcycle or truck) you usually drive?
Personally owned includes cars that are under finance or leased. [single response]

9.2.2 Typical driving distance

The average number of kilometres driven in a typical year by respondents was 20,751km; with one in five (20%) driving less than 10,000kms each year. Consistent with 2012, distance travelled per year differed significantly according to age and gender. As Figure 9.3 below shows, some notable observations were that:

- 31% of older respondents (61 years and over) drove fewer than 10,000km per year,
- Only 5% of those aged 61 and older drove more than 30,000km in a year (compared to between 15% and 19% of other age groups),
- Males were more likely to drive at least 15,000km per year (56%) compared to females (29%).

Figure 9.3: Kilometres driven per year by age and gender (2013)



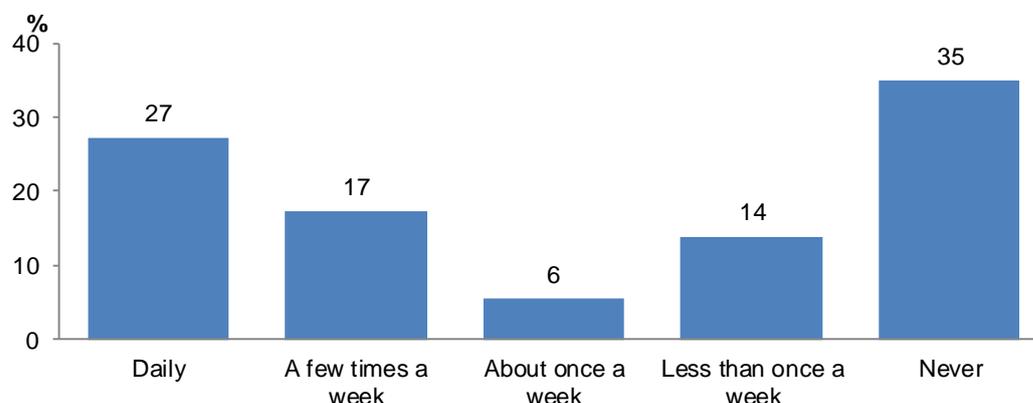
Base: All respondents (n=946)

Q84: In a typical year, how many kilometres would you drive for any reason? [single response]

9.2.3 Work related driving

Respondents were asked about the amount of driving they do for work related purposes. They were specifically asked not to include driving to and from work (a subsequent question determined that some only commute to and from work and as such their response to the frequency of driving for work related purposes was adjusted to *never*). Overall, 65% said that they do some driving as part of their work, with 27% indicating that they drive daily as part of their work.

Figure 9.4: Frequency of driving for work related purposes (2013)

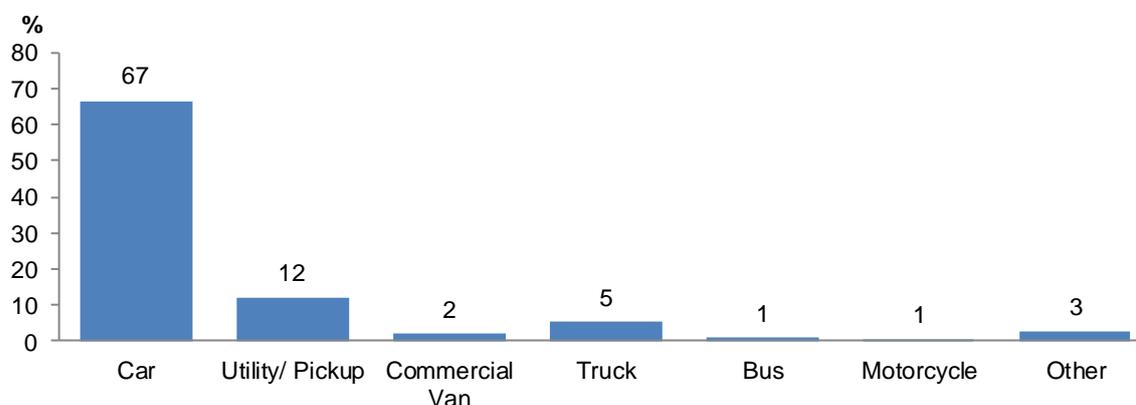


Base: All respondents (n=946)

Q86: How often do you drive for work related purposes, not including driving to and from work? [single response]

Of those who noted some amount of driving for work purposes, 67% drove a car, 12% drove a utility or pickup, 5% drove a truck and 2% drove a commercial van. Males and respondents from regional areas were more likely to drive a utility/pickup or a truck compared to female and metropolitan respondents. Those aged 61 years and over were more likely to drive a truck (13%) compared to those aged 18 to 25 or 26 to 39 (3 and 4% respectively).

Figure 9.5: Type of vehicle used for work related purposes (2013)



Base: All respondents who drive a vehicle for work purposes (n=503)

Q87: How often do you drive for work related purposes, not including driving to and from work? [single response]

9.3 Vehicle ownership

The type of car usually driven, including the make, model and year was collected from those who indicated that they do drive a car. The most common make of cars driven by respondents in 2013 were: Toyota (17%), Holden (16%), Ford (15%), Mazda (8%), Nissan (7%) and Mitsubishi (7%).

There were significant differences by demographics. Regional respondents were more likely than metropolitan respondents to drive a Holden or Ford; females were more likely than males to drive a Honda or Hyundai, and young drivers (18 to 25 years) were more likely to drive a Mazda than those aged 26 to 39 and those aged 40 to 60 years.

Table 9.2: Most common makes of car by demographics (top 10) (2013)

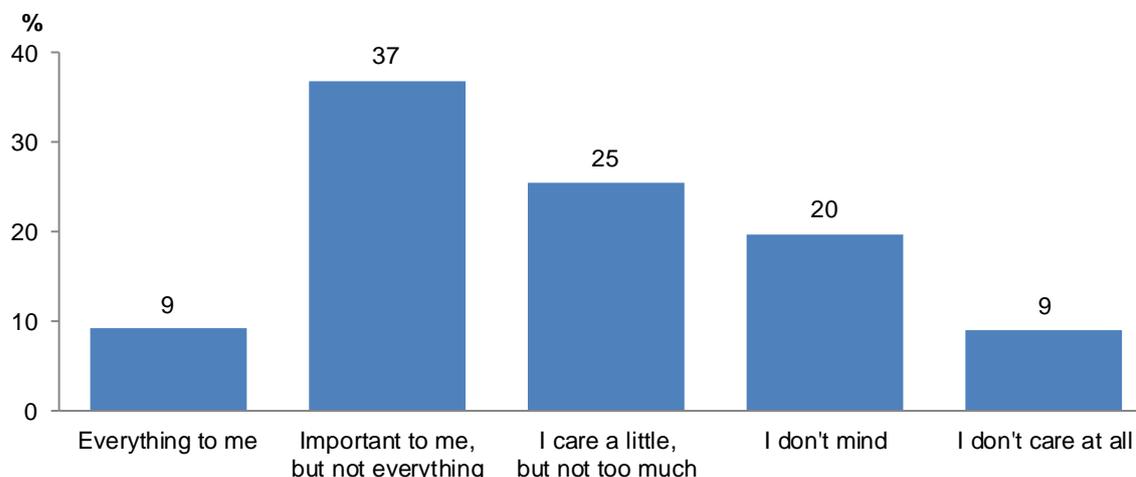
	Total	Region		Gender		Age group			
	2013 (911)	Metro (590) A	Regional (321) B	Males (502) C	Females (409) D	18-25 (195) E	26-39 (233) F	40-60 (339) G	61+ (144) H
Toyota	17%	19%	14%	18%	17%	16%	16%	19%	16%
Holden	16%	15%	19%	18%	15%	20%	17%	16%	14%
Ford	15%	14%	18%	18%	12%	17%	14%	15%	16%
Mazda	8%	7%	9%	6%	9%	13% F,G	6%	7%	7%
Nissan	7%	6%	7%	7%	7%	3%	6%	8% E	7%
Mitsubishi	7%	7%	9%	8%	6%	8%	9%	6%	8%
Honda	6%	7%	4%	4%	7%	2%	6%	6% E	5%
Hyundai	4%	4%	5%	3%	6%	6%	4%	4%	5%
Subaru	4%	3%	6%	4%	4%	4%	5%	4%	3%
Volkswagen	3%	3%	2%	3%	3%	4% F	1%	3%	4% F

Base: Respondents who do drive a car (n=911)

Q69: What type of car do you usually drive? [single response]

In 2013, respondents were asked how important their car was to them. Results demonstrated that respondents differed widely in terms of the level of importance they placed on the car that they drove with one in ten (9%) reporting that their car meant 'everything' to them and one in three (37%) reporting that their car was 'important but not everything'.

Figure 9.6: Importance of car to respondent (2013)



Base: All respondents (n=946)
Q66 Which of the following statements best describes how important the type of car you drive is to you? [single response]

There was little difference in the importance according to driving behaviour, however respondents who drive short distances were more likely than those who drive long distances to select 'I don't mind' (24%) or 'I don't care at all' (12%). Respondents who drove long distances were more likely to consider their car is everything to them (11%) when compared to those who drive short distances.

Table 9.3: Importance of car to respondent by driving behaviour (2013)

	Total 2013 (946)	Speed...		Drink driving...		Road accident...		Distance...	
		At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Everything to me	9%	5%	9%	5%	9%	11%	9%	7%	11%
Important to me, but not everything	37%	42%	37%	32%	38%	45%	36%	36%	40%
I care a little, but not too much	25%	30%	25%	38%	25%	19%	26%	22%	27%
I don't mind	20%	12%	20%	12%	20%	17%	20%	24%	16%
I don't care at all	9%	11%	9%	14%	7%	9%	9%	12%	6%

Base: All respondents (n=946)
Q66 Which of the following statements best describes how important the type of car you drive is to you? [single response]

9.4 Household vehicles

A household audit of motor vehicles revealed that, on average, households in Victoria had 2.20 cars registered at their home address, 0.22 motorbikes and 0.07 trucks or buses. Regional households had significantly higher numbers of all types of vehicles than metropolitan households. Younger respondents (18 to 25 year olds) had significantly higher numbers of cars per household than older age groups.

Table 9.4: Mean number of vehicles in household (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Cars	2.20	2.12	2.34	2.27	2.12	2.89 F,G,H	1.95 H	2.34 G,H	1.78
Motorbikes	0.22	0.16	0.34	0.26	0.17	0.23	0.17	0.28 H	0.11
Trucks or buses	0.07	0.03	0.16	0.07	0.08	0.07	0.05	0.09	0.09

Base: All respondents (n=946)

Q67 How many of each of the following types of registered vehicles are there at your home address? [numeric]

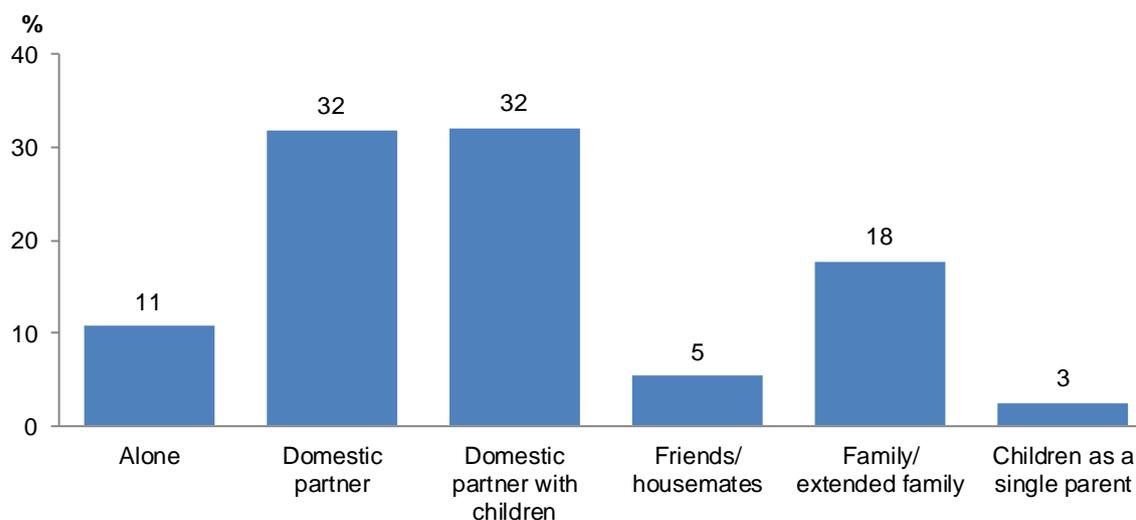
9.5 Individual demographics

Three quarters (74%) of respondents were born in Australia; this was slightly higher than the 68.6% of Victorians born in Australia according to the 2011 ABS census. A further 5% were born in the United Kingdom (ABS: 3%), and 20% in another country. The most common 'other' countries were similar to those found in the 2011 ABS census: New Zealand (2%), China (2%), India (3%) and Italy (1%).

9.5.1 Living arrangements

Around two thirds (64%) of respondents live with a domestic partner (either with or without children). The remaining third either live alone (11%), with friends or housemates (5%), with family or extended family (18%) or with children as a single parent (3%).

Figure 9.7: Living arrangements (2013)



Base: All respondents (n=946)

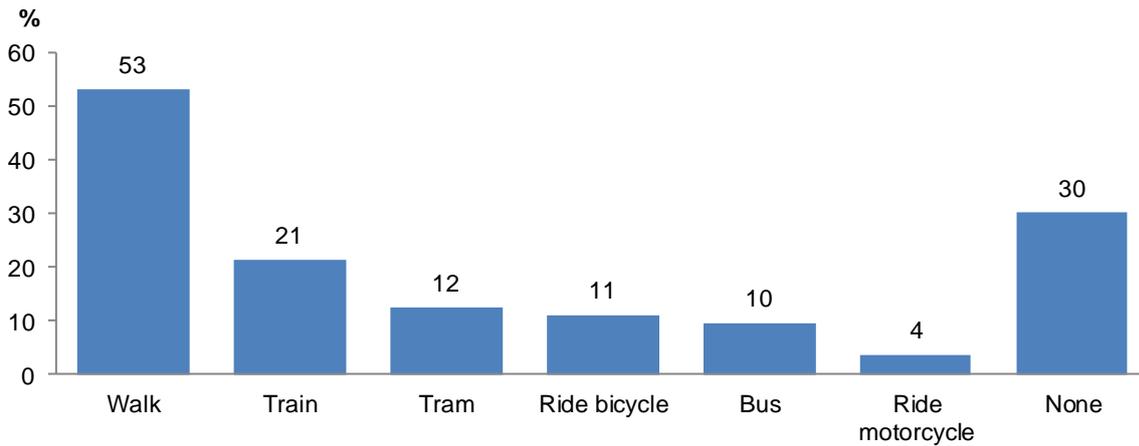
Q4 What are your current living arrangements? [single response]

9.5.2 Other forms of transport

The most common form of other transport used by respondents was walking, with just over half (53%) indicating they walk at least once a fortnight; the second most common form of transport was train (21%). Around one in three (30%) indicated that they did not use any other forms of transport (in addition to their car).

Buses were most often used by young adults (18 to 25, 17%) and older adults (61 and over, 12%) compared to those aged 26 to 39 (10%) and 40 to 60 (7%). Females were more likely to walk (59% vs. 47.3%), and males were more likely to ride a motorcycle (7% vs. 1%) or a bicycle (15% vs. 7%).

Figure 9.8: Other forms of transport (2013)

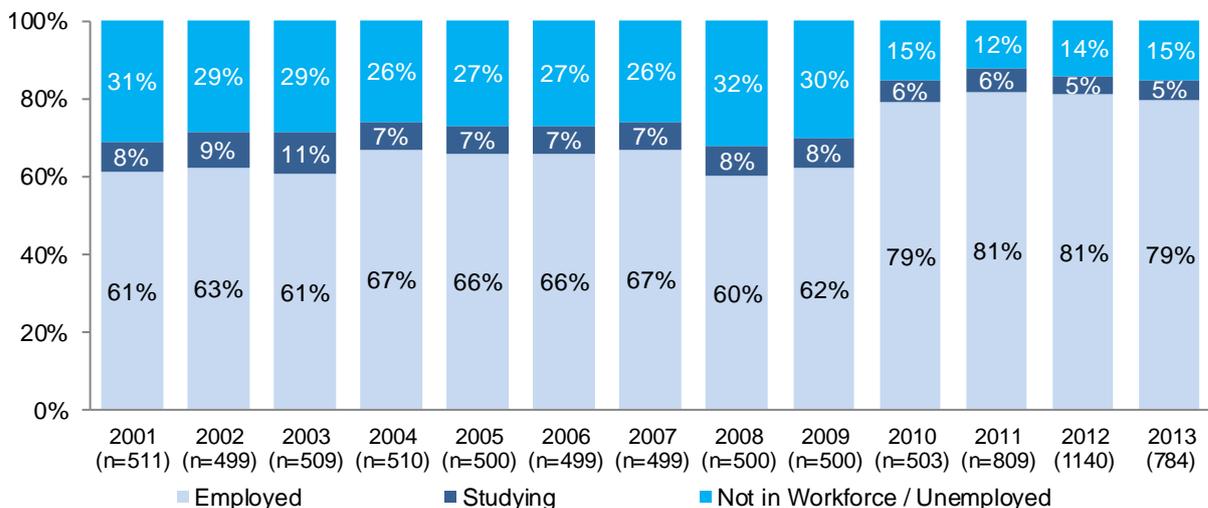


Base: All respondents (n=946)
Q88 What other forms of transport do you regularly (at least once a fortnight) use? [multiple response]

9.5.3 Work status

Excluding licence holders over the age of 61, in 2013, 79% worked in paid employment. Since the methodology changes in 2010, there has been a notable increase in the proportion of 'employed' respondents and a notable decrease in the proportion of those retired or otherwise not in the workforce.

Figure 9.9: Work status – time series

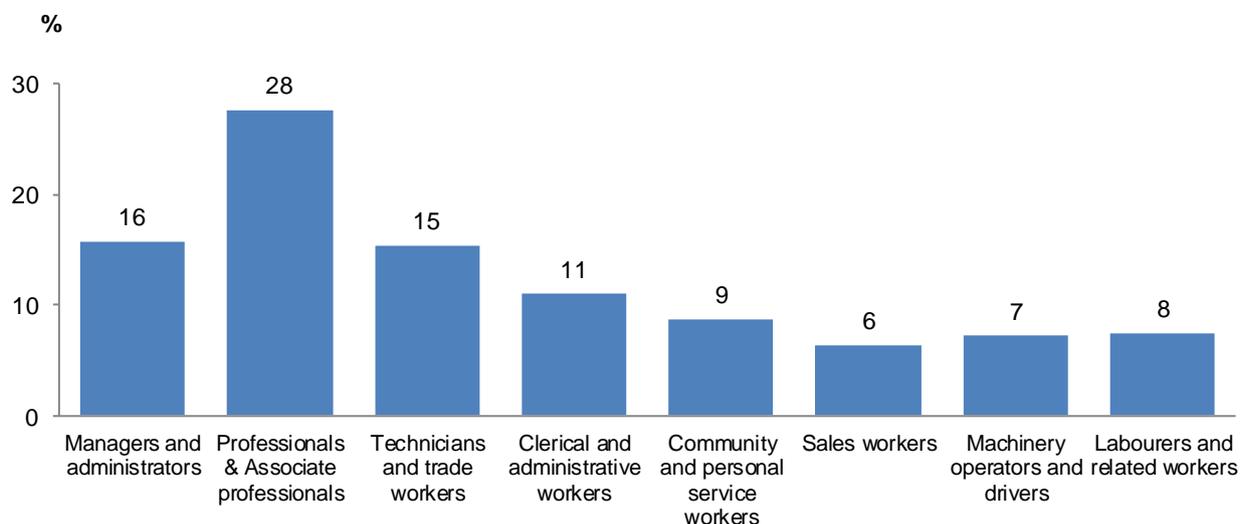


Base: Licence holders aged 18-60 (n=784)
Q5 What is your current employment status? [single response]

9.5.4 Occupation

In 2013 the majority of respondents who were employed worked as professional and associate professionals (28%), managers and administrators (16%), technicians and trade workers (15%), and clerical and administrative workers (11%).

Figure 9.10: Occupation (2013)



Base: Respondents in paid employment (n=637)
Q8 How would you describe your main paid employment? [single response]

Consistent with previous years, there is a greater proportion of professionals and associate professionals in metropolitan areas and a greater proportion of machinery operators and drivers and labourers in regional areas. Males tended to dominate technical and trade professions, whereas females showed higher proportions in professional, clerical and community professions.

Figure 9.11: Occupation by demographics (2013)

	Total	Region		Gender		Age group			
	2013 (637)	Metro (419) A	Regional (218) B	Males (375) C	Females (262) D	18-25 (113) E	26-39 (198) F	40-60 (282) G	61+ (44) H
Managers and administrators	16%	16%	15%	17%	15%	7%	16% E	17% E	20% E
Professionals and associate professionals	28%	32%	19%	23%	34%	23%	37% E,G	21%	39% G
Technicians and trade workers	15%	14%	18%	25%	3%	25% F,G	14%	15%	12% G
Clerical and administrative workers	11%	13%	7%	3%	21%	10%	12%	12%	4%
Community and personal service workers	9%	8%	10%	3%	16%	8%	5%	11% F	6%
Sales workers	6%	6%	7%	6%	7%	10%	7%	6%	5%
Machinery operators and drivers	7%	5%	11%	12%	0%	7%	5%	8%	10%
Labourers and related workers	8%	5%	13%	11%	4%	11% F	4%	10% F	5%

Base: Respondents in paid employment (n=637)
Q8 How would you describe your main paid employment? [single response]

Around one in five (19%) respondents who were in paid employment generally did shift work, with significantly more younger (18 to 25, 26%) than older adults (61 and over, 10%) working shifts.

Respondents who did shift work were also asked about their shift roster. Most had rotating shifts (42%) or regular day shifts (28%).

Table 9.5: Shift work (2013)

	Total	Region		Gender		Age group			
	2013 (124)	Metro (82) A	Regional (38) B	Males (71) C	Females (53) D	18-25 (28) E	26-39 (39) F	40-60 (53) G	61+ (4) H
<i>Does shift work</i>	19%	19%	19%	18%	20%	26% H	19%	19%	10%
Rotating shifts	42%	39%	49%	40%	45%	36%	47%	42%	23%
Regular day shift	28%	32%	20%	29%	28%	29%	35%	26%	0%
Regular night shift	10%	11%	7%	15%	4%	11%	7%	12%	0%
Irregular or no pattern	20%	18%	25%	18%	23%	24%	11%	20%	77%

Base: Respondents in paid employment which involved shift work (n=124)

Q6 If you are in paid employment, does your work generally involve shift work? [single response]

Q7 If yes, what best describes your roster? [single response]

Shift work was most common among community and personal service workers (45%) and machinery operators and drivers (34%). In comparison, only 12% of technicians and trade workers and 13% of managers generally had shift work.

Table 9.6: Occupation by shift work (2013)

	Total	Occupation							
	2013 (634)	Manager (94) A	Professional (172) B	Technician & Trade (108) C	Clerical worker (67) D	Community worker (53) E	Sales worker (43) F	Machinery operator (45) G	Labourer (50) H
Does shift work	19%	13%	15%	12%	14%	45% A,B,C,D, F,H	21%	34% A,B,C,D	22%

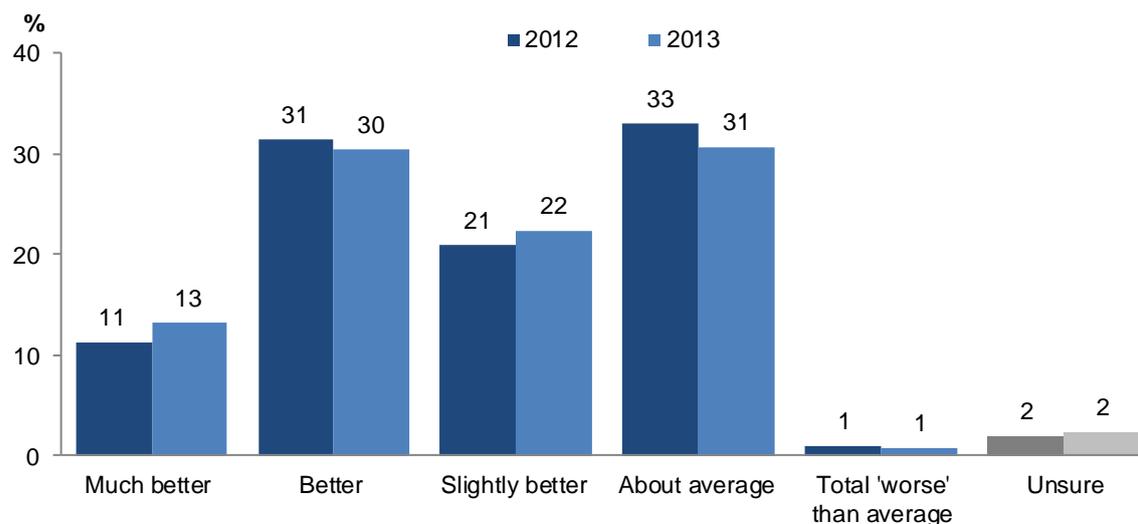
Base: Respondents in paid employment (n=634)

Q6 If you are in paid employment, does your work generally involve shift work? [single response]

10. Perceptions of driving competence

When asked how they rate their driving competence in relation to other drivers, 96% of respondents rated themselves as 'about average' or 'better'. Two-thirds (65%) considered themselves 'better than average' (aggregate of 'slightly better', 'better', and 'much better') and more than one in ten respondents (13%) thought themselves a 'much better' driver. Only 7 respondents from 946 (unweighted) rated themselves as 'worse' than average. Around 2% were unsure how they compared to other drivers. As shown in Figure 10.1, these findings are consistent with 2012.

Figure 10.1: Rating of driving competence in comparison to rest of Victorian drivers (%) (2013)



Base: All respondents (n=946)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a...[single response]

In order to compare demographic, attitudinal and behavioural differences between drivers with different levels of confidence in their driving confidence, groups were collapsed into 'better than average' drivers, 'about average' drivers, and 'worse than average' drivers. Because of small cell counts, it was not possible to compare 'worse than average' drivers on many items.

Table 10.1 compares self-reported driving competency by demographic characteristics. The groups most likely to rate themselves as 'better than average' were males (70%) and those from metropolitan areas (69%). Significantly more young drivers (aged 18 to 25) rated themselves as 'worse than average' (3%) than older drivers.

Table 10.1: Self-reported driving competency by demographics (2013)

	Total 2013 (946)	Region		Gender		Age group			
		Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Total 'better than average' drivers	66%	69%	61%	70%	61%	62%	71% E	66%	62%
'About average' drivers	31%	28%	36%	28%	34%	32%	24%	32% F	36% F
Total 'worse than average' drivers	1%	1%	1%	1%	1%	3% G,H	1%	1%	0%

Base: All respondents (n=946)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a...[single response]

There were few differences between self-reported driving competency and driving behaviours. However, a significantly greater proportion of respondents who drove long distances (71%) considered themselves 'better than average' compared to respondents who drove short distances (63%).

Table 10.2: Self-reported driving competency by driving behaviour (2013)

	Total	Speed...		Drink driving...		Road accident...		Distance...	
	2013 (946)	At least most of the time (41) A	None to half of the time (874) B	Yes (55) C	No (665) D	Yes (143) E	No (803) F	Short (327) G	Long (484) H
Total 'better than average' drivers	66%	78%	65%	71%	66%	75%	65%	63%	71%
'About average' drivers	31%	22%	31%	26%	32%	22%	32%	33%	28%
Total 'worse than average' drivers	1%	-	1%	-	1%	1%	1%	1%	1%

Base: All respondents (n=946)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a... [single response]

10.1 Perceived competency and other factors

Previous studies have consistently demonstrated that drivers tend to over-estimate their competence in relation to other drivers. That is, the overwhelming majority of respondents believe that they are better drivers than the average Victorian driver on the road, despite this being a statistical impossibility. How such over-estimation of competence translates into driver behaviour is less well-known. The results of the 2013 iteration of the RSM indicate that there is some relationship between drivers who regard themselves as 'better than average' and various demographic, behavioural and attitudinal characteristics.

Green probationary drivers (6%) were significantly more likely to rate themselves as 'worse than average' compared with full licence drivers (0%). In addition, while not statistically significant, 8% of those with a learner's permit felt they were worse than average.

Table 10.3: Self-reported driving competency by licence type (2013)

	Total	License type			
	2013 (934)	Full licence (797) A	Red probationary (24) B	Green probationary (74) C	Learner permit (25) D
Total 'better than average' drivers	66%	67%	60%	63%	17%
'About average' drivers	31%	31%	40%	29%	40%
Total 'worse than average' drivers	1%	0%	0%	6% A	8%

Base: Respondents with a valid response (n=934)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a... [single response]

Table 10.4 shows that a significantly higher proportion of machinery operators and drivers (83%) rate themselves 'better than average', compared with most other occupational groups: clerical workers (63%), community and personal service workers (63%), sales workers (60%), and labourers (61%). Technicians and trades workers also tended to rate themselves as 'better than average' (75%).

Table 10.4: Self-reported driving competency by occupation (2013)

	Total	Occupation							
	2013 (634)	Managers (94) A	Professionals (172) B	Technicians & Trades (108) C	Clerical workers (67) D	Community workers (53) E	Sales workers (43) F	Machinery operators (45) G	Labourers (50) H
Total 'better than average' drivers	69%	67%	71%	75%	62%	63%	60%	83% D,E,F,H	61%
'About average' drivers	29%	32%	27%	24%	32%	37% G	34%	17%	34%
Total 'worse than average' drivers	1%	1%	1%	0%	2%	-	-	-	3%

Base: Respondents with a valid response (n=634)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a... [single response]

Q8: How would you describe your main paid employment? [single response]

Perceived driving competency was also significantly higher among respondents who hold their phone to their ear (82%) or hold phone away from their ear (74%) compared to those who put their phone on their lap (59%) or use a hands-free kit (57%).

Table 10.5: Self-reported driving competency by mobile phone use while driving (2013)

	Total	Mobile phone use while driving...				
	2013 (917)	Hold phone to ear (71) A	Hold phone away from ear (11) B	Put phone in lap or on console (159) C	Only use hands free kit (313) D	Never make or answer calls (363) E
Total 'better than average' drivers	66%	82% C,D,E	74% C,D,E	59%	57%	59%
'About average' drivers	31%	17%	25%	38% A,B	36% A,B	35% A
Total 'worse than average' drivers	1%	1%	1%	0%	2%	1%

Base: Respondents with a valid response (n=917)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a... [single response]

Q45: When you use your phone to make or answer calls while driving, do you normally... [single response]

As Table 10.6 shows, a significantly greater proportion of respondents who ride motorcycles (74%) and bicycles (69%) believe themselves to be better drivers than average compared with those who ride a bus (56%) as a form of transport at least fortnightly.

Table 10.6: Self-reported driving competency by forms of transport used (2013)

	Total	Other transport						
	2013 (937)	Bus (95) A	Train (217) B	Tram (121) C	Walk (505) D	Motorcycle (37) E	Bicycle (107) F	None (272) G
Total 'better than average' drivers	66%	56%	64%	61%	64%	74% A	69% A	66%
'About average' drivers	31%	35%	31%	31%	31%	26%	28%	32%
Total 'worse than average' drivers	1%	2%	1%	2%	1%	-	1%	1%

Base: Respondents with a valid response (n=1219)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a...[single response]

Q88: What other forms of transport do you regularly (at least once a fortnight) use? [multiple response]

Table 10.7 shows that a significantly higher proportion of respondents who said either that the type of car they drive “is everything to me” (82%) or “is important to me, but not everything” (74%) felt they were ‘better than average’ drivers, compared with those who said either “I care a little, but not too much”, “I don’t mind what type of car I drive” or “I don’t care at all” (59%, 56% and 62% respectively).

Table 10.7: Self-reported driving competency by attitude towards vehicle (2013)

	Total	Importance of car type				
	2013 (934)	Everything to me (89) A	Important, but not everything (344) B	I care a little, but not too much (233) C	I don't mind what type of car I drive (189) D	I don't care at all (79) E
Total 'better than average' drivers	66%	82% C,D,E	74% C,D,E	59%	56%	62%
'About average' drivers	31%	17%	24%	38% A,B	37% A,B	34% A
Total 'worse than average' drivers	1%	1%	1%	1%	1%	1%

Base: Respondents with a valid response (n=1219)

Q81: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a...[single response]

Q66: Which of the following statements best describes how important the type of car you drive is to you? [single response]

11. Perceptions of the 'Safe System'

11.1 Perceptions of the 'Safe System' of road safety

The Safe System approach suggests that when the elements of safe vehicles, speeds, roads, and drivers combine, there is no need for anyone to be killed or severely injured on the road. Respondents were asked whether they were familiar with the Safe System and whether they felt it was achievable.

Overall, the 'Safe System' is not a familiar concept for respondents, with only 11% indicating that they had previously heard of it. Once explained, respondents were asked whether they believed the Safe System was achievable. In total, 38% of all respondents believed the Safe System was achievable.

A significantly higher proportion of metropolitan respondents (41% compared with 32% of regional respondents) and younger drivers (48% of 18 to 25 year olds compared with 35% of 40 to 60 year olds and 32% of those 60 and over) believe the Safe System approach is achievable.

Table 11.1: Safe System awareness and attitude (2013)

	Total	Region		Gender		Age group			
	2013 (946)	Metro (614) A	Regional (332) B	Males (518) C	Females (428) D	18-25 (199) E	26-39 (242) F	40-60 (352) G	61+ (153) H
Heard of Safe System	11%	11%	11%	13%	9%	8%	12%	10%	16% E
Yes, I think this is achievable	38%	41%	32%	37%	39%	48% G,H	42% H	35%	32%
No, I don't think this is achievable	62%	59%	68%	63%	61%	52%	58%	65% E	68% E,F

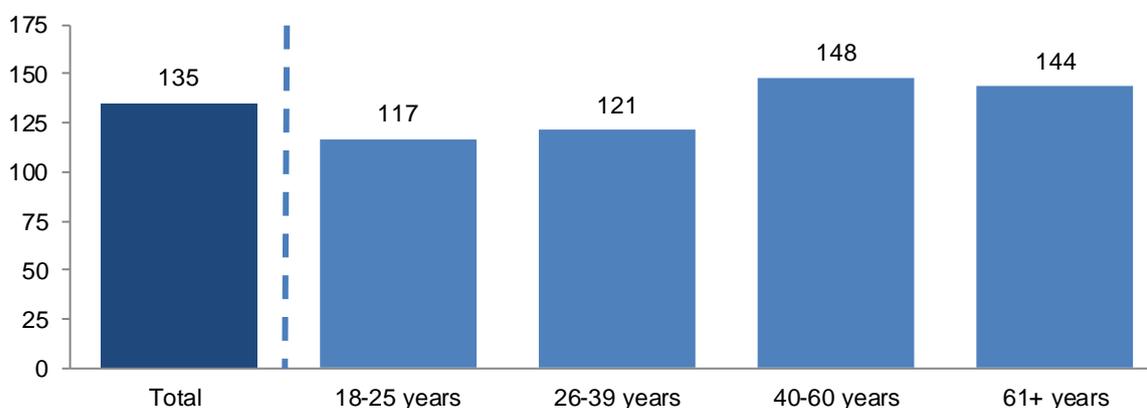
Base: All respondents (n=946)

Q62: Have you heard about the safe system approach to road safety? [single response]

Q63: Do you believe this is achievable in your lifetime? [single response]

Those who said it was 'not achievable' were asked a follow-up question to indicate how many fatalities a year they felt was achievable. The average number provided was 135 – while this is much higher than that proposed by the Safe System approach ("*nobody need be killed or severely injured*"), it is smaller than the actual 5 year average of 290 fatalities (<http://www.tac.vic.gov.au/road-safety/statistics/road-toll-annual>). Metropolitan respondents provide a greater estimate (mean=145) than regional respondents (118). As shown in Figure 11.1, estimates increase according to age.

Figure 11.1: Mean number of achievable fatalities by age group (2013)



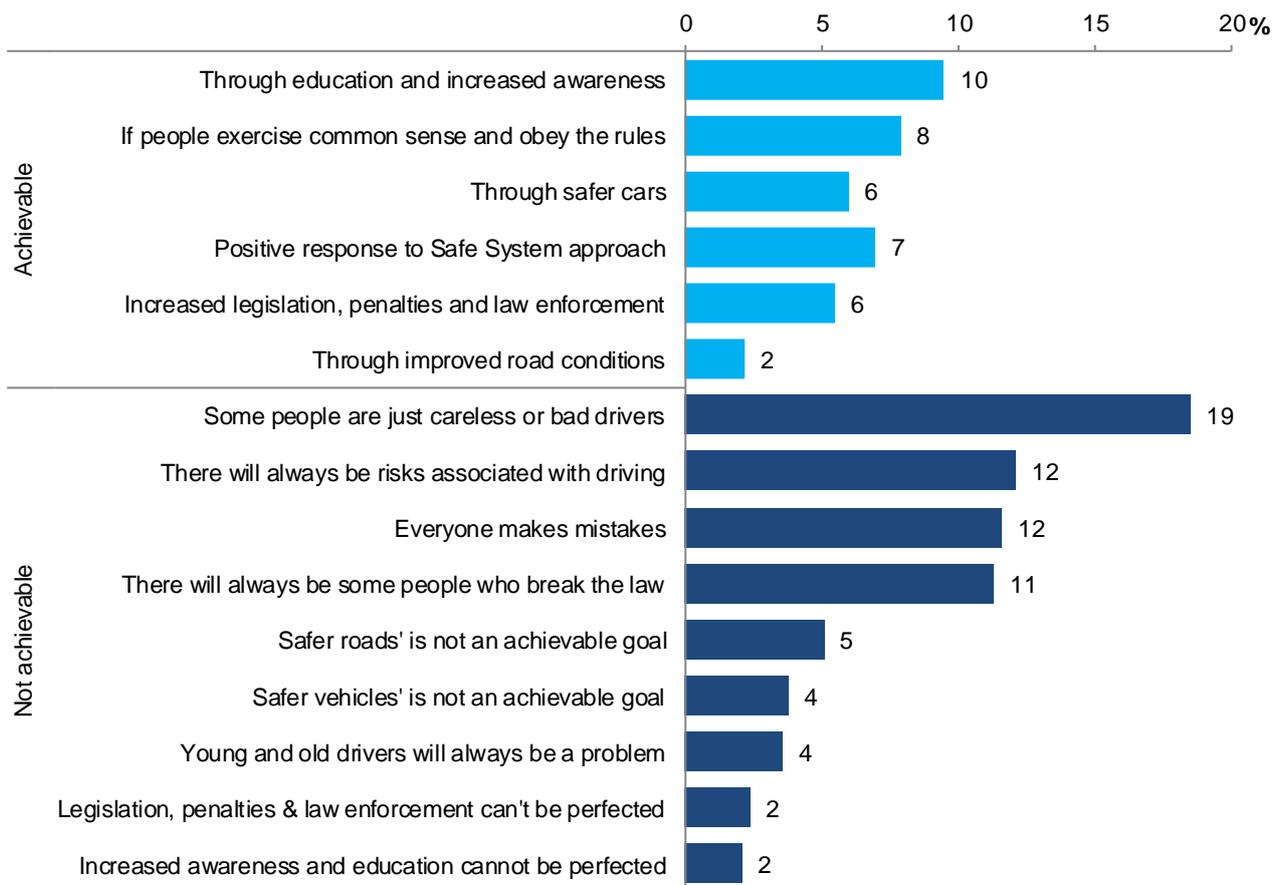
Base: Does not believe 'Safe System' is achievable (n=763)

Q65: If you answered no to Q63, how many road fatalities a year do you think is achievable? [numeric]

The greatest barriers to achievement of the Safe System were the perceptions that ‘some people are just careless or bad drivers’ (19%), that ‘there will always be risks associated with driving’ (12%), that ‘everyone makes mistakes’ (12%), and ‘there will always be some people who break the law’ (11%).

Just less than four in ten respondents agreed the Safe System principles were achievable and the most common responses for why they thought this focused on how it could be operationalised, such as increased awareness and education (10%), if people obey the road rules (8%) and through safer cars (6%).

Figure 11.2: Reasons why Safe System is and is not achievable (2013)



Base: All respondents (n=946)
Q64: Why do you think this? [multiple response]

Appendix 1 – Hardcopy Questionnaire

Date:

<TITLE> <FIRST NAME> <LAST NAME>
<ADDRESS LINE 1>
<ADDRESS LINE 2>
<SUBURB> <STATE> <POSTCODE>

ROAD SAFETY MONITOR

Dear <TITLE> <LAST NAME>

You have been randomly selected to participate in a very important survey for the Transport Accident Commission (TAC).

The results of this research will be used to assist the TAC in understanding aspects of road safety, in order to work towards developing improvements in this area.

The survey will take about 15 minutes, depending on your answers, and is completely voluntary.

As a thank you for your time, everyone who completes and returns this survey will go into a draw for one of 6 \$250 prizes (two to be drawn from those respondents who return the completed questionnaire on or before 24 September, 2013). If you complete the survey online you also enter an additional draw for one prize of \$500.

In order to make the survey process as convenient as possible for you, we have provided three ways for you to complete the survey. Please note that we will only accept one survey response from each person, so you need only participate through **one** of these methods.

It's easy:

- Just go to <http://survey1.mbddata.com.au/TAC2013.html> and enter your user name and password
Username: <USERNAME>
Password: <PASSWORD>
- OR complete the attached form and post it back to us in the reply-paid envelope
- OR call the Social Research Centre (free call) on 1800 023 040 and complete the survey over the telephone

In order for your responses to be included in the data, and to be eligible for the prize draw, please complete the survey (via one of the methods listed above) by 18 October 2013.

If you have any questions about the survey please see the Frequently Asked Questions overleaf, or you can free call the Social Research Centre on 1800 023 040. Prize draw terms and conditions can be found at the end of the survey

Thank you for your help.

Samantha Cockfield
Senior Manager Road Safety
Transport Accident Commission (TAC)

FREQUENTLY ASKED QUESTIONS

IS THE INFORMATION COLLECTED CONFIDENTIAL?

Your responses will remain strictly confidential and will be reported only as part of the general findings from the survey. Please remove this front page and keep it for your reference. The only identifying feature on the questionnaire is a barcode which is used to avoid sending you reminders after you have returned the completed questionnaire. The link between this barcode and your name and address on this page is securely stored and is destroyed once the survey is completed.

For additional information about confidentiality, please refer to
<http://www.srcentre.com.au/participants/survey-participants/privacy-policy>

WHERE DID YOU GET MY DETAILS?

Your name and address were randomly selected from the VicRoads database of licence holders and people with registered vehicles. This information was provided in accordance with the VicRoads privacy act, as detailed in the General Privacy Policy pdf which can be accessed at the bottom of this webpage:
<http://www.srcentre.com.au/participants/survey-participants/privacy-policy>

SOMEONE ELSE IN MY HOUSE WANTS TO FILL IT OUT INSTEAD OF ME. IS THIS OK?

The survey is designed to be filled out specifically by the person listed on the front of this booklet. In order to make sure we survey a representative selection of the population, we selected the recipient of this letter specifically to match certain characteristics (age and gender). If someone other than the named person fills it out, we can't be sure that everyone is getting an equal say.

I SPEAK A LANGUAGE OTHER THAN ENGLISH, CAN I PARTICIPATE IN MY LANGUAGE?

Yes, if you want to complete the survey in your language please call the free telephone number 1800 023 040.

WHY DO PEOPLE WHO COMPLETE THE SURVEY ONLINE GET MORE CHANCES AT PRIZES?

The TAC aims to minimise the expense of this necessary research, so that the savings can be used for road safety programs. Collecting your responses online costs considerably less than over the phone or by mail, so additional incentives are provided to encourage people to choose the option which incurs less expense to the TAC. Other options are also provided (and still incentivised) so that no one misses out if they don't want to (or can't) participate in the online version.

THE SURVEY LINK ISN'T WORKING.

When you type in the survey link please make sure that you are typing it into the address bar of your browser not the internet search bar (e.g. Google). The address bar is located at the very top of your internet window. The link will not work if you type it into the Google search bar. If you are still having difficulty with the link please call (free call) 1800 023 040 and someone will help you.

HOW TO FILL OUT THIS QUESTIONNAIRE

To answer most of the questions you only need to **cross a box**. Please cross the box which is closest to your view—there are no right or wrong answers. Here is an example.

- Q3** Please record your gender.
1. Male
 2. Female

If you make a mistake, please colour the error box and then cross the correct one, like this: ₁ ₂

Some boxes have 'Go to' instructions that look like this: ₂ → GO TO Q9

If you chose an answer with a 'Go to', please follow this 'Go to' instruction even if you miss out on some questions.

Sometimes you are asked to write in an answer — in that case, simply write your answer clearly in the space provided.

- Q2** How old are you? *Write in years.*
1. _____**years**

Where exact information is not known, please give the best answer you can.

Please read each question carefully. Remember, there are no right or wrong answers—we just want to know your own personal opinions.

We hope you enjoy doing the questionnaire. And thank you very much for taking part in this study.

INITIAL DEMOGRAPHICS

First we have a few questions about you personally. This is to make sure we have contacted a good cross section of people.

Q1 What type of **car** licence do you hold?

Please select just one response only.

1. Full licence
2. Red Probationary
3. Green Probationary
4. Learner permit
5. Other (*please specify*)

6. None

Q2 How old are you?

Write in years.

Years

Q3 Please record your gender.

1. Male
2. Female

Q4 What are your current living arrangements?

1. Living alone
2. Living with a domestic partner
3. Living with a domestic partner with a child/children
4. Living with friends/housemates
5. Living with family/extended family
6. Living with children as a single parent

Q5 What is your current employment status?

1. Employed full-time
2. Employed part-time or casual
3. Self-employed
4. Student
5. Unemployed
6. Home duties
7. Retired
8. Other

IF IN PAID EMPLOYMENT

IF YOU ARE NOT IN ANY PAID EMPLOYMENT, GO TO Q9

Q6 If you are in paid employment, does your work generally involve shift work?

1. Yes
2. No **GO TO Q8**
3. Prefer not to say **GO TO Q8**

Q7 If yes, what best describes your roster:

1. Rotating shifts (mixture of day and night shifts)
2. Regular day shift
3. Regular night shift
4. Irregular or no pattern

Q8 How would you describe your main PAID occupation?
 (If you are NOT in any paid employment, **GO TO Q9**)
 Please select **one** response only.

1. **Managers and administrators**
 Hospitality, retail and service managers, Specialist managers, Farmers and farm managers, Chief executives, General managers and legislators
2. **Professionals & Associate professionals**
 Legal, social and welfare professionals, ICT professionals, Health professionals, Education professionals, Design, engineering, science and transport professionals, Business, human resource and marketing professionals, Arts and media professionals
3. **Technicians and trade workers**
 Other technicians and trades workers, Skilled animal and horticultural workers, Food trades workers, Electro-technology and telecommunications trades workers, Construction trades workers, Automotive and engineering trades workers, Engineering, ICT and science technicians
4. **Clerical and administrative workers**
 Other clerical and administrative workers, Clerical and office support workers, Numerical clerks, Inquiry clerks and receptionists, General clerical workers, Personal assistants and secretaries, Office managers and program administrators
5. **Community and personal service workers**
 Sports and personal service workers, Protective service workers, Hospitality workers, Carers and aides, Health and welfare support workers
6. **Sales workers**
 Sales support workers, Sales assistants and salespersons, Sales representatives and agents
7. **Machinery operators and drivers**
 Store person, Road and rail drivers, Mobile plant operators, Machine and stationary plant operators
8. **Labourers and related workers** Food preparation assistants, Farm, forestry and garden workers, Factory process workers, Construction and mining labourers, Cleaners and laundry workers
9. **Other (describe)**

DRIVING HABITS

Q9 What do you think are the three main factors that most often lead to **serious** road accidents?
 Please fill out numbers 1 to 3.

1. Young drivers	6. Tiredness / fatigue
2. Alcohol	7. Aggressive or reckless driving
3. Distraction(s)	8. Older drivers
4. Drugs	9. Other (please specify)
5. Speed	_____

Q10 Have you been caught speeding in the last 12 months (either by police or a fixed / mobile camera)?

*Please select **one** response only.*

1. Yes
2. No **GO TO Q12**
3. I'd prefer not to say **GO TO Q12**

Q11 How many times have you been caught speeding in the last 12 months?

Please write your response in the box below.

1. I'd prefer not to say

Q12 Full licence drivers can accrue up to 12 demerit points in a three year period before further penalties apply (e.g. suspension of licence).

How many demerit points have you received in the last three years for traffic offences? (If you have not received any demerit points, write '0'. If you are not sure how many demerit points you have received, provide your best guess.)

Please write your response in the box below.

1. Don't know

Q13 How fast should people be allowed to drive in a 60km/h zone without being booked for speeding?

Please write your response in the box below.

 km

1. Don't know

Q14 When you have the opportunity, how often do you travel above *that* speed in a 60km/h zone?

*Please select **one** response only.*

1. None of the time
2. Some of the time (Less than half but not never)
3. About half the time (50%)
4. Most of the time, or (More than half but not all)
5. All of the time
6. Don't know

Q15 How fast should people be allowed to drive in a 100km/h zone without being booked for speeding?

Please write your response in the box below.

 km

1. Don't know

Q16 When you have the opportunity, how often do you travel above *that* speed in a 100km/h zone?

*Please select **one** response only.*

1. None of the time
2. Some of the time (Less than half but not never)
3. About half the time (50%)
4. Most of the time, or (More than half but not all)
5. All of the time
6. Don't know

Q17 Now thinking about how fast or slow you travel when you are driving; what factors influence your driving speed?

Please score each item from 1 to 5 where 1 is not important at all and 5 is very important.

	Score out of 5		Score out of 5
The speed limit		The speed of other traffic	
The road conditions (gravel, paved, quality of the road surface, road design, etc.)		The volume of traffic on the particular road	
The weather conditions (wet, windy, foggy, etc.)		Whether or not I have passengers in my car	
My chances of being caught speeding		If late / in a hurry	

Q18 On a scale of 1 to 5, where 1 is “Strongly disagree” and 5 is “Strongly agree”, to what extent do you agree or disagree with the following statements:

Please select one answer per row.

		Strongly disagree	Somewhat Disagree	Neither	Somewhat agree	Strongly agree	Don't know
a	Speeding significantly increases my chances of crashing						
b	As a passenger, I would speak up if a driver was speeding when I was in the car						
c	If I was to speed the next time I drive, I would have a high chance of being caught						
d	I enjoy speeding						
e	Penalties for speeding act as a deterrent when I'm driving						
f	If I speed, I am generally aware that it's happening						
g	Enforcing the speed limit helps lower the road toll						
h	If I know I have been speeding, I feel guilty						
i	I find it easy to avoid being caught speeding						
					GO TO Q19 ELSE Q20		

Q19 Why do you say you find it easy to avoid being caught speeding?

Please write your response in the box below.

DRINK DRIVING

The next set of questions relate to driving under the influence of alcohol and other drugs.
Please be honest in your answers and remember that your responses will be completely confidential.

Q20 Over the past 12 months have you been breath tested or been in a car when the **driver was breath tested?**

Please select one response only

1. Yes
2. No **GO TO Q22**
3. Don't know **GO TO Q22**

Q21 Approximately on how many occasions in the past 12 months have you been breath tested **or been in a car when the driver was breath tested?**

1. Don't know

Q22 Over the past 12 months have you been drug tested or been in a car when the **driver was drug tested?**

Please select one response only.

1. Yes
2. No **GO TO Q24**
3. Don't know **GO TO Q24**

Q23 What type of drug test was it?

Q24 Have you ever gotten into a car in the last 12 months when you knew or thought the driver was over the legal blood alcohol limit?

Please select one response only.

1. Yes
2. No **GO TO Q26**
3. Don't know **GO TO Q26**

Q25 What was the main reason you got into a car when you knew or thought the driver was over the legal blood alcohol limit?

Please write in your answer in the box below.

1. Don't know

Q26 Do you drink alcohol?

Please select one response only.

1. Yes
2. No **GO TO Q32**

Q27 During the last 12 months, have you driven a car when you knew or thought you were over the legal blood alcohol limit?

Please select one response only.

1. Yes
2. No **GO TO Q29**
3. I'd prefer not to say **GO TO Q29**
4. Not applicable (I do not drink alcohol) **GO TO Q32**

Q28 What was the main reason for you driving a car when you knew or thought you were over the legal blood alcohol limit?

Please write in your answer in the box below.

1. Don't know

Q29 Now if for some reason you were to drive while over the legal blood alcohol limit, what would worry you the most?

Please select one response only.

1. Having a crash
2. Injuring / killing yourself
3. Hurting / killing someone else
4. Getting stopped by the police
5. Being fined or losing licence
6. Going to Jail / prison
7. Nothing would worry me
8. Other (*please specify*)

9. Don't know

In the next two questions, please think about the **last time you went out** (not at home) and drank alcohol.

Q30 Did you decide how you would get home...?

Please select one response only.

1. Before you started drinking
2. After you started drinking
3. Can't remember

Q31 Which one of the following best describes your journey home after drinking on that occasion?

Please select one response only.

1. Drove but limited my alcohol consumption so I was confident I was under the legal limit
2. Drove but waited long enough between drinking and driving to be sure I was under the legal limit
3. Drove and was likely to have been over or close to the legal limit
4. Used public transportation
5. Got a taxi
6. Got a lift
7. Walked
8. Rode a bicycle
9. Someone else drove me home
10. Other (*please specify*)

11. Don't know

Q32 On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements?

Please select one answer per row.

		Strongly disagree	Somewhat Disagree	Neither	Somewhat agree	Strongly agree	Don't know
a	I have no problem with telling a close friend not to drive if I thought they were over the legal blood alcohol limit						
b	I would not get into a car driven by a friend if I thought they were over the legal blood alcohol limit						
c	If I was driving and over the legal limit, I have a high chance of being caught						
d	The penalties for drink driving are too lenient						

FATIGUE

Q33 On a scale of 1 to 5, where 1 is “Strongly disagree” and 5 is “Strongly agree”, to what extent do you agree or disagree with the following statements?

*Please select **one** answer per row.*

		Strongly disagree	Somewhat Disagree	Neither	Somewhat agree	Strongly agree	Don't know
a	Driving while tired can be as dangerous as drink driving						
b	The only remedy for fatigue while driving is stopping the car and resting						

Q34 If you're feeling tired when driving and you are within an hour of your destination, what do you normally do?

Please write your response in the box below.

Q35 If you're feeling tired when driving and you are more than an hour from your destination, what do you normally do?

Please write your response in the box below.

Q36 In the last 12 months, have you ever fallen asleep while driving?

*Please select **one** response only.*

1. Yes
2. No
3. Don't know

GO TO Q39

GO TO Q39

Q37 Can you tell us what happened when you fell asleep? What were the circumstances?

Please write your response in the box below.

Q38 How long was the trip?

1. Less than one hour
2. One to less than two hours
3. Two to less than four hours
4. Four hours or more

Q39 Do you find yourself regularly (at least once a week) driving while tired?

1. Yes
2. No
3. I'd prefer not to say

Q40 If 0 is 'not at all dangerous' and 10 is 'extremely dangerous', how dangerous do you think it is to drive while fatigued?

Please enter number from 0 to 10.

1. Don't know

RESTRAINT WEARING

Q41 When you drive a car (or other vehicle) do you wear a seatbelt...?

*Please select **one** response only.*

1. None of the time
2. Some of the time
3. About half of the time
4. Most of the time, or
5. All the time
6. I'd prefer not to say

Q42 On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements?

*Please select **one** answer per row.*

		Strongly disagree	Somewhat Disagree	Neither	Somewhat agree	Strongly agree	Don't know
a	Wearing a seatbelt will significantly reduce my chances of serious injury in the event of a crash						
b	I only wear a seatbelt because I am required to do so by law						
c	If I am not wearing a seatbelt it is very likely that I will be pulled over by the police						
d	If in a crash, it is important that others in the car are wearing a seatbelt to minimise my chance of personal injury						

DISTRACTIONS

Q43 *During the last month*, have you used a HANDHELD mobile phone (including using the inbuilt speaker)...

Please note: Handheld means the phone is in your hand whilst driving.

*Please select **one** answer per row.*

a	To answer a call while stopped at the lights	Yes	No
b	To read a text message while stopped at the lights	Yes	No
c	To make a call while stopped at the lights	Yes	No
d	To write and send a text message while stopped at the lights	Yes	No
e	To answer the phone while driving but I put the phone on my lap and use the inbuilt speaker	Yes	No
f	To make a call while driving but put the phone on my lap and use the in-built speaker	Yes	No
g	To read a text message while actively driving	Yes	No
h	To write a text message while actively driving	Yes	No
i	To answer a call while actively driving	Yes	No
j	To make a call while actively driving	Yes	No

Q44 On a scale of 1 to 5, where 1 is “Would not have my phone turned on” and 5 is “Very likely”, how likely would you be to answer a call or respond to a message on your mobile phone in each of the following situations?

Please select **one** answer per row.

		Would not have my phone turned on	Not at all likely	Somewhat unlikely	Somewhat likely	Very likely	Don't know	Don't have a mobile phone
a	Having a quiet dinner in a restaurant							
b	In a cinema							
c	Driving a car							

Q45 When you use your phone to make or answer calls while driving, what do you normally do...?

Please select **one** response only.

1. I hold the phone to my ear
2. I hold the phone away from my ear
3. I put the phone in my lap or on the console
4. I only use a hands free kit such as Bluetooth
5. I never make or answer calls while driving

Q46 Do you use your mobile phone for anything else while driving?

1. Yes I...

2. I don't use my mobile phone for anything aside from making or answering calls while driving
3. I don't use my mobile phone at all while driving

Q47 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while using a hand held mobile phone (not HANDS FREE)?

Please enter number from 0 to 10.

1. Don't know

Q48 During the last month, have you used a HANDS FREE mobile phone while driving?

*That is, used your mobile phone through some secondary device (like a headset, separate speaker system, voice controls through your phone, or the radio. This does NOT include the inbuilt speaker on your phone), so that you **don't have the phone in your hand.***

Please select **one** response only.

1. Yes
2. No
3. Don't know

Q49 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while using a hands free mobile phone?

Please enter number from 0 to 10.

1. Don't know

Q50 Do you ever use a GPS or Electronic Navigation device in your car?
This is including either factory fit, built in or portable devices (including part of your phone).
*Please select **one** response only.*

1. Yes
2. No

GO TO Q53

Q51 The GPS or Electronic Navigation device I use in my car is...
*Please select **one** response only.*

1. Factory installed
2. A portable device
3. A feature of my mobile phone
4. Don't know

Q52 How do you use the GPS or Electronic Navigation device...?
*Please select **one** answer per row.*

a	Rely on voice prompts only without looking at the screen	Yes	No
b	Look at the screen	Yes	No
c	Touch the GPS to make adjustments	Yes	No

Q53 In the last week, have you been distracted while driving by any of the following?
*Please select **all that apply***

1. Passengers
2. Animals inside the car
3. Mobile phone
4. CD/Radio
5. Map/GPS
6. Your own thoughts/thinking about something not related to driving
7. Street signs
8. Advertising or shops
9. Other drivers
10. Other
11. Don't know
12. Would rather not say

Q54 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while distracted?
Please enter number from 0 to 10.

1. Don't know

DRIVER HISTORY

Q55 In the past five years, have you been involved in any road accidents as a driver (car, truck, bus) regardless of who was at fault? (This does not include minor accidents, car parks and driveways or as a rider of a bicycle or motorcycle)
Please select **one** response only.

1. Yes
2. No

GO TO Q62

Q56 Did **anyone** involved in the accident(s) sustain personal injury?
If you have had more than one accident, it would be personal injury in ANY accidents in the last five years.

Please select **one** response only.

1. Yes
2. No
3. Don't know / can't remember

GO TO Q62

GO TO Q62

Q57 Thinking about the most recent crash in which you were a driver and someone required medical treatment...

When did that crash occur?

Please select **one** response only.

1. Within the last 12 months
2. 1 to 5 years ago
3. Don't know / can't remember

Q58 Who do you believe was at fault in this most recent crash?

Please select **one** response only.

1. I was at fault
2. Another party was at fault
3. Both myself and another party were at fault
4. No-one was at fault
5. No other vehicles were involved
6. Other (*please specify*)

7. Don't know / can't remember

Q59 What do you believe were the **three** main cause(s) of this most recent crash?

Please fill out numbers 1 to 3.

1. Young drivers	6. Tiredness / fatigue
2. Alcohol	7. Aggressive or reckless driving
3. Distraction(s)	8. Older drivers
4. Drugs	9. Other (please specify)
5. Speed	_____TEXT BOX_____

Q60 What sort of treatment did the person injured in this most recent crash require, if any?

Please select all that apply.

1. Admitted to a hospital (in a ward)
2. Went to Emergency
3. Treated by ambulance at the scene
4. Went to a doctor
5. Saw a physiotherapist/chiropractor or similar
6. Admitted to a rehabilitation facility
7. Prefer not to say
8. Other (*please specify*)

9. None
10. Don't know

Q61 Have you personally received any compensation or income support as a result of injuries received as a result of a transport accident (excluding injuries while riding a bicycle or motorcycle or as a pedestrian)?

Please select one response only.

Did you receive compensation from:

1. The TAC
2. WorkSafe Victoria / WorkCover
3. Comcare
4. Personal insurance organisation (e.g. health insurance, income protection)
5. Property / vehicle insurance organisation
6. Centrelink (e.g. Disability Support Pension or Sickness Allowance)
7. Other (*please specify*)

8. No, I have never received compensation
9. I'd prefer not to say

ROAD SAFETY IN VICTORIA

Q62 Have you heard about the safe system approach to road safety?

Please select one response only.

1. Yes
2. No
3. Don't know

Q63 The Safe System approach has an underlying philosophy that "nobody need be killed or severely injured on Victoria's roads" based on the four pillars of safer road users on safer roads with safer speed limits and in safer vehicles. Do you believe this is achievable in your lifetime?

Please select one response only.

1. Yes, I think this is achievable
2. No, I don't think this is achievable

Q64 Why do you think this?

Please write your response in the box below

Q65 If you answered no to Q63, how many road fatalities a year do you think is achievable?

Please write your response in the box below

VEHICLES

Q66 Some people really love their cars and are very loyal to the brands and type of car they drive. Which of the following statements best describes how important the type of car you drive is to you?

*Please select **one** response only.*

1. The type of car I drive is everything to me
2. The type of car I drive is important to me, but not everything
3. I care about the type of car I drive a little, but not too much
4. I don't mind what type of car I drive
5. I don't care about the type of car I drive at all

Q67 How many of each of the following types of registered vehicles are there at your home address?

If none, please record as zero

		Record Number (3 DIGITS)	Don't know
a)	Cars (anything that you can drive with a standard car licence)	_____	3
b)	Trucks or buses (where you need a special licence)	_____	3
c)	Motorbikes	_____	3

Q68 Which of the following statements best describes the car (not motorcycle or truck) you usually drive? (Please note that personally owned includes cars that are under finance or leased)

*Please select **one** response only.*

1. I personally own the car that I usually drive
2. The car that I usually drive is owned by someone else in my household
3. I usually drive a company car but also have my own personal car
4. I only drive a company car and do not own a car personally
5. I do not personally own a car but hire or borrow one as needed
6. I do not own a car and do not ever drive a car

GO TO Q71

Q69 What type of car do you usually drive? *Write in make, model and year of manufacture.*

Make:.....

Model:.....

Body Type (e.g. sedan, wagon, utility/pick-up, SUV, van etc.).....

Year:.....

Q70 For what purpose do you mainly use this car?

*Please select **one** response only.*

1. Work or work related
2. Family or personal business
3. School or religious
4. Social or recreational

Q71 Are you planning to purchase a car in the future? This can be a new car or a used car.

*Please select **one** response only.*

1. Yes, in the next 12 months
2. Yes, after 12 months
3. No, not planning to purchase a car in the future **GO TO Q79**
4. Haven't decided yet **GO TO Q79**

Q72 Do you intend to buy a new or used car?

*Please select **one** response only.*

1. New car
2. Used car
3. Haven't decided yet

Q73 What do you think your budget range is likely to be?

*Please select **one** response only.*

1. Under \$2500
2. Between \$2501-\$5,000
3. \$5,001-\$10,000
4. \$10,001-\$15,000
5. \$15,001-\$20,000
6. \$20,001-\$25,000
7. \$25,001-\$30,000
8. \$30,001-\$40,000
9. \$40,001-\$50,000
10. \$50,001-\$60,000
11. Over \$60,000
12. I don't know
13. I'd prefer not to say

Q74 What type of vehicle are you planning to buy in the future?

1. Sedan
2. Wagon
3. Utility
4. Twin-cab utility
5. Commercial Van
6. Panel Van
7. SUV/4WD
8. People mover
9. Other
10. Haven't decided yet
11. Prefer not to say

Q75 For what purpose do you intend to use this vehicle?

*Please select **one** response only.*

1. Work or work related
2. Family or personal business
3. School or religious
4. Social or recreational

Q76 Below is a list of factors that could be considered when buying a car.

Once you have decided on your budget, please give each of the factors a score out of five (with 1 being not at all important and 5 being very important).

	Score out of 5
Condition of the vehicle / roadworthiness / low kilometres / mileage / reliability	
Features of vehicle (e.g., air conditioning, power steering, CD Player)	
Fuel economy / fuel cost	
Manufacturer (e.g., Toyota, Ford)	
Power / performance	
Safety features of the vehicle (e.g., ABS, airbags, ESC, stability control)	
Size of vehicle	
Style / appearance / image	
Transmission type (manual / automatic)	
Type of vehicle (sports, sedan, wagon, 4WD, ute, body type)	
Towing or load carrying capacity	

Q77 Below is a list of safety features that could be considered when buying a car. From this list, please give each of the features a score out of five (with 1 being not at all important and 5 being very important).

		Score out of 5
a	ABS brakes	
b	Adaptive cruise control	
c	Autonomous Emergency Braking	
d	Driver and passenger frontal airbags	
e	Lane departure warning systems	
f	Rear parking aids	
g	Side airbags (Torso)	
h	Side curtain airbags (Head Protecting)	
i	Stability Control (also known as (ESC) / Electronic Stability Control / (ESP) Electronic Stability Program / (DSC) Dynamic Stability Control)	
j	Traction control	

Q78 Will you consider crash test results or safety ratings before you purchase your next car?
This includes ANCAP, used car safety ratings and 5 star ratings.
 Please select **one** response only.

1. Yes
2. No
3. Don't know

Q79 If you were looking for information about the vehicle safety features that are available on a car, where would you look?

Please select all that apply (you can chose more than one if relevant).

1. Internet
2. Newspapers
3. Magazines
4. Family member/friend
5. Car dealers
6. RACV (Including Royal Auto)
7. Other (*please specify*)

Q80 Are you aware of the 'How Safe is Your Car' website?
 Please select **one** response only.

1. Yes
2. No

ADDITIONAL DEMOGRAPHICS

The following questions are to help group your responses with other people.

Q81 Thinking about how you compare to the average driver on Victorian roads, would you say that you are a...

Please select one response only.

1. Much better driver	5. Slightly worse driver
2. Better driver	6. Worse driver
3. Slightly better driver	7. Much worse driver
4. About average driver	8. Unsure / Don't know

Q82 How many people aged 18 and over, **including yourself**, live in your household?

Please do not include other family members who do not live at home.

1. I'd prefer not to say

Q83 How many of the people in your household, **including yourself**, have a current Victorian Drivers Licence? (RECORD NUMBER)

This includes learners' permits and probationary licences

1. _____
2. Not sure – but definitely one or more
3. Don't know if any do – possibly none

Q84 In a typical **year**, how many kilometres would you drive for any reason?

An approximate number is OK.

1. _____ km
2. Don't know

Q85 And In a typical **week**, how many kilometres would you drive for any reason?

An approximate number is OK.

1. _____ km
2. Don't know

Q86 How often do you drive a vehicle for work related purposes (not including driving to and from work)?

*Please select **one** response only.*

1. Daily
2. A few times a week
3. About once a week
4. Less than once a week
5. Never
6. Don't know

GO TO Q88

GO TO Q88

Q87 What type of vehicle do you usually drive as part of your job?

*Please select **one** response only. If you drive more than one type, please select the type you use **most often**.*

1. Car
2. Utility/Pickup
3. Commercial Van
4. Truck
5. Bus
6. Motorcycle
7. Other
8. Don't know
9. I only commute to and from work

Q88 What other forms of transport do you regularly (at least once a fortnight) use?

*Please select **all that apply**.*

1. Bus
2. Train
3. Tram
4. Walk
5. Ride motorcycle
6. Ride bicycle

Q89 In which country were you born?

*Please select **one** response only.*

1. Australia
2. New Zealand
3. United Kingdom
4. Italy
5. Vietnam
6. China
7. Greece
8. India
9. Other (*please specify*)

10. I'd prefer not to say

FURTHER RESEARCH

Q90 Would you be interested in participating in other TAC road safety related research?

If you are interested in taking part in other research, your name and contact details will be forwarded to the TAC.

Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.

1. No I would not be interested
2. Yes, I would be interested (please provide your details below)
 - a. Name: _____
 - b. Contact phone: _____
 - c. Or, email address: _____

**That is the end of the questionnaire.
Please put the questionnaire in the pre-paid reply envelope and post it back to us.
Thank you again for your co-operation.**

TAC ROAD SAFETY MONITOR PRIZE DRAW TERMS AND CONDITIONS OF ENTRY

Method of entry: Entry open to all individuals as named on the cover of this booklet who complete and return the survey. To enter, the invited respondent must complete the survey online at the website specified on the cover, over the phone using the specified phone number, or return it to Reply Paid 77106.

Duration of entry period: The entry period for inclusion in the prize draw is from 9 September, 2013 until 6pm AEST, 18 October, 2013. TAC reserves the right to alter this duration of entry period without notification.

Details of prizes and prize values: All participants who submit a completed survey will go into the draw for one of 6 prizes of \$250. Those who complete the survey online will have an *additional* entry into a draw for one \$500 prize. Prizes are gift cards to the nominated value which are redeemable at any retail location via EFTPOS.

Date, time and place of draw: The draw will be conducted at 12 pm AEST on 22 October, 2013 at The Social Research Centre, Level 1, 262 Victoria St, Nth Melbourne, Victoria, 3051.

Publication of winner details: Winning individuals will be notified by telephone and in writing.

Traders name and address: The trader is The Social Research Centre, Level 1, 262 Victoria St, Nth Melbourne, Victoria, 3051. ABN: 91096153212

Unclaimed prize draw: If the prizes are unclaimed by 27 October, 2013, unclaimed prize draws will take place at 12pm on 28 October, 2013 at the above address. The winning individuals will be notified by telephone and in writing.

Appendix 2 – Online Questionnaire

Programming Instructions:

- Please ensure font size is at least 11 point and consistent style and colour (that is, same colour for questions and answers).
- Please do not include section headings on screen.
- Please take note where text has been bolded and put in italics, we would like it to appear like this on screen, or a similar appropriate font alteration to make this text stand out.
- Programming instructions are in brackets () and CAPITALS.
- For grid questions, please lightly shade every second line.
- **No randomization to be applied to response frames**
- We welcome feedback on structure and wording should the programmer notice anything that they think won't work so well, or anything else that can be done to result in a more positive respondent experience with the survey process.
- Please note page breaks. It will be necessary to group some questions onto the same page.
- Where there is more than one question on a page, please include a line between the two or adequate space so that it can be seen that they are separate questions.
- Please include a small version of the SRC and TAC logos on screen.
- **All questions are single response unless otherwise specified.**
- Can you show question numbers for the test version but not in the final live version?
- Error messages: Please start error message with "**Please don't use the back button**", but you have missed Please complete the question where highlighted below and then click next".
- For "ranking" questions, assign a hidden letter per item e.g. a) power steering etc. according to its position in the code frame

***(Intro and Login Screen)**

Thank you for agreeing to take part in this survey on behalf of the [Transport Accident Commission](#) (TAC). This research is conducted by the [Social Research Centre](#) on behalf of the TAC.

The results of this research will be used to assist the TAC in understanding aspects of road safety, in order to work towards developing improvements in this area.

The survey should take approximately 15 minutes to complete.

The information you provide will remain completely confidential and will not identify you in any way.

As a thank you for your time, everyone who completes and returns this survey will go into a draw for one of 6 \$250 prizes. If you complete the survey online you also enter an additional draw for one prize of \$500.

Please enter in the user name and password from the front of your letter to continue.

User name:

Password:

If you have misplaced your username or experience any difficulty completing the survey, please call the Social Research Centre on 1800 023 040 and they will be able to assist you.

For further information, frequently asked questions and prize draw terms and conditions, please click [here](#) and go to "2013 TAC Road Safety Monitor".

Please note that if you are unable to finish the survey in one sitting, you are able to re-enter and complete the survey at a time that is more convenient.

Please use the back button within the survey to navigate. Please **do not** use the browser back button.

***(Initial Demographics)**

This survey is designed specifically for the person listed in the letter we sent regarding this survey. If you are not this person, some of the questions within this survey may not be relevant. Please only fill in this form if you are the person named in the letter.

----- PAGE BREAK -----

*(ALL)

First we have a few questions about you personally. This is to make sure we have contacted a good cross section of people.

*(ALL)

- Q1** What type of **car** licence do you hold?
1. Full licence
 2. Red Probationary
 3. Green Probationary
 4. Learner permit
 5. Other (*please specify (TEXT BOX)*)
 6. None

*(ALL)

- Q2** How old are you?
Write in years.
1. |_____| years

*(ALL)

- Q3** Please record your gender.
1. Male
 2. Female

----- PAGE BREAK -----

*(ALL)

- Q4** What are your current living arrangements?
1. Living alone
 2. Living with a domestic partner
 3. Living with a domestic partner with a child/children
 4. Living with friends/housemates
 5. Living with family/extended family
 6. Living with children as a single parent

*(ALL)

- Q5** What is your current employment status?
1. Employed full-time
 2. Employed part-time or casual
 3. Self-employed
 4. Student **(GO TO Q9)**
 5. Unemployed **(GO TO Q9)**
 6. Home duties **(GO TO Q9)**
 7. Retired **(GO TO Q9)**
 8. Other **(GO TO Q9)**

----- PAGE BREAK -----

***(In Paid Employment)**

*(IF IN PAID EMPLOYMENT) (Q5 = 1 OR 2 OR 3)

- Q6** If you are in paid employment, does your work generally involve shift work?
1. Yes **(GO TO Q7)**
 2. No **(GO TO Q8)**
 3. Prefer not to say **(GO TO Q8)**

----- PAGE BREAK -----

*(IF IN PAID EMPLOYMENT & DOES SHIFT WORK) (Q6=1)

- Q7** What best describes your roster:
1. Rotating shifts (mixture of day and night shifts)
 2. Regular day shift
 3. Regular night shift
 4. Irregular or no pattern

----- PAGE BREAK -----

*(IF IN PAID EMPLOYMENT) (Q5 = 1 OR 2 OR 3)

- Q8** How would you describe your main PAID occupation? Please roll your cursor over each option to see a full description
(USE ROLL-OVERS AS PER LAST TIME)

1. **Managers and administrators**
Hospitality, retail and service managers, Specialist managers, Farmers and farm managers, Chief executives, General managers and legislators
2. **Professionals & Associate professionals**
Legal, social and welfare professionals, ICT professionals, Health professionals, Education professionals, Design, engineering, science and transport professionals, Business, human resource and marketing professionals, Arts and media professionals
3. **Technicians and trade workers**
Other technicians and trades workers, Skilled animal and horticultural workers, Food trades workers, Electro-technology and telecommunications trades workers, Construction trades workers, Automotive and engineering trades workers, Engineering, ICT and science technicians
4. **Clerical and administrative workers**
Other clerical and administrative workers, Clerical and office support workers, Numerical clerks, Inquiry clerks and receptionists, General clerical workers, Personal assistants and secretaries, Office managers and program administrators
5. **Community and personal service workers**
Sports and personal service workers, Protective service workers, Hospitality workers, Carers and aides, Health and welfare support workers
6. **Sales workers**
Sales support workers, Sales assistants and salespersons, Sales representatives and agents
7. **Machinery operators and drivers**
Store person, Road and rail drivers, Mobile plant operators, Machine and stationary plant operators
8. **Labourers and related workers** Food preparation assistants, Farm, forestry and garden workers, Factory process workers, Construction and mining labourers, Cleaners and laundry workers
9. **Other (describe)** (TEXT BOX)

----- PAGE BREAK -----

***(Driving Habits)**

*(ALL)

Q9 What do you think are the three main factors that most often lead to **serious** road accidents?

Please fill out numbers 1 to 3.

1. Young drivers
2. Alcohol
3. Distraction(s)
4. Drugs
5. Speed
6. Tiredness / fatigue
7. Aggressive or reckless driving
8. Older drivers
9. Other (please specify) (TEXT BOX)

----- PAGE BREAK -----

*(ALL)

Q10 Have you been caught speeding in the last 12 months (either by police or a fixed / mobile camera)?

1. Yes (GO TO Q11)
2. No (GO TO Q12)
3. I'd prefer not to say (GO TO Q12)

----- PAGE BREAK -----

*(IF CAUGHT SPEEDING) (Q10=1)

Q11 How many times have you been caught speeding in the last 12 months?

1. (2 DIGITS) |__|__|
2. I'd prefer not to say

----- PAGE BREAK -----

*(IF CAUGHT SPEEDING (Q10=1) (ONLINE ONLY)

Q11.1 Thinking about the most recent time you received a speeding ticket,,. Why were you speeding?

(FREE TEXT)

1. I'd prefer not to say

----- PAGE BREAK -----

*(ALL)

Q12 Full licence drivers can accrue up to 12 demerit points in a three year period before further penalties apply (e.g. suspension of licence).

How many demerit points have you received in the last three years for traffic offences? (If you have not received any demerit points, write '0'. If you are not sure how many demerit points you have received, provide your best guess.)

1. (2 DIGITS) |__|__|
2. Don't know

----- PAGE BREAK -----

*(ALL)

Q13 How fast should people be allowed to drive in a 60km/h zone without being booked for speeding?

1. (3 DIGITS) |__|__|__|km
2. Don't know

----- PAGE BREAK -----

*(ALL)

Q14 When you have the opportunity, how often do you travel above (*INSERT RESPONSE FROM Q13=1*) km/h in a 60km/h zone?

1. None of the time
2. Some of the time (Less than half but not never)
3. About half the time (50%)
4. Most of the time, or (More than half but not all)
5. All of the time
6. Don't know

----- PAGE BREAK -----

*(ALL)

Q15 How fast should people be allowed to drive in a 100km/h zone without being booked for speeding?

1. (3 DIGITS) |__|__|__|km
2. Don't know

----- PAGE BREAK -----

*(ALL)

Q16 When you have the opportunity, how often do you travel above (*INSERT RESPONSE FROM Q15=1*)km/h in a 100km/h zone?

1. None of the time
2. Some of the time (Less than half but not never)
3. About half the time (50%)
4. Most of the time, or (More than half but not all)
5. All of the time
6. Don't know

----- PAGE BREAK -----

*(ALL)

Q17 Now thinking about how fast or slow you travel when you are driving; what factors influence your driving speed?

Please score each item from 1 to 5 where 1 is not important at all and 5 is very important

	Score out of 5
The speed limit	
The road conditions (gravel, paved, quality of the road surface, road design, etc)	
The weather conditions (wet, windy, foggy etc)	
My chances of being caught speeding	
The speed of other traffic	
The volume of traffic on the particular road	
Whether or not I have passengers in my car	
If late/in a hurry	

----- PAGE BREAK -----

*(ALL)

Q18 On a scale of 1 to 5, where 1 is “Strongly disagree” and 5 is “Strongly agree”, to what extent do you agree or disagree with the following statements:

Please select **one** response per row.

		Strongly disagree	Somewhat disagree	Neither	Somewhat agree	Strongly agree	Don't know
		1	2	3	4	5	6
a)	Speeding significantly increases my chances of crashing	1	2	3	4	5	6
b)	As a passenger, I would speak up if a driver was speeding when I was in the car	1	2	3	4	5	6
c)	If I was to speed the next time I drive, I would have a high chance of being caught	1	2	3	4	5	6
d)	I enjoy speeding	1	2	3	4	5	6
e)	Penalties for speeding act as a deterrent when I'm driving	1	2	3	4	5	6
f)	If I speed, I am generally aware that it's happening	1	2	3	4	5	6
g)	Enforcing the speed limit helps lower the road toll	1	2	3	4	5	6
h)	If I know I have been speeding, I feel guilty	1	2	3	4	5	6
i)	I find it easy to avoid being caught speeding	1	2	3	4	5	6

----- PAGE BREAK -----

*(IF EASY TO AVOID BEING CAUGHT) (Q18i = 4 OR 5; ELSE GO TO Q20)

Q19 Why do you say you find it easy to avoid being caught speeding?
(TEXT BOX)

----- PAGE BREAK -----

***(Drink Driving)**

The next set of questions relate to driving under the influence of alcohol and other drugs. Please be honest in your answers and remember that your responses will be completely confidential.

*(ALL)

Q20 Over the past 12 months have you been breath tested or been in a car when the **driver was breath tested?**

1. Yes (GO TO Q21)
2. No (GO TO Q22)
3. Don't know (GO TO Q22)

----- PAGE BREAK -----

*(BREATH TESTED) (Q20=1)

Q21 Approximately on how many occasions in the past 12 months have you been breath tested **or been in a car when the driver was breath tested?**

1. (2 DIGITS) |__|__|
2. Don't know

----- PAGE BREAK -----

*(ALL)

Q22 Over the past 12 months have you been drug tested or been in a car when the *driver was drug tested?*

1. Yes (GO TO Q23)
2. No (GO TO Q24)
3. Don't know (GO TO Q24)

----- PAGE BREAK -----

*(DRUG TESTED) (Q22=1)

Q23 What type of drug test was it?
(TEXT BOX)

----- PAGE BREAK -----

*(ALL)

Q24 Have you ever gotten into a car in the last 12 months when you knew or thought the driver was over the legal blood alcohol limit?

1. Yes (GO TO Q25)
2. No (GO TO Q26)
3. Don't know (GO TO Q26)

----- PAGE BREAK -----

*(DRIVER OVER LIMIT) (Q24=1)

Q25 What was the main reason you got into a car when you knew or thought the driver was over the legal blood alcohol limit?

- (TEXT BOX)
1. Don't know

----- PAGE BREAK -----

*(ALL)

Q26 Do you drink alcohol?

1. Yes (GO TO Q27)
2. No (GO TO Q32)

----- PAGE BREAK -----

*(DRINKS ALCOHOL) (Q26=1)

Q27 During the last 12 months, have you driven a car when you knew or thought you were over the legal blood alcohol limit?

1. Yes (GO TO Q28)
2. No (GO TO Q29)
3. I'd prefer not to say (GO TO Q29)
4. Not applicable (I do not drink alcohol) (GO TO Q32)

----- PAGE BREAK -----

*(DROVE OVER LIMIT) (Q27=1)

Q28 What was the main reason for you driving a car when you knew or thought you were over the legal blood alcohol limit?

- (TEXT BOX)
1. Don't know

----- PAGE BREAK -----

*(DRINKS ALCOHOL) (Q26=1)

Q29 Now if for some reason you were to drive while over the legal blood alcohol limit, what would worry you the most?

1. Having a crash
2. Injuring / killing yourself
3. Hurting / killing someone else
4. Getting stopped by the police
5. Being fined or losing licence
6. Going to Jail / prison
7. Nothing would worry me
8. Other (*please specify*) (*TEXT BOX*)
9. Don't know

----- PAGE BREAK -----

*(DRINKS ALCOHOL) (Q28=1)

In the next two questions, please think about the **last time you went out** (not at home) and drank alcohol.

*(DRINKS ALCOHOL) (Q28=1)

Q30 Did you decide how you would get home...?

1. Before you started drinking
2. After you started drinking
3. Can't remember

*(DRINKS ALCOHOL) (Q28=1)

Q31 Which one of the following best describes your journey home after drinking on that occasion?

1. Drove but limited my alcohol consumption so I was confident I was under the legal limit
2. Drove but waited long enough between drinking and driving to be sure I was under the legal limit
3. Drove and was likely to have been over or close to the legal limit
4. Used public transportation
5. Got a taxi
6. Got a lift
7. Walked
8. Rode a bicycle
9. Someone else drove me home
10. Other (*please specify*) (*TEXT BOX*)
11. Don't know

----- PAGE BREAK -----

*(ALL)

Q32 On a scale of 1 to 5, where 1 is “Strongly disagree” and 5 is “Strongly agree”, to what extent do you agree or disagree with the following statements?

Please select **one** answer per row.

		Strongly disagree	Somewhat disagree	Neither	Somewhat agree	Strongly agree	Don't know
		1	2	3	4	5	6
a)	I have no problem with telling a close friend not to drive if I thought they were over the legal blood alcohol limit	1	2	3	4	5	6
b)	I would not get into a car driven by a friend if I thought they were over the legal blood alcohol limit	1	2	3	4	5	6
c)	If I was driving and over the legal limit, I have a high chance of being caught	1	2	3	4	5	6
d)	The penalties for drink driving are too lenient	1	2	3	4	5	6

----- PAGE BREAK -----

***(Fatigue)**

*(ALL)

Q33 On a scale of 1 to 5, where 1 is “Strongly disagree” and 5 is “Strongly agree”, to what extent do you agree or disagree with the following statements?

		Strongly disagree	Somewhat disagree	Neither	Somewhat agree	Strongly agree	Don't know
		1	2	3	4	5	6
a)	Driving while tired can be as dangerous as drink driving	1	2	3	4	5	6
b)	The only remedy for fatigue while driving is stopping the car and resting	1	2	3	4	5	6

----- PAGE BREAK -----

*(ALL)

Q34 If you're feeling tired when driving and you are within an hour of your destination, what do you normally do?
(TEXT BOX)

*(ALL)

Q35 If you're feeling tired when driving and you are more than an hour from your destination, what do you normally do?
(TEXT BOX)

Q36 In the last 12 months, have you ever fallen asleep while driving?

1. Yes (GO TO Q37)
2. No (GO TO Q39)
3. Don't know (GO TO Q39)

----- PAGE BREAK -----

*(FALLEN ASLEEP) (Q36=1)

Q37 Can you tell us what happened when you fell asleep? What were the circumstances?
(TEXT BOX)

*(FALLEN ASLEEP) (Q36=1)

Q38 How long was the trip?

1. Less than one hour
2. One to less than two hours
3. Two to less than four hours
4. Four hours or more

----- PAGE BREAK -----

*(ALL)

Q39 Do you find yourself regularly (at least once a week) driving while tired?

1. Yes
2. No
3. I'd prefer not to say

----- PAGE BREAK -----

*(ALL)

Q40 If 0 is 'not at all dangerous' and 10 is 'extremely dangerous', how dangerous do you think it is to drive while fatigued?

Please enter number from 0 to 10

1. (2 digits) |__|__|
2. Don't know

----- PAGE BREAK -----

***(Restraint Wearing)**

*(ALL)

Q41 When you drive a car (or other vehicle) do you wear a seatbelt...?

1. None of the time
2. Some of the time
3. About half of the time
4. Most of the time, or
5. All the time
6. I'd prefer not to say

----- PAGE BREAK -----

*(ALL)

Q42 On a scale of 1 to 5, where 1 is “Strongly disagree” and 5 is “Strongly agree”, to what extent do you agree or disagree with the following statements?

Please select **one** answer per **row**.

		Strongly disagree	Somewhat disagree	Neither	Somewhat agree	Strongly agree	Don't know
		1	2	3	4	5	
a)	Wearing a seatbelt will significantly reduce my chances of serious injury in the event of a crash	1	2	3	4	5	6
b)	I only wear a seatbelt because I am required to do so by law	1	2	3	4	5	6
c)	If I am not wearing a seatbelt it is very likely that I will be pulled over by the police	1	2	3	4	5	6
d)	If in a crash, it is important that others in the car are wearing a seatbelt to minimise my chance of personal injury	1	2	3	4	5	6

----- PAGE BREAK -----

***(Distractions)**

*(ALL)

Q43 *During the last month*, have you used a HANDHELD mobile phone (including using the inbuilt speaker)...

Please note: *Handheld* means the phone is in your hand whilst driving.

Please select **one** answer per **row**.

		Yes	No
a)	To answer a call while stopped at the lights	1	2
b)	To read a text message while stopped at the lights	1	2
c)	To make a call while stopped at the lights	1	2
d)	To write and send a text message while stopped at the lights	1	2
e)	To answer the phone while driving but I put the phone on my lap and use the inbuilt speaker	1	2
f)	To make a call while driving but put the phone on my lap and use the inbuilt speaker	1	2
g)	To read a text message while actively driving	1	2
h)	To write a text message while actively driving	1	2
i)	To answer a call while actively driving	1	2
j)	To make a call while actively driving	1	2

----- PAGE BREAK -----

*(ALL)

Q44 On a scale of 1 to 5, where 1 is “Would not have my phone turned on” and 5 is “Very likely”, how likely would you be to answer a call or respond to a message on your mobile phone in each of the following situations?

Please select **one** answer per row.

		Would not have my phone turned on	Not at all likely	Somewhat unlikely	Somewhat likely	Very likely	Don't know	Don't have a mobile phone
a)	Having a quiet dinner in a restaurant	1	2	3	4	5	6	7
b)	In a cinema	1	2	3	4	5	6	7
c)	Driving a car	1	2	3	4	5	6	7

----- PAGE BREAK -----

*(ALL)

Q45 When you use your phone to make or answer calls while driving, what do you normally do...?

1. I hold the phone to my ear
2. I hold the phone away from my ear
3. I put the phone in my lap or on the console
4. I only use a hands free kit such as Bluetooth
5. I never make or answer calls while driving

----- PAGE BREAK -----

*(ALL)

Q46 Do you use your mobile phone for anything else while driving?

1. Yes I... (TEXT BOX)
2. I don't use my mobile phone for anything aside from making or answering calls while driving
3. I don't use my mobile phone at all while driving

----- PAGE BREAK -----

*(ALL)

Q47 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while using a hand held mobile phone (not HANDS FREE)?

Please enter number from 0 to 10

1. (2 DIGITS)|__|__| (VALIDATE 0 TO 10)
2. Don't know

----- PAGE BREAK -----

*(ALL)

Q48 During the last month, have you used a HANDS FREE mobile phone while driving?

That is, used your mobile phone through some secondary device (like a headset, separate speaker system, voice controls through your phone, or the radio. This does NOT include the inbuilt speaker on your phone), so that you don't have the phone in your hand.

1. Yes
2. No
3. Don't know

----- PAGE BREAK -----

*(ALL)

Q49 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while using a hands free mobile phone?

Please enter number from 0 to 10

1. (2 digits) |__|__| (VALIDATE 0 TO 10)
2. Don't know

----- PAGE BREAK -----

*(ALL)

Q50 Do you ever use a GPS or Electronic Navigation device in your car?

This is including either factory fit, built in or portable devices (including part of your phone).

1. Yes (GO TO Q51)
2. No (GO TO Q53)

----- PAGE BREAK -----

*(HAS A GPS) (IF Q50=1)

Q51 The GPS or Electronic Navigation device I use in my car is...

1. Factory installed
2. A portable device
3. A feature of my mobile phone
4. Don't know

*(HAS A GPS) (IF Q50=1)

Q52 How do you use the GPS or Electronic Navigation device...?

Please select one answer per row.

a	Rely on voice prompts only without looking at the screen	Yes	No
b	Look at the screen	Yes	No
c	Touch the GPS to make adjustments	Yes	No

----- PAGE BREAK -----

*(ALL)

Q53 In the last week, have you been distracted while driving by any of the following?

Please select all that apply

1. Passengers
2. Animals inside the car
3. Mobile phone
4. CD/Radio
5. Map/GPS
6. Your own thoughts/thinking about something not related to driving
7. Street signs
8. Advertising or shops
9. Other drivers
10. Other
11. Don't know
12. Would rather not say

*(ALL)

Q54 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to drive while distracted?

Please enter number from 0 to 10

1. (2 digits) |__|__| (VALIDATE 0 TO 10)
2. Don't know

----- PAGE BREAK -----

***(Driver History)**

*(ALL)

Q55 In the past five years, have you been involved in any road accidents as a driver (car, truck, bus) regardless of who was at fault? (This does not include minor accidents, car parks and driveways or as a rider of a bicycle or motorcycle)

1. Yes **(GO TO Q56)**
2. No **(GO TO Q62)**

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*(INVOLVED IN AN ACCIDENT) (IF Q55=1)

Q56 Did **anyone** involved in the accident(s) sustain personal injury?

If you have had more than one accident, it would be personal injury in ANY accidents in the last five years.

1. Yes **(GO TO Q57)**
2. No **(GO TO Q62)**
3. Don't know / can't remember **(GO TO Q62)**

----- PAGE BREAK -----

*(INVOLVED IN AN ACCIDENT WITH INJURY) (Q56=1)

Q57 Thinking about the most recent crash in which you were a driver and someone required medical treatment...

When did that crash occur?

1. Within the last 12 months
2. 1 to 5 years ago
3. Don't know / can't remember

----- PAGE BREAK -----

*(INVOLVED IN AN ACCIDENT WITH INJURY) (Q56=1)

Q58 Who do you believe was at fault in this most recent crash?

1. I was at fault
2. Another party was at fault
3. Both myself and another party were at fault
4. No-one was at fault
5. No other vehicles were involved
6. Other (*please specify*) (TEXT BOX)
7. Don't know / can't remember

----- PAGE BREAK -----

*(INVOLVED IN AN ACCIDENT WITH INJURY) (Q56=1)

Q59 What do you believe were the **three** main cause(s) of this most recent crash?

Please fill out numbers 1 to 3.

1. Young drivers
2. Alcohol
3. Distraction(s)
4. Drugs
5. Speed
10. Tiredness / fatigue
11. Aggressive or reckless driving
12. Older drivers
13. Other (please specify) (TEXT BOX)

----- PAGE BREAK -----

*(INVOLVED IN AN ACCIDENT WITH INJURY) (Q56=1)

Q60 What sort of treatment did the person injured in this most recent crash require, if any?

Please select all that apply.

1. Admitted to a hospital (in a ward)
2. Went to Emergency
3. Treated by ambulance at the scene
4. Went to a doctor
5. Saw a physiotherapist/chiropractor or similar
6. Admitted to a rehabilitation facility
7. Prefer not to say
8. Other (*please specify*) (TEXT BOX)
9. None
10. Don't know

----- PAGE BREAK -----

*(INVOLVED IN AN ACCIDENT WITH INJURY) (Q56=1)

Q61 Have you personally received any compensation or income support as a result of injuries received as a result of a transport accident (excluding injuries while riding a bicycle or motorcycle or as a pedestrian)?

Did you receive compensation from:

1. The TAC
2. WorkSafe Victoria / WorkCover
3. Comcare
4. Personal insurance organisation (e.g. health insurance, income protection)
5. Property / vehicle insurance organisation
6. Centrelink (e.g. Disability Support Pension or Sickness Allowance)
7. Other (*please specify*) (TEXT BOX)
8. No, I have never received compensation
9. I'd prefer not to say

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***(Road Safety in Victoria)**

*(ALL)

Q62 Have you heard about the safe system approach to road safety?

1. Yes
2. No
3. Don't know

----- PAGE BREAK -----

*(ALL)

Q63 The Safe System approach has an underlying philosophy that "nobody need be killed or severely injured on Victoria's roads" based on the four pillars of safer road users on safer roads with safer speed limits and in safer vehicles. Do you believe this is achievable in your lifetime?

1. Yes, I think this is achievable
2. No, I don't think this is achievable

----- PAGE BREAK -----

*(ALL)

Q64 Why do you think this?
(TEXT BOX)

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*(DOES NOT THINK IT IS ACHIEVABLE) (Q63=2)

Q65 How many road fatalities a year do you think is achievable?

1. (3 digits) |__|__|__|

----- PAGE BREAK -----

***(Vehicles)**

*(ALL)

Q66 Some people really love their cars and are very loyal to the brands and type of car they drive. Which of the following statements best describes how important the type of car you drive is to you?

1. The type of car I drive is everything to me
2. The type of car I drive is important to me, but not everything
3. I care about the type of car I drive a little, but not too much
4. I don't mind what type of car I drive
5. I don't care about the type of car I drive at all

----- PAGE BREAK -----

*(ALL)

Q67 How many of each of the following types of registered vehicles are there at your home address?

If none, please record as zero

		Record Number (3 DIGITS)	Don't know
a)	Cars (anything that you can drive with a standard car licence)	__ __ __	3
b)	Trucks or buses (where you need a special licence)	__ __ __	3
c)	Motorbikes	__ __ __	3

----- PAGE BREAK -----

*(ALL)

Q68 Which of the following statements best describes the car (not motorcycle or truck) you usually drive?
(Please note that personally owned includes cars that are under finance or leased)

1. I personally own the car that I usually drive **(GO TO Q69)**
2. The car that I usually drive is owned by someone else in my household **(GO TO Q69)**
3. I usually drive a company car but also have my own personal car **(GO TO Q69)**
4. I only drive a company car and do not own a car personally **(GO TO Q69)**
5. I do not personally own a car but hire or borrow one as needed **(GO TO Q69)**
6. I do not own a car and do not ever drive a car **(GO TO Q71)**

----- PAGE BREAK -----

*(Q68=1 to 5)

Q69 What type of car do you usually drive? *Write in make, model and year of manufacture.*

Make: (TEXT BOX)

Model: (TEXT BOX)

Body Type (e.g. sedan, wagon, utility/pick-up, SUV, van etc.): (TEXT BOX)

Year: (TEXT BOX)

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*(Q68=1 to 5)

Q70 For what purpose do you mainly use this car?

1. Work or work related
2. Family or personal business
3. School or religious
4. Social or recreational

----- PAGE BREAK -----

*(ALL)

Q71 Are you planning to purchase a car in the future? This can be a new car or a used car.

1. Yes, in the next 12 months (GO TO Q72)
2. Yes, after 12 months (GO TO Q72)
3. No, not planning to purchase a car in the future (GO TO Q79)
4. Haven't decided yet (GO TO Q79)

----- PAGE BREAK -----

*(INTENDS TO BUY A CAR) (Q71=1 OR 2)

Q72 Do you intend to buy a new or used car?

1. New car
2. Used car
3. Haven't decided yet

*(INTENDS TO BUY A CAR) (Q71=1 OR 2)

Q73 What do you think your budget range is likely to be?

1. Under \$2,500
2. Between \$2,501-\$5,000
3. \$5,001-\$10,000
4. \$10,001-\$15,000
5. \$15,001-\$20,000
6. \$20,001-\$25,000
7. \$25,001-\$30,000
8. \$30,001-\$40,000
9. \$40,001-\$50,000
10. \$50,001-\$60,000
11. Over \$60,000
12. I don't know
13. I'd prefer not to say

----- PAGE BREAK -----

*(INTENDS TO BUY A CAR) (Q71=1 OR 2)

Q74 What type of vehicle are you planning to buy in the future?

1. Sedan
2. Wagon
3. Utility
4. Twin-cab utility
5. Commercial Van
6. Panel Van
7. SUV/4WD
8. People mover
9. Other
10. Haven't decided yet
11. Prefer not to say

*(INTENDS TO BUY A CAR) (Q71=1 OR 2)

Q75 For what purpose do you intend to use this vehicle?

1. Work or work related
2. Family or personal business
3. School or religious
4. Social or recreational

----- PAGE BREAK -----

*(INTENDS TO BUY A CAR) (Q71=1 OR 2)

Q76 Below is a list of factors that could be considered when buying a car.

Once you have decided on your budget, please give each of the factors a score out of five (with 1 being not at all important and 5 being very important).

	Score out of 5
Condition of the vehicle / roadworthiness / low kilometres / mileage / reliability	
Features of vehicle (e.g., air conditioning, power steering, CD Player)	
Fuel economy / fuel cost	
Manufacturer (e.g., Toyota, Ford)	
Power / performance	
Safety features of the vehicle (e.g., ABS, airbags, ESC, stability control)	
Size of vehicle	
Style / appearance / image	
Transmission type (manual / automatic)	
Type of vehicle (sports, sedan, wagon, 4WD, ute, body type)	
Towing or load carrying capacity	

----- PAGE BREAK -----

*(INTENDS TO BUY A CAR) (Q71=1 OR 2)

Q77 Below is a list of safety features that could be considered when buying a car. From this list, please give each of the features a score out of five (with 1 being not at all important and 5 being very important).

	Score out of 5
ABS brakes	
Adaptive cruise control	
Autonomous Emergency Braking	
Driver and passenger frontal airbags	
Lane departure warning systems	
Rear parking aids	
Side airbags (Torso)	
Side curtain airbags (Head Protecting)	
Stability Control (also known as (ESC) / Electronic Stability Control / (ESP) Electronic Stability Program / (DSC) Dynamic Stability Control)	
Traction control	

----- PAGE BREAK -----

*(INTENDS TO BUY A CAR) (Q71=1 OR 2)

Q78 Will you consider crash test results or safety ratings before you purchase your next car?
This includes ANCAP, used car safety ratings and 5 star ratings.

1. Yes
2. No
3. Don't know

----- PAGE BREAK -----

*(ALL)

Q79 If you were looking for information about the vehicle safety features that are available on a car, where would you look?

Please select all that apply

1. Internet
2. Newspapers
3. Magazines
4. Family member/friend
5. Car dealers
6. RACV (Including Royal Auto)
7. Other (*please specify*) (TEXT BOX)

*(ALL)

Q80 Are you aware of the 'How Safe is Your Car' website?

1. Yes
2. No

----- PAGE BREAK -----

***(Additional Demographics)**

*(ALL)

The following questions are to help group your responses with other people.

*(ALL)

Q81 Thinking about how you compare to the average driver on Victorian roads, would you say that you are a...

1. Much better driver
2. Better driver
3. Slightly better driver
4. About average driver
5. Slightly worse driver
6. Worse driver
7. Much worse driver
8. Unsure / Don't know

----- PAGE BREAK -----

*(ALL)

Q82 How many people aged 18 and over, including yourself, live in your household?

Please do not include other family members who do not live at home.

1. (3 DIGITS) |__|__|__|
2. I'd prefer not to say

----- PAGE BREAK -----

*(ALL)

Q83 How many of the people in your household, **including yourself**, have a current Victorian Drivers Licence? (RECORD NUMBER)

This includes learners' permits and probationary licences

1. (3 DIGITS) |__|__|__|
2. Not sure – but definitely one or more
3. Don't know if any do – possibly none

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*(Q68=1 to 5)

Q84 In a typical **year**, how many kilometres would you drive for any reason?

An approximate number is OK.

1. (6 DIGITS) |__|__|__|__|__|__|km
2. Don't know

*(Q68=1 to 5)

Q85 And In a typical **week**, how many kilometres would you drive for any reason?

An approximate number is OK.

1. (6 DIGITS) |__|__|__|__|__|__|km
2. Don't know

----- PAGE BREAK -----

*(IF IN PAID EMPLOYMENT) (Q5 = 1 OR 2 OR 3)

Q86 How often do you drive a vehicle for work related purposes (not including driving to and from work)?

1. Daily **(GO TO Q87)**
2. A few times a week **(GO TO Q87)**
3. About once a week **(GO TO Q87)**
4. Less than once a week **(GO TO Q87)**
5. Never **(GO TO Q88)**
6. Don't know **(GO TO Q88)**

----- PAGE BREAK -----

*(USES CAR FOR WORK) (Q86=1 OR 2 OR 3 OR 4)

Q87 What type of vehicle do you usually drive as part of your job?

*Please select **one** response only. If you drive more than one type, please select the type you use most often.*

1. Car
2. Utility/Pickup
3. Commercial Van
4. Truck
5. Bus
6. Motorcycle
7. Other
8. Don't know
9. I only commute to and from work

----- PAGE BREAK -----

*(ALL)

Q88 What other forms of transport do you regularly (at least once a fortnight) use?

*Please select **all that apply**.*

1. Bus
2. Train
3. Tram
4. Walk
5. Ride motorcycle
6. Ride bicycle

----- PAGE BREAK -----

*(ALL)

Q89 In which country were you born?

1. Australia
2. New Zealand
3. United Kingdom
4. Italy
5. Vietnam
6. China
7. Greece
8. India
9. Other (*please specify*) (TEXT BOX)
10. I'd prefer not to say

----- PAGE BREAK -----

*(ALL) (ONLINE ONLY)

Q90.1 Listed below are a number of statements concerning personal attitudes and traits. Read each item and decide whether the statement is true or false as it applies to you personally. It's best to go with your first judgment and not spend too long on any one statement.

		True	False
a)	I never hesitate to go out of my way to help someone in trouble		
b)	I have never intensely disliked anyone		
c)	I sometimes feel resentful when I don't get my way		
d)	There have been times when I felt like rebelling against people in authority even though I knew they were right		
e)	I can remember "playing sick" to get out of something		
f)	When I don't know something I don't at all mind admitting it		
g)	I am always courteous, even to people who are disagreeable		
h)	I would never think of letting someone else be punished for my wrong-doings		
i)	There have times when I was quite jealous of the good fortune of others		
j)	I am sometimes irritated by people who ask favours of me		

----- PAGE BREAK -----

***(Further Research)**

*(ALL)

Q90 Would you be interested in participating in other TAC road safety related research?

If you are interested in taking part in other research, your name and contact details will be forwarded to the TAC. Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.

1. No I would not be interested
2. Yes, I would be interested (please provide your details below)
 - a. Name: (TEXT BOX)
 - b. Contact phone: (TEXT BOX)
 - c. Or, email address: (TEXT BOX)

(END OF SURVEY)

Appendix 3 – CATI Follow-up Script

1045 – 2013 TAC Road Safety Monitor Reminder Call Script

SAMPLE VARIABLES

Fname
Sname
AddrLine1
Suburb
Username
Password
Telephone
Mobile

CALL OUTCOME CODES

1. Proceed with interview
2. No answer
3. Answering machine
4. FAX machine/Modem
5. Busy (callback)
6. Appointment (hard)
7. Appointment (soft)
8. Telstra message/Number disconnected
9. Claims to have done survey
10. Resp not available/Away for duration of survey
11. Wrong number / sample member not known
12. Terminated midway in survey
13. Stopped interview

*(PHONE ANSWERER)

S1. Good <morning/afternoon/evening>. My name is <name> calling from the Social Research Centre on behalf of the TAC. We are just following up on a letter sent to <FNAME SNAME>, would they be available at the moment?

1. Continue – speaking with named sample member (GO TO S2)
2. Make appointment to speak with named sample member (RECORD NAME AND SCHEDULE APPOINTMENT)
3. Phone number is not named sample member / named sample member not known (GO TO TERM1)
4. Named sample member refusal (GO TO RR1)
5. Phone answerer refusal to pass on to named sample member (GO TO RR1)
6. Claims to have already completed survey (GO TO TERM2)

*(SAMPLE MEMBER)

S2. This is just a quick call about a letter we sent regarding the 2013 TAC Road Safety Monitor. Do you remember receiving it?

1. Yes (recalls letter) (GO TO S6)
2. Does not recall letter (GO TO S6)
3. Claims to have already completed the survey (GO TO TERM 2)
4. (Refused) (GO TO RR1)

(S2=1 OR 2)

S3. Every year the TAC collects the views of road users through the Road Safety Monitor project which goes towards improving road safety across Victoria. You have been specifically selected out of thousands of road users to offer your opinions and experiences. A letter was sent at the start of September with the option of completing the survey in paper, online or over the phone.

Participation in the Road Safety study is closing soon and we'd really appreciate your participation in the study. If you complete the survey by phone, online or paper you will go in the draw to win one of four \$250 prizes – if you complete it online you will go into an additional draw for one prize of \$500.

Are you happy to complete the survey over the phone now, it should take around 15 minutes?

[IF NECESSARY: I can also re-send the letter for your reference if you would like.]

1. Yes continue (to ONLINE SURVEY) (GO TO S10)
2. No, make an appointment
3. Wants copy of letter for reference (GO TO S4)
4. Wants to complete ONLINE (GO TO S8)
5. Wants info on how we got details (GO TO NUMINFO)
6. (Refused) (GO TO RR1)

*(S3=5)

NUMINFO: Your contact details were provided by the TAC, from the VicRoads database. Your details are kept in an encrypted file and will not be used for any purpose other than this survey. Your name will not be provided to the TAC or VicRoads in any format that enables linking of your answers to your name.

1. Snap back to previous screen

*(REQUEST LETTER) (S3=3)

S4. Can I please have your details to send you a copy of the letter? We will not use this address for any other purpose, as per privacy laws. We can send it to your email, a fax number or by post. The letter will be sent within the next 24 hours.

1. Email address (ENTER ADDRESS) (GO TO S5)
2. Fax (ENTER NUMBER) (GO TO S5)
3. Post (ENTER ADDRESS) (GO TO S5)
4. Refused to give information (GO TO S5)

(S4=1 to 4)

S5. Thanks for that. Are you happy to complete the survey over the phone now?

1. Yes (GO TO S10)
2. No (MAKE APPOINTMENT)
3. Wants to complete ONLINE (GO TO S8)
4. Claims to have already completed survey (GO TO TERM2)
5. (Refused) (GO TO RR1)

*(WANTS TO COMPLETE ONLINE) (S3=4 OR S5=3)

S8. If you want to complete it online, your individual login details can be found on the front of the survey form we mailed you, and also on the reminder letter if you still have it. Otherwise, if you can get a pen and paper handy, I can give you your online login details now.

READ OUT LOGIN DETAILS TO SAMPLE MEMBER SLOWLY AND CLEARLY IF NEEDED:

Your unique login is <display UserName and Password from sample>.

You will need to go to <http://survey1.mbddata.com.au/TAC2013.html> and enter your username and password to complete the online survey. Please put the address I just gave you in the address bar of your browser, not the google search box.

1. Continue (GO TO S9)
2. Claims to have already completed survey (GO TO TERM2)
3. (Refused) (GO TO RR1)

*(WANTS TO COMPLETE ONLINE) (S8=1)

S9 Thanks again for your time today and for agreeing to participate in the 2013 TAC Road Safety Monitor. Remember, if you complete the survey by October 18, you'll automatically go into the draw to win. Just in case you missed it, my name is <SAY NAME>, calling on behalf of the TAC from the Social Research Centre.

1. Continue (GO TO ALLTERM)

*(WILL COMPLETE CATI) (S5=1 OR S3=1)

S10 Bear with me for a second while I log into the system and we can get started.

<display Username>

<display Password>

SWITCH TO WEBSITE

COMPLETE THIS QUESTION ONLY ONCE THEY HAVE FINISHED THE WEB SURVEY
(need to record timings)

1. Complete with named participant (GO TO ALLTERM)
2. Complete with unnamed participant (GO TO ALLTERM)
3. Complete although was already partially done (loaded on page other than intro)
(RECORD START QUESTION) (GO TO ALLTERM)
4. Completed part way, need to call back (MAKE CALLBACK APPOINTMENT)
5. Refused part way through (GO TO RR1)

*PROGRAMMER NOTE: COUNT "COMPLETES" FROM S10=1-3

TERM1 Thank you for your time.

TERM2 Sorry to bother you and thank you for your participation in the TAC Road Safety Monitor.

ALLTERM

1. Refusal - named sample member
2. Refusal - phone answerer
3. Phone number not named sample member/ named sample member not known
4. Named sample member claims to have already completed survey
5. Claim to have done survey before
6. Will post or do online
7. CATI complete
8. CATI complete – was previously partially done
9. Complete with unnamed participant

*(REFUSAL)

RR1 OK, that's fine, no problem, but could you just tell me the main reason you do not want to participate in this TAC study, because that's very important information for us?

1. No comment
2. Too busy
3. Not interested
4. Too personal / intrusive
5. Don't trust surveys
6. Never do surveys
8. Other (Specify_____)