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Road Safety Monitor 2015

Wave 17 Report

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Executive summary

Overview

This report presents the findings from the 17th wave of the Transport Accident Commission's (TAC) Road Safety Monitor (RSM) – the 'Main' 2015 survey. In total, 2,000 licence holders and registered vehicle owners from Victoria were invited to participate and 961 (48.1%) completed 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 a representative sample was achieved.

All participants were mailed a paper questionnaire and a return envelope on September 14, 2015. The letter also contained a username and password to enable the respondent to complete the survey online or to call the Social Research Centre to complete the survey over the phone. Follow-up phone calls were conducted from October 7 with non-responders 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.

Driver demographics and characteristics

Similar to previous waves, the vast majority of licence holders were employed with around one in ten not in the workforce or unemployed. Respondents who drove a vehicle for work related purposes typically drove a car (65%), a utility/pick up (15%), or a commercial van (6%).

Just over 50% of drivers were classified as 'long distance drivers' that is, driving more than 15,000km per year or 300km per week. More regional respondents were classified as long distance drivers compared to metropolitan respondents.

Remaining relatively consistent with previous waves, 16% of respondents reported that they had been involved in a road accident within the last five years. Of those involved in an accident, 17% reported that someone involved in the accident sustained personal injury. Driver confidence remains similar to previous waves with around two thirds (65%) rating themselves as 'better than average'.

Driving attitudes and behaviours

When asked about major contributing factors that could lead to serious road accidents, seven in ten (70%) mentioned alcohol and more than half (54%) believed that speed was a key factor. In 2015 a question was introduced which asked respondents to nominate their greatest concern about their own safety on the road as a driver or passenger. While 'speed' (13%) and 'alcohol' (12%) were nominated by around one in ten respondents, the most common responses were general mentions of 'aggressive or reckless drivers' (28%), and simply 'other drivers' (24%).

Similar to previous waves, the vast majority of licence holders aged 18 to 60 years (98%) reported always wearing a seatbelt when they drive. Also consistent with previous waves, respondents generally rated driving while impaired (drugs or alcohol) and driving while using a hand held phone as 'very dangerous', with slightly lower ratings for driving with a hands free phone and speeding.

Towards Zero

In the 2015 'Main' and the 2015 'Pulse' questions were included in the RSM to assess community attitudes around the concept of 'Towards Zero'. At the start of the 2015 'Main' surveying period Phase 1 of the Towards Zero campaign was run ('Man on the street').

In the 2015 Main, around three quarters (76%) of respondents felt that the current road toll of around 250 was unacceptable – this was significantly lower than the 2015 Pulse (84%). Males were twice as likely as females to find the road toll acceptable; respondents aged 61 or older were less likely to agree than those aged 18 to 25 years. When respondents were asked about their belief in the possibility of a zero road toll in the future, one in ten (11%) believed that 'zero deaths' could be achieved. Most of those who believed in the possibility of a zero road toll felt it would take up to 20 years to achieve (61%).

Speed

When road users nominated an 'acceptable speed limit', the proportion who believed that they should be able to drive in excess of 5km over the limit in a 100km/h zone increased marginally compared to 2014 but has remained relatively consistent in recent years. Around half of respondents stated that they never drive over the posted speed, while around one in ten drive above the posted speed limit at least half of the time in a 60km/h zone and 100km/h zone. This finding was very similar for driving over their *self-defined limit* in both speed zones. After accounting for other characteristics, male drivers were almost three times as likely to drive over their self-defined speed limit compared to females; older drivers were significantly less likely to driver over their self-defined limit than 18 to 25 year olds; and 'blue collar' workers (technicians and trade workers, labourers, and machinery operators and drivers) were four times as likely as those not in the workforce.

When all respondents are included, around one in six (16%) had been caught speeding in the last twelve months with an average of 1.26 times. Typically, more males and respondents from metropolitan areas had been caught speeding than females and those from regional areas.

When asked to rate their level of agreement toward specific speeding attitude statements, more than half (53%) of respondents agreed that they had a high chance of being caught speeding – regional respondents were twice as likely to agree compared to metropolitan respondents. Around a third (32%) believed that it was easy to avoid being caught driving over the limit – young respondents (aged 18 to 25) were significantly more likely to agree compared to those aged 26 years or older. And a quarter (25%) agreed that their family and friends felt it was okay to speed a few kilometres over in a 60km/h zone.

Impaired driving

Three quarters of respondents (75%) stated that they drank alcohol, compared to only 6% who admitted to using recreational drugs. Of those who drank alcohol, around one in ten (9%) had driven after drinking when they thought they were *over* the legal limit, and 6% had been a passenger when they thought the driver may have been over the limit. In contrast, 57% said that they had never driven after they had been drinking even when they thought they were *under* the legal limit.

Males were twice as likely as females to have driven when they suspected they were over the limit; those aged 61 or older were less likely than those aged 18 to 25; and SUV/4WD drivers were less likely to have driven after drinking compared to drivers of passenger cars. Of the 60 respondents who reported that they use drugs, 10 stated that they had driven after taking drugs in the last twelve months.

Just over half (57%) of all respondents agreed that if they were even just slightly over the limit, they were likely to be caught – those aged 40 to 60 were twice as likely to agree compared to 18 to 25 year olds. Around one in four (23%) agreed that it was easy to avoid being caught if they were driving over the legal alcohol limit – 18 to 25 year olds were significantly more likely to agree than 40 to 60 year olds. Similarly, 19% of respondents agreed that it was easy to avoid being caught if they drive after using drugs. Just 9% believed that their family and friends thought it was okay to drive slightly over the legal 0.05 limit.

Drowsy driving

Similar to previous waves, a small proportion (9%) of respondents admitted that they regularly drive while feeling drowsy. Drowsy driving was significantly more likely among those aged 18 to 25, and among 'blue collar' workers (compared to those not in the workforce). Around a third (34%) believed that it was easy to keep themselves awake if they needed to drive, despite the general view that driving while drowsy was dangerous – considered just as dangerous as driving after taking drugs or drinking alcohol.

Distractions

The most common driving distractions reported by respondents were other drivers (40%), their own thoughts (36%), and passengers (24%). Mobile phones were only mentioned by 18% of respondents. Since 2013 there has also been a gradual decline in the proportion of licence holders aged 18 to 60 years who use a handheld mobile while driving. When asked how they use their mobile when driving, most respondents said they either do not use their phone at all while driving (42%), or they use a hands free kit such as Bluetooth (41%).

The minority of respondents continue to use handheld mobile phone for calls while driving – most commonly to answer a call but placing the phone on their lap or using the in-built speaker (22%). Almost one in ten (9%) said they would make a call while actively driving. When asked about texting while driving the most common behaviour was reading a text while stopped at the lights (34%). Only 5% said they would write and send a message while actively driving.

A large proportion of respondents believed that taking their eyes off the road for two seconds is dangerous (88%) and agreed that they could ignore their phone if a message or phone call was to arrive while they were driving (87%). Meanwhile, almost two in ten (18%) believe that their family and friends thought it was okay to use a mobile phone without using a hands free kit.

Vehicle ownership & purchasing

Most respondents (79%) personally owned the car they drive with just 2% not owning or ever driving a car. More females owned the car they drove (while males were more likely to have both a company car and a personal car). Many young drivers used a car belonging to someone else. A large proportion of respondents felt that the car they drove was important to them to some extent, with just 11% reporting they don't care about the car they drive. On average, there were 2.18 cars, 0.20 motorbikes, 0.07 trucks or buses registered to each household. Regional households more often had trucks or buses registered than metropolitan households.

Four in ten (41%) respondents indicated that they intended to purchase a car in the future with 18% intending to purchase within the next twelve months. Of those who were planning to make a purchase, 43% intended to buy a used car and 34% intended to buy a new car.

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 primary statutory roles of the TAC are a) to provide personal injury insurance to people injured in transport accidents and b) to 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. As of 2014, two waves of the RSM are run – a shorter ‘Pulse’ version, and the standard ‘Main’ version.

This document reports on findings from the 2015 ‘Main’ RSM specifically (hereafter referred to as the 2015 RSM) but also highlights key changes over time (particularly between 2014 and 2015) and discusses how different groups of Victorian drivers and registered vehicle owners think and behave with respect to road safety issues.

This research has been undertaken in accordance with the Privacy Act (1988) and the Australian Privacy Principles contained therein, the Privacy (Market and Social Research) Code 2014, the Australian Market and Social Research Society’s Code of Professional Practice, and ISO 20252 standards.

1.1.2. Research objectives

The broad objectives of the RSM are to:

- Monitor driver attitudes and self-reported behaviour in regards to road safety issues;
- Identify potential areas of concern for the TAC in the community; and
- Provide information that assists in the development of programs that address these community concerns.

The specific objectives of the RSM are to:

- Monitor the change in attitudes and behaviours of drivers regarding a range of road safety issues, including:
 - Speed;
 - Impaired driving;
 - Drowsy driving
 - Distractions; and
 - Vehicle ownership and purchasing.
 - Identify groups of Victorian drivers who have different attitudes, behaviours and histories

1.1.3. 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.
- From 2010 the methodology was altered to allow flexible participation, so that paper, online and CATI surveying are all employed.
- From 2014 the Monitor was extended to be conducted twice yearly as a (smaller) 'Pulse' survey and a (full) 'Main' survey.

In 2010, the TAC was granted access to the VicRoads driver licence and registration database. This database is used to randomly select individuals to represent the State, and these individuals are posted an invitation to participate in the survey, along with a paper copy of the questionnaire. In 2015 (Main), 2,000 individuals were sampled from the VicRoads database and sent a hard copy survey.

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 2015.

Table 1.1: Overview of the RSM schedule

Phase / task	Date
Finalisation of questionnaire	18-Aug-2015
Finalisation of sample	21-Aug-2015
Initial mail out	14-Sep-2015
1800 number operational	15-Sep-2015
Online survey launch	15-Sep-2015
Reminder letter mailing	23-Sep-2015
Second reminder letter mailing	1-Oct-2015
Commence telephone response maximisation activity	7-Oct-2015
Complete telephone response maximisation activity	27-Oct-2015
Online survey close	2-Nov-2015
Cut off for data processing (hard copy returns)	3-Nov-2015

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 (e.g. only asking drink-driving questions of those who drink alcohol).

1.1.4. Fieldwork overview

The 2015 survey is based on a sample of 961 licence holders and registered vehicle owners from across Victoria. In total, 2,000 Victorians were invited to participate in the survey. The overall cooperation rate was 48.1%. The cooperation rate was slightly higher than previous years (typically averaging around 47%). It is suspected that the improvement in cooperation rate may have been most likely influenced by improved sample quality.

The initial survey invitation was sent by mail on September 14, 2015. Two reminder letters were also sent to non-responders, the first on September 23 and the second on October 1. One week after the second reminder letter was sent, reminder calls began (October 7) for those respondents who had not completed the survey and for whom a phone number was identified by the TAC using Sensis' MacroMatch service. The survey remained open for seven weeks, closing on November 2.

Almost half of the surveys were completed via hard copy (446), with 418 completed online. The CATI reminder component achieved 97 interviews. The average interview length for CATI completes was just over 22 minutes.

1.1.5. Sample performance

Table 1.2 below summarises the final cooperation rate by mode of completion and basic demographic characteristics. As in previous years, gender differences were observed where cooperation rates for males were lower than females (44.3% and 51.7% respectively) and those aged 61+ were more likely to respond (59.8%) than younger age groups (38.2% for 18-24 year olds, 38.5% for 25-39 year olds). Young adults (18-25 years) were more likely to complete online (20.1%) or via CATI (8.2%) compared to older adults (61+ years) who were more likely to complete via hardcopy (43.5%).

Table 1.2: Cooperation rate by mode of completion and basic demographic characteristics

		Completion Mode					
		Total sample	Completes	Coop. rate	Online complete	Hardcopy complete	Phone interview
Total		2000	961	48.1%	20.9%	22.3%	4.9%
SEIFA Index	1st Quintile	265	123	46.4%	17.0%	25.7%	3.8%
	2nd Quintile	214	101	47.2%	17.3%	24.3%	5.6%
	3rd Quintile	344	157	45.6%	18.3%	21.5%	5.8%
	4th Quintile	583	288	49.4%	24.0%	20.6%	4.8%
	5th Quintile	594	292	49.2%	22.4%	22.2%	4.5%
Gender	Male	1092	483	44.2%	19.1%	19.8%	5.3%
	Female	908	470	51.8%	22.8%	24.7%	4.3%
	Refused	-	8				
Age group	18-25	353	135	38.2%	20.1%	9.9%	8.2%
	26-39	645	248	38.4%	20.3%	12.7%	5.4%
	40-60	627	330	52.6%	24.4%	25.4%	2.9%
	61-90	375	225	60.0%	12.5%	43.5%	4.0%
	Refused	-	23				
Location	Metro	1428	695	48.7%	21.7%	22.0%	5.0%
	Regional	572	266	46.5%	18.9%	23.1%	4.5%

1.1.6. Road Safety in Victoria during the survey period (September – November 2015)

The single biggest focus for the TAC during the survey period for this iteration of the Road Safety Monitor has been *Towards Zero*. Towards Zero is a vision for a future free of deaths and serious injuries on our roads. Latest road safety data show that in the twelve months to September 2015, 250 people died on Victorian roads¹ and while this is approximately a quarter² of what it was four decades ago we are aspiring for zero fatalities and serious injuries.

Towards Zero represents a philosophy that acknowledges that humans are fallible – they make errors of judgement or deliberately refuse to do the right thing. This reality, coupled with the fact that road crashes frequently involve impacts that our bodies cannot withstand, means humans will almost always come off badly when mistakes happen³ unless we improve the system. The most ethical and pragmatic way then to seek to reduce road trauma is to design a transport system within which human frailty and fallibility are accommodated⁴. The components of this system are: safe roads, safe speeds, safe vehicles and safe people.

The Towards Zero vision is a partnership between the TAC, VicRoads, Victoria Police, the Department of Justice and Regulation and the Department of Health and Human Services⁵. Most importantly Towards Zero is a collaborative effort with the Victorian community to improve road safety. If we all understand the key principles of Towards Zero and work together everyone will be better off.

The 2013-2022 Road Safety Strategy⁶ embodies the Towards Zero philosophy and outlines an approach to achieving major safety improvements. This ten year strategy aims to reduce the road toll by more than 30%, to fewer than 200 deaths per year. Of course, the TAC's vision is ultimately zero deaths or serious injuries.

In addition to Toward Zero, TAC's campaign activity⁷ during this reporting period also focussed on drink driving and motorcycles. Using the full range of online, sponsorship, print and media channels these campaigns targeted the general Victorian community as well as higher risk audiences such as younger males and regional Victorians.

This iteration of the Road Safety Monitor maintains its focus on key tracking measures around road safety attitudes and behaviours (e.g. speeding, drink driving, drowsy driving, and distractions) but it also includes a number of enhancements to reflect the focus for the TAC on Towards Zero:

- Inclusion of an open ended question about road safety concerns (see 3.2. Personal safety)
- Inclusion of three questions to assess attitudes to 'Towards Zero';
 - In the current number of deaths Acceptable/Unacceptable? (Section 4.1.)
 - Will there be no deaths as a result of road accidents one day in Victoria? (Section 4.2.)
 - How long will it take to reach zero road deaths in Victoria? (Section 4.2.)

¹ Road Safety Statistical Summary, September 2015 (RSSS_SEP15.pdf)

² <https://www.towardszero.vic.gov.au/>

³ <https://www.towardszero.vic.gov.au/what-is-towards-zero/what-is-towards-zero>

⁴ <https://www.towardszero.vic.gov.au/making-progress/articles/vision-zero-and-swedens-approach-to-road-safety>

⁵ <https://www.towardszero.vic.gov.au/what-is-towards-zero/whos-behind-towards-zero>

⁶ https://www.towardszero.vic.gov.au/_data/assets/pdf_file/0011/171659/road_safety_strategy.pdf

⁷ TAC campaigns during the reporting period (TAC Campaigns Sept - Nov 2015.xls)

1.2. Reading this report

1.2.1. Time series reporting

Prior to 2012, only drivers with a current licence aged 18 to 60 years were invited to participate in the RSM. In recent years, all Victorians who held a drivers licence (regardless of status) or vehicle registration were invited to participate (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, time series data only is filtered to respondents with a valid licence aged 18 to 60 years. Where only 2015 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.

1.2.2. Subgroup reporting

Throughout this report results are presented in summary for 2015 and by 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 according to certain driving behaviours. The following categories are used throughout this report to analyse driver behaviour:



- Speeding: those who indicated they drove above either the posted or their self-defined speeding limit at least half of the time ('speeders') vs. those who drove above their self-defined speeding limit none to some of the time ('non-speeders').
- 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 ('drink drivers') vs. those who had not ('non-drink drivers').
- Drowsy driving: those who indicated they regularly drove while drowsy (at least once a week) ('drowsy drivers') vs. those who do not ('non-drowsy drivers').
- Using mobile phones: those who used a handheld mobile while driving to answer a call, make a call, read a text message, or write a text message ('phone users') vs. those who do not use their phone while driving, or who only use it while stopped at the lights ('non-phone users').
- Accident involvement: those who indicated they had been involved in a road accident within the past five years vs. those who had not.

When comparing the overlap between 'risk taking' behaviours (speeding, drink driving, drowsy driving, and phone use) only n=4 respondents were flagged in all four subgroups. In contrast, 390 respondents were non-speeders, non-drink drivers, non-drowsy drivers, and non-phone users. The overlap was a little higher for respondents who engaged in three of the four behaviours:

- Drink driving + drowsy driving + phone use = 9 respondents
- Speeding + drowsy driving + phone use = 17 respondents
- Speeding + drink driving + phone use = 14 respondents
- Speeding + drink driving + drowsy driving = 4 respondents

1.2.3. Statistical significance

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

In charts   shows a significant increase or decrease at the 95% confidence level between data points (noted in text). Where time series data are shown, statistical significance is only calculated between 2015 and 2014 data.

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%

Where 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.

1.2.4. Weighting

To correct biases in the sample, the data has 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 June, 2015. 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 1.3: Weighting parameters

Proportional Weights					
Gender	Age	Actual population	Achieved sample	Target sample	Weight
Male	18-25	292,623	70	65	0.93
Male	26-39	606,365	129	135	1.05
Male	40+	1,304,267	288	291	1.01
Female	18-25	277,992	65	62	0.95
Female	26-39	581,446	127	130	1.02
Female	40+	1,251,199	282	279	0.99

1.2.5. Regression analysis

Throughout this report results are presented from regression modelling analyses which were conducted for the 2015 RSM. The regression analyses explore the relationship between respondent attitudes and behaviours and selected demographic characteristics. In contrast to cross-tabulations, regression models can simultaneously account for a number of different variables in assessing their association with an attitude or behaviour of interest⁸. The particular approach applied was logistic regression modelling which predicts the likelihood that a respondent will fall in a given category, conditional upon their characteristics.

The outcome categories of interest (with the corresponding Questionnaire number) were:

1. Speeding (Q11, Q12, Q14 & Q15)
 - Speeder (drives above self-defined speeding limit at least half of the time) vs Non-speeder;
2. Drink driving (Q22)
 - Yes (has driven a car while over the legal limit in the last 12 months) vs No;
3. Drowsy driving (Q17);
 - Yes (drives at least once a week while drowsy) vs No;
4. Mobile phone use while driving (Q30a to Q30j)
 - Has used mobile while driving in past month vs Has not used mobile while driving;
5. Acceptable number of deaths on Victorian roads (Q45a)
 - Thinks 250 deaths is acceptable (somewhat or completely) vs Unacceptable (somewhat or completely);
6. Believes Towards Zero is achievable (Q45b)
 - Yes (believes that one day there will be no deaths) vs No (does not believe);
7. Easy to avoid being caught while driving over the speed limit (Q16a)
 - Somewhat or strongly agree vs Somewhat or strongly disagree;
8. High chance of being caught speeding in 60km/h zone (Q16b)
 - Somewhat or strongly agree vs Somewhat or strongly disagree;
9. Easy to avoid being caught while driving over the BAC limit (Q29a)
 - Somewhat or strongly agree vs Somewhat or strongly disagree;
10. High chance of being caught while driving over the BAC limit (Q29b)
 - Somewhat or strongly agree vs Somewhat or strongly disagree.

⁸ For instance, a cross-tabulation may show that a certain attitude appears to be more prevalent in some regions than others. A regression model may show that, after accounting for the different demographic profiles of respondents in these regions, there is in fact no net geographic effect. Attitudes are different because the respondents are different and there is likely nothing intrinsically noteworthy about the regions for that particular variable.

The characteristics (and variables) that were tested for association with the outcome measures were:

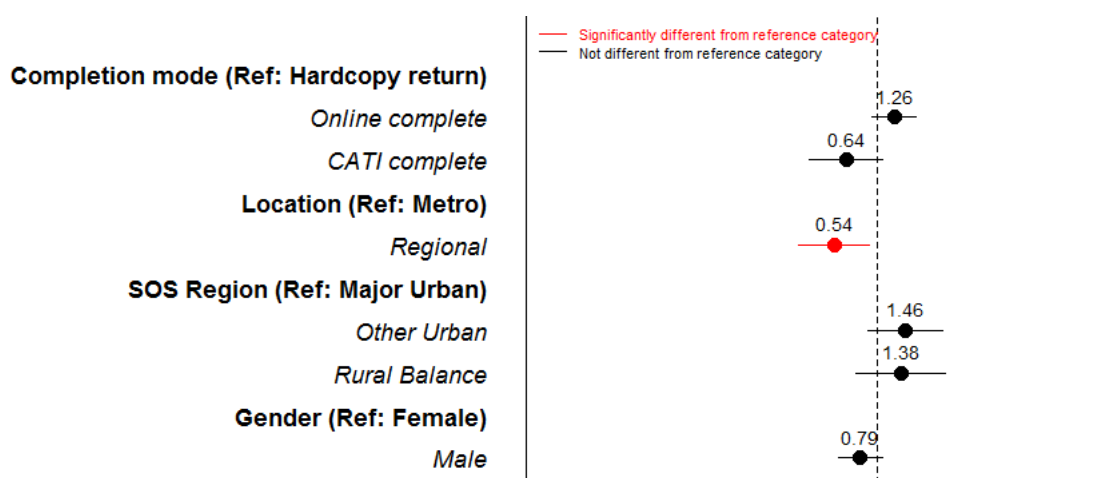
- Completion mode;
- Metro/Regional;
- Section of State;
- Gender;
- Age;
- Occupation;
- Vehicle type.

Graphs are presented showing which characteristics, if any, seemed to be associated with an attitude or behaviour of interest. Results for logistic regression models are expressed in terms of the "odds ratio" and its 95% confidence interval, which show the relative likelihood of a respondent having the outcome of interest compared to respondents in a reference group (for completion mode, the reference group is hardcopy; for age, the reference group is 18 to 25 year olds; for vehicle type, the reference group is sedan; and so on). Where an odds ratio is not significantly different from 1 (that is, no difference from the reference category), its confidence interval is expected to contain 1.

For example, Figure 1.1 below shows two of the variables associated with using a mobile phone while driving (completion mode and location). Statistically significant associations are shown in red. The graph may be interpreted as follows:

- Compared to respondents who completed a hardcopy questionnaire, online respondents were 1.26 times as likely to use a mobile phone while driving whereas CATI respondents were 0.64 times as likely. However, none of these "odds ratios" was significantly different from 1, so we cannot conclude that completion mode was notably associated with the propensity to admit to using a mobile phone while driving.
- On the other hand, regional respondents were only 0.54 times as likely to use a mobile phone while driving as metropolitan respondents. This ratio was significantly different from 1.

Figure 1.1: Example Odds ratios for model of mobile phone use while driving



As already stated, a regression model accounts for the simultaneous effects of all included variables; therefore the odds ratios displayed are all “net” – this is what is left over after all other differences have been taken into account. For example, if two respondents are otherwise identical in all their characteristics, except that one is female and the other is male, the “net” effect is that the male is 0.79 times as likely to use his mobile phone while driving compared to the female (albeit, not significantly).

Categories were collapsed for two of the explanatory variables (occupation and vehicle type) (Table 1.4). Categories were removed from models where there were too few cases for reliable estimation.

Table 1.4: Categories for occupation (Q5) and vehicle type (Q49 type)

	Questionnaire category	Collapsed category
Occupation (Q5)	Clerical and administrative workers	White collar lower
	Community and personal service workers	White collar lower
	Labourers and related workers	Blue collar
	Machinery operators and drivers	Blue collar
	Managers and administrators	White collar upper
	Not applicable (<i>those not asked Q5</i>)	Not in workforce
	Professionals & Associate professionals	White collar upper
	Sales workers	White collar lower
	Technicians and trade workers	Blue collar
Vehicle type (Q49 type)	Sedan	Passenger cars
	Wagon	Passenger cars
	People mover	Passenger cars
	Hatchback	Passenger cars
	Coupe	Passenger cars
	SUV/4WD	SUV/4WD
	Utility	Utility/Twin-cab utility
	Twin-cab utility	Utility/Twin-cab utility
	Commercial van	Panel van/Commercial van/Other
	Panel van	Panel van/Commercial van/Other
	Other	Panel van/Commercial van/ Other

2. Driver demographics and characteristics

2.1. Driver profile

As seen in previous waves, over two thirds (71%) of respondents were born in Australia; consistent with the 2011 ABS census (69%). A further 5% were born in the United Kingdom (ABS: 3%).

2.1.1. Licence type

In the 2015 RSM, 87% of respondents held a full drivers licence. A further 7% stated that they held some form of a probationary licence with 1% indicating they held a red and 6% indicating they held a green probationary licence. Only 3% held a learner's permit. Just over a third (35%) of 18 to 25 year olds held a full licence, while the majority held a green probationary licence (40%).

Table 2.1: Licence type by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Full licence	87%	88%	86%	88%	87%	35%	93% E	98% E,F	96% E
Red Probationary	1%	1%	2%	1%	2%	9% F,G,H	-	-	-
Green Probationary	6%	6%	7%	5%	7%	40% F,G,H	2%	-	-
Learners Permit	3%	3%	2%	4%	2%	15% F,G,H	3% G,H	1%	-
Other	1%	1%	2%	2%	1%	-	2%	1%	1%

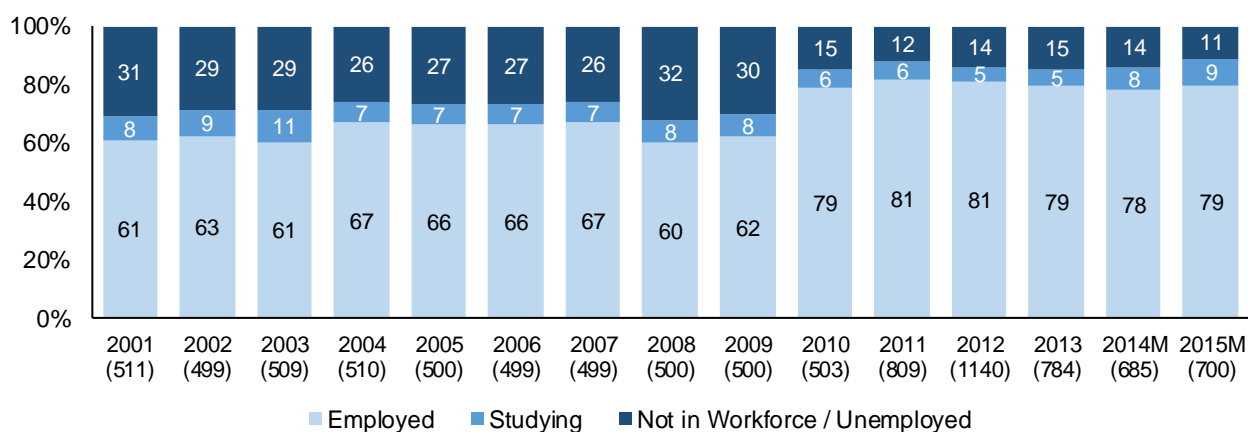
Base: All respondents (n=961)

Q1 What type of care licence do you hold? [single response]

2.1.2. Work status

As found in previous waves, the majority (79%) of licence holders aged 18 to 60 years were employed at the time of the interview. An additional 9% indicated that they were studying while one in ten (11%) reported that they were either unemployed or not in the workforce.

Figure 2.1: Work status – time series (%)



Base: Licence holders aged 18-60 (n=700)

Q4 What is your current employment status? [single response]

2.1.3. Occupation

Similar to previous years, a greater proportion of respondents from a metropolitan area indicated that they were working as professionals or associate professionals than those in a regional area (34% vs. 25%). A significantly greater proportion of males were working in an occupation with a trade or technical focus than females (21% vs. 3%). And young workers were overrepresented in sales (24%) and technical and trade jobs (22%).

Table 2.2: Occupation by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (620)	Metro (464) A	Regional (156) B	Males (322) C	Females (296) D	18-25 (71) E	26-39 (209) F	40-60 (271) G	61+ (54) H
Managers and administrators	14%	14%	16%	17%	11%	6%	14%	17% E	13%
Professionals and associate professionals	32%	34%	25%	28%	36%	14%	37% E	33% E	26%
Technicians and trade workers	13%	12%	14%	21%	3%	22% F,G	12%	11%	13%
Clerical and administrative workers	12%	11%	15%	4%	22%	17%	10%	12%	20% F
Community and personal service workers	6%	7%	4%	3%	10%	9%	7%	5%	7%
Sales workers	8%	7%	10%	7%	9%	24% F,G,H	7%	4%	7%
Machinery operators and drivers	4%	4%	6%	6%	2%	-	4%	6% E	2%
Labourers and related workers	8%	7%	10%	10%	5%	7%	8%	7%	6%

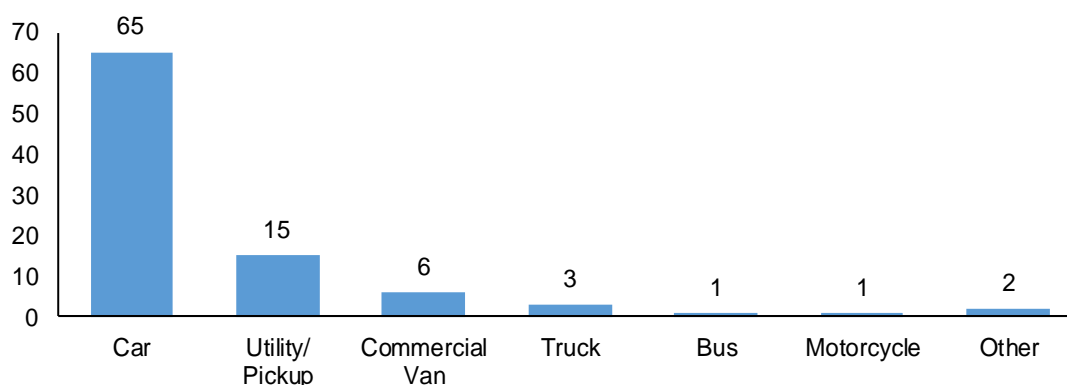
Base: Respondents in paid employment (n=620)

Q5: How would you describe your main paid employment? [single response]

2.1.4. Work related driving

Respondents were asked about the amount of work related driving they do. Overall, 65% drive for work related purposes (29% on a daily basis). Of those who drove a vehicle for work related purposes, 65% drove a car, 15% drove a utility/pick up, 6% drove a commercial van and 3% drove a truck. Males and regional respondents tended to drive a utility/pick up compared to female and metropolitan respondents.

Figure 2.2: Type of vehicle used for work related purposes (%) (2015)



Base: Respondents who drive a vehicle for work purposes (n=401)

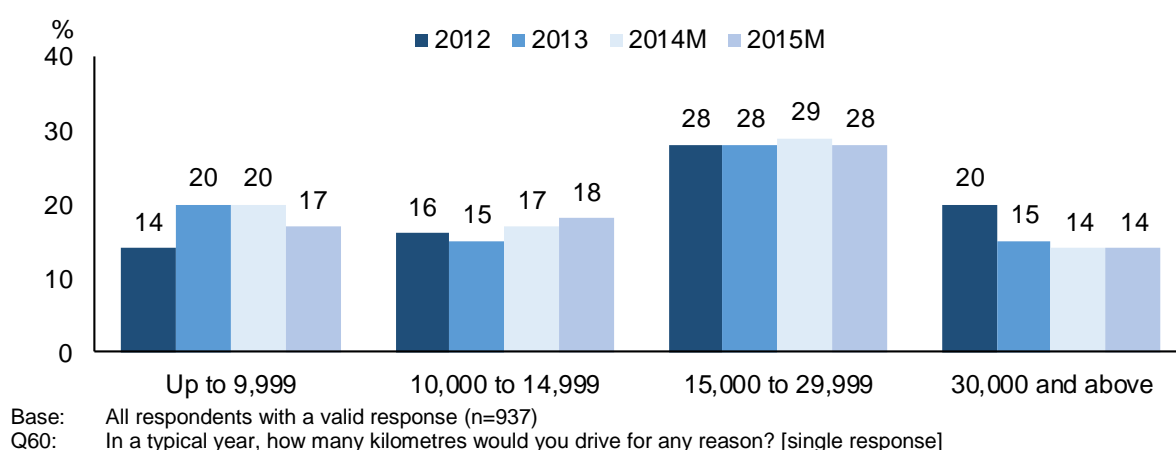
Q63: What type of vehicle do you usually drive as part of your job? [single response]

2.2. Individual characteristics

2.2.1. Typical driving distance per year

The average kilometres driven per year in the 2015 were consistent with previous waves. More than a quarter of respondents (28%) stated they drove between 15,000kms and 30,000kms per year while just one in ten (14%) claimed to drive more than 30,000kms per year.

Figure 2.3: Average kilometres driven per year (2012 to 2015 total sample)



Significant differences between demographic groups include:

- 26% of drivers aged 61 or over drove less than 10,000km per year compared to all other age groups,
- Males (20%) were more likely than females (8%) to drive more than 30,000km per year,
- Regional respondents were more likely to drive between 15,000km and 29,999km per year (34%) compared to metropolitan respondents (26%).

2.2.1. Long distance drivers

Those who indicated they drove 15,000km or more in a year, or who said they drove 300km or more in a week ('long distance drivers') were grouped together and compared to those who drove less ('short distance drivers'). More than half (56%) of respondents drove long distances, comprised largely of regional respondents (68%), and males (65%). Of those driving shorter distances, the proportion skewed towards drivers aged 61 and over (59%).

Table 2.3: Average kilometres by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (795)	Metro (573) A	Regional (222) B	Males (418) C	Females (370) D	18-25 (101) E	26-39 (211) F	40-60 (282) G	61+ (187) H
Short distance drivers	44%	48%	32%	35%	53%	46%	36%	38%	59% E,F,G
Long distance drivers	56%	52%	68%	65%	47%	54% H	64% H	62% H	41%

Base: All respondents with a valid response (n=795)
Q60: In a typical year, how many kilometres would you drive for any reason? [single response]
Q61: In a typical week, how many kilometres would you drive for any reason? [single response]

Respondents who reported speeding (71%) were more likely to be long distance drivers, as were those who reported drink driving (72%), who regularly drove while drowsy (73%), and who used a mobile phone while driving (68%). Speeders were also more likely to be long distance drivers (82%) than non-speeders (albeit not significantly).

Table 2.4: Average kilometres by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (795)	Yes (95) A	No (694) B	Yes (58) C	No (548) D	Yes (80) E	No (709) F	Yes (254) G	No (538) H	Yes (118) I	No (675) J
Short distance drivers	44%	29%	46%	28%	41%	27%	45%	32%	49%	39%	45%
Long distance drivers	56%	71%	54%	72%	59%	73%	55%	68%	51%	61%	55%

Base: All respondents with a valid response (n=795)

Q60: In a typical year, how many kilometres would you drive for any reason? [single response]

Q61: In a typical week, how many kilometres would you drive for any reason? [single response]

Additional analysis was conducted which compared short distance drivers (n=349) and long distance drivers (n=446) across a variety of measures, attitudes and behaviours. There were some significant differences between the two groups as follows:

Short distance drivers were:

- More likely to drive a car for work related purposes (74%) (long distance drivers more likely to drive a utility/pickup (21%) or a truck (4%)),
- More concerned about aggressive or reckless driving when it comes to personal safety (33% vs. 26%).

Long distance drivers were:

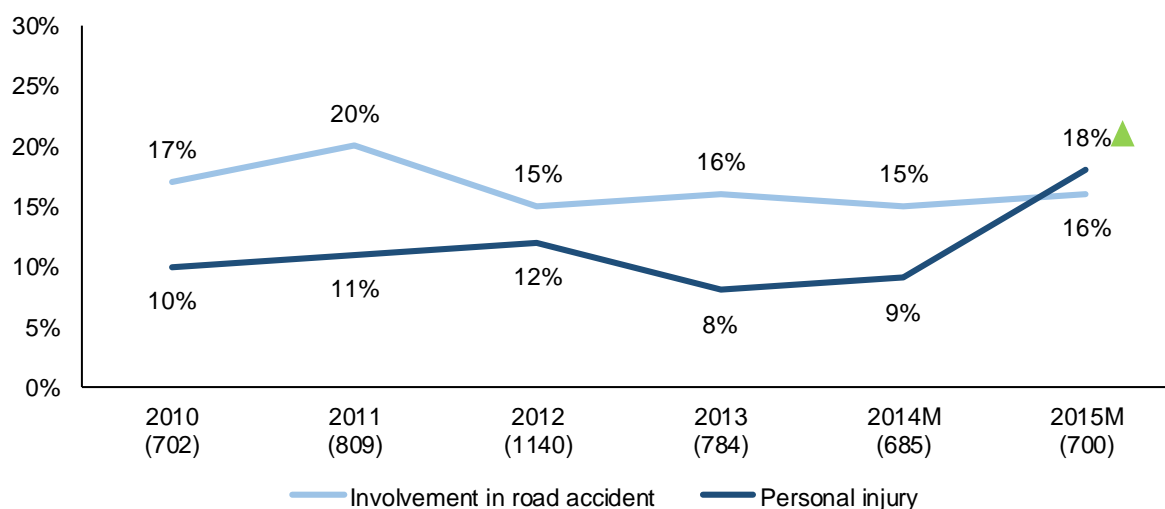
- More confident in their driving ability, 73% rated themselves as a 'better than average' driver (while short distance drivers were more likely to rate themselves as 'average' (62%)),
- More likely to agree that if they were to speed in a 60km/h zone they would have a high chance of being caught (56% vs. 47%),
- More likely to agree that it easy to avoid being caught driving over the legal blood alcohol limit (60% vs. 53%),
- More likely to have been breath tested in the last twelve months (72% vs. 53%),
- More likely to have been a passenger in a car where the driver was over the limit (8% vs. 3%),
- More likely to use their mobile phone with the assistance of a hands free device such as Bluetooth (55% vs. 30%)

2.2.2. Accident involvement

Self-reported involvement in a road accident remained consistent with previous waves, recording levels between 15% and 20% since 2010. The proportion of those involved in a road accident who stated that someone sustained a personal injury, however, increased significantly compared to 2014 (9%) to reach a peak level of 18%.

The significant increase in the proportion of accidents involving a personal injury was most prominent among females (significant increase from 7% in 2014 to 20% in 2015), and respondents aged 40 to 60 (significant increase from 5% in 2014 to 20% in 2015).

Figure 2.4: Road accidents in last five years (%) – time series



Base: Q40 All respondents (n=700); Q41 respondents involved in a road accident (n=114)
 Q40 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]
 Q41 Did anyone in the accident(s) sustain personal injury? [single response]

Involvement in a road accident was significantly lower among those aged 61 and over (7%). Of those involved in a road accident, personal injury was marginally greater in regional areas (21%) and among females (20%) although not significantly.

Table 2.5: Road accidents in last five years and personal injury by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Involved in road accident	14%	16%	11%	15%	14%	16% H	17% H	17% H	7%
Personal injury	17%	16%	21%	15%	20%	14%	19%	20%	12%

Base: Q40 All respondents (n=961); Q41 respondents involved in a road accident (n=139)
 Q40 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]
 Q41 Did anyone in the accident(s) sustain personal injury? [single response]

As seen in Table 2.6, involvement in road accidents was significantly more common among respondents who admitted to using a mobile phone while driving (17%), compared to those who did not use a mobile while driving (12%). Of those involved in an accident, personal injury was more common among regular drowsy drivers (44%) (not significant).

Table 2.6: Road accidents in last five years and personal injury by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Involved in road accident	14%	12%	15%	15%	14%	17%	14%	18%	13%	100%	-
Personal injury	17%	7%	19%	9%	21%	44%	14%	15%	19%	17%	-

Base: Q40 All respondents (n=961); Q41 respondents involved in a road accident (n=139)

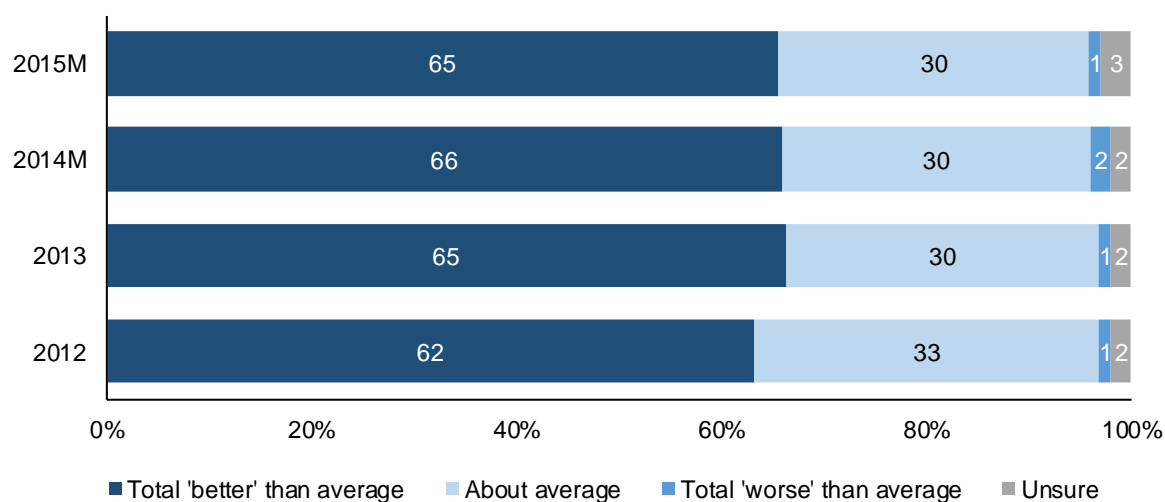
Q40 In the past five years, have you been involved in any road accidents as a driver regardless of who was at fault? (This does not include accidents in car parks and driveways) [single response]

Q41 Did anyone in the accident(s) sustain personal injury? [single response]

2.2.3. Perceptions of driving competence

Consistent with recent years, around a third of respondents (65%) rated their driving as 'better' compared to the average Victorian driver (14% felt they were 'much' better, 31% felt they were 'better', and 20% felt they were 'slightly' better). A further three in ten (30%) believed their driving to be 'average'. A small proportion reported that their driving was 'worse' than average (1%), or were unsure (3%) how they compared.

Figure 2.5: Rating of driving (%) (2012 to 2015 total sample)



Base: All respondents (n=961)

Q59: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a...[single response]

Table 2.7 compares self-reported driving competency by demographic characteristics. Drivers aged between 26 to 39 years (74%) and 40 to 60 years (67%) rated themselves as 'better' than the average driver, significantly greater when compared to drivers aged 61+ years (53%). Significantly more respondents from metropolitan areas (67%) also rated themselves as 'better' compared to regional respondents. Drivers who rated themselves as an 'about average' driver were typically in the youngest (18-25 years, 33%) or oldest (61+, 42%) age brackets.

Table 2.7: Self-reported driving competency by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Total 'better than average' drivers	65%	67%	60%	68%	62%	62%	74% E,H	67% H	53%
'About average' drivers	30%	28%	35%	28%	32%	33% F	23%	28%	42% F,G
Total 'worse than average' drivers	1%	1%	-	1%	1%	2%	-	2%	-

Base: All respondents (n=961)

Q59: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a...[single response]

Significantly more 'speeders' rated themselves as 'better than average' (75%) compared to 'non-speeders'. All other sub-groups were relatively similar in their self-perceived driving competence.

Table 2.8: Self-reported driving competency by behaviour (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Total 'better than average' drivers	65%	74%	64%	69%	66%	67%	66%	69%	64%	67%	65%
'About average' drivers	30%	24%	31%	28%	30%	27%	30%	27%	31%	28%	31%
Total 'worse than average' drivers	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%

Base: All respondents (n=961)

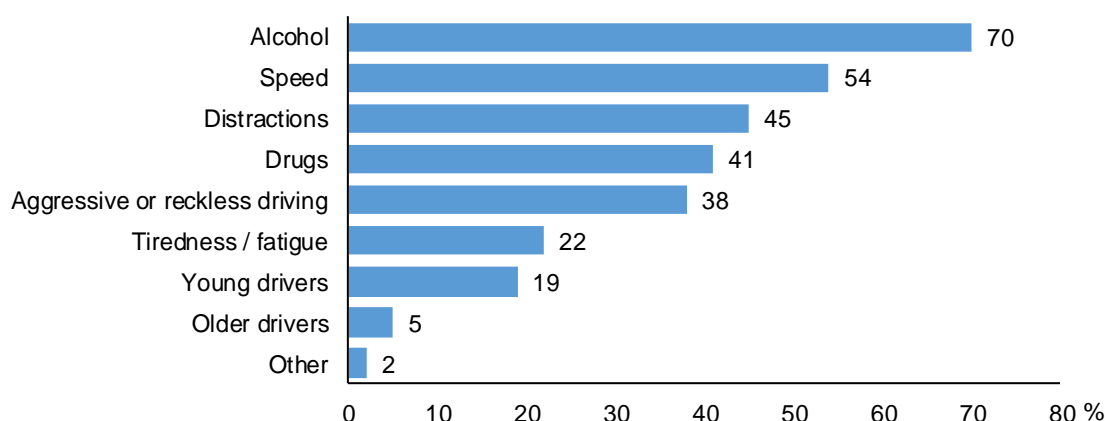
Q59: Thinking about how you compare to the average driver on Victorian roads, would you say that you were a...[single response]

3. Driving attitudes and behaviours

3.1. Perceived cause of road accidents

Respondents were asked about the key factors that lead to serious road accidents. Figure 3.1 shows that alcohol is perceived as the factor most likely to contribute to serious accidents (70%), with speed the second most commonly mentioned factor (54%). This finding is consistent with previous waves.

Figure 3.1: Factors that lead to serious road accidents (%) (2015)

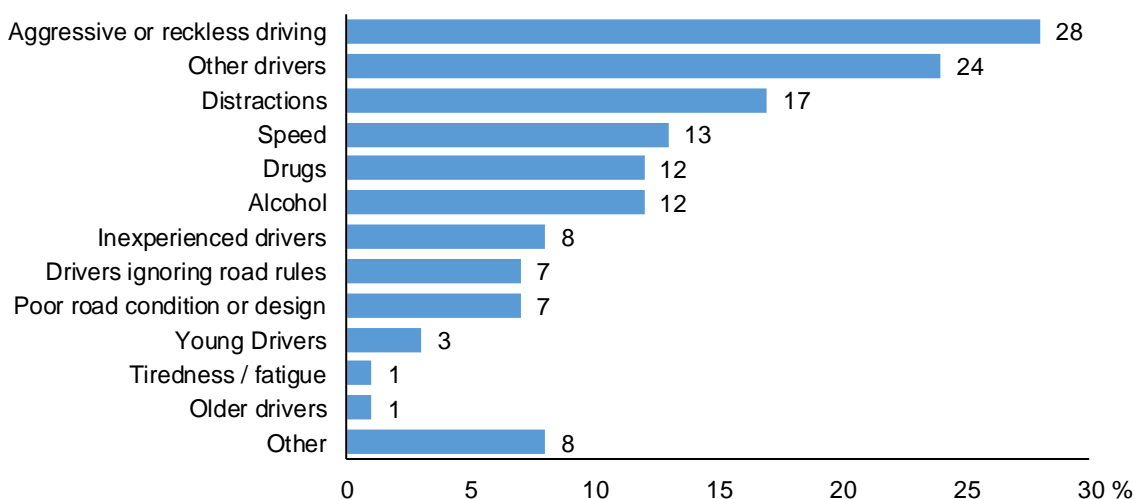


Base: All respondents (n=961)
Q6 What do you think are the three main factors that most often lead to serious road accidents? [3 mentions]

3.2. Personal safety

In the 2015 RSM, respondents were also asked to nominate their greatest concern about *their own* safety on the road, either as a driver or passenger. Figure 3.2 shows that of respondents who provided a response, 'aggressive or reckless driving' (28%) and other drivers (24%) were the most commonly cited concerns. 'Distractions' (17%), 'speed' (13%), and 'drugs' and 'alcohol' (both 12%) were also among the top five concerns. It is worth noting that just under a quarter of survey respondents (23%) did not provide an answer.

Figure 3.2: Concerns about personal safety on the road (%) (2015)



Base: All respondents who provided an answer (n=742)
Q7 Either as a driver or a passenger, what concerns you most about your safety on the road?

When looking at concerns for personal safety by demographics, respondents in metropolitan areas were more likely than regional respondents to mention 'aggressive or reckless driving' (30%); in comparison, regional respondents were more likely to mention 'other drivers' (30%) in general. 'Drivers ignoring road rules' was a greater concern for female respondents (9%) compared to males (4%). Those aged 26 to 39 years were more concerned about 'young drivers' (4%), compared to those aged 18 to 25.

Table 3.1: Concerns about personal safety on the road by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (742)	Metro (528) A	Regional (214) B	Males (365) C	Females (373) D	18-25 (111) E	26-39 (183) F	40-60 (264) G	61+ (170) H
Young Drivers	3%	3%	2%	3%	3%	-	4% E	3%	2%
Alcohol	12%	11%	14%	10%	14%	16% G	17% GH	9%	9%
Distraction(s)	17%	17%	15%	16%	17%	8%	23% EH	19% EH	11%
Drugs	12%	11%	15%	10%	14%	11%	16%	12%	10%
Speed	13%	14%	13%	12%	14%	13%	15%	11%	15%
Tiredness / fatigue	1%	-	1%	1%	1%	1%	2% G	-	-
Aggressive or reckless driving	28%	30%	22%	29%	27%	26%	27%	30%	28%
Older drivers	1%	1%	-	1%	1%	3%	1%	2%	1%
Inexperienced drivers	8%	9%	6%	8%	7%	10% H	8%	10% H	4%
Poor road condition or design	7%	6%	10%	8%	6%	7%	7%	7%	6%
Drivers ignoring road rules	7%	6%	8%	4%	9%	6%	7%	6%	7%
Other drivers	24%	21%	30%	23%	25%	29%	22%	22%	26%

Base: All respondents who provided an answer (n=742)

Q7 Either as a driver or a passenger, what concerns you most about your safety on the road?

Compared to those who do not use a mobile phone while driving, mobile phone users were significantly more likely to mention 'drugs' (15%), 'alcohol' (14%), 'inexperienced drivers' (11%) and 'tiredness or fatigue' (1%). Of drivers who drink drive (4%) or drive drowsy (4%), 'older drivers' were seen as more of a concern compared to those who do not drink drive or regularly drive when drowsy (both 1%). 'Speeders' were more concerned about poor road condition or design (13%) than 'non-speeders' (6%).

Table 3.2: Concerns about personal safety on the road by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (742)	Yes (84) A	No (647) B	Yes (51) C	No (512) D	Yes (75) E	No (661) F	Yes (226) G	No (513) H	Yes (105) I	No (634) J
Young Drivers	3%	1%	3%	6%	2%	3%	3%	4%	3%	3%	3%
Alcohol	12%	9%	12%	6%	12%	13%	12%	16%	10%	7%	13%
Distraction(s)	17%	16%	17%	16%	17%	22%	16%	17%	17%	15%	17%
Drugs	12%	13%	12%	8%	12%	12%	12%	16%	10%	8%	13%
Speed	13%	9%	14%	8%	13%	15%	13%	17%	12%	10%	14%
Tiredness / fatigue	1%	1%	1%	-	1%	1%	1%	1%	*	-	1%
Aggressive or reckless driving	28%	20%	29%	20%	29%	27%	28%	23%	30%	34%	27%
Older drivers	1%	2%	1%	4%	1%	4%	1%	1%	1%	2%	1%
Inexperienced drivers	8%	9%	8%	10%	9%	8%	8%	12%	6%	11%	7%
Poor road condition or design	7%	13%	6%	12%	8%	11%	6%	8%	6%	7%	7%
Drivers ignoring road rules	7%	6%	7%	4%	7%	5%	7%	6%	7%	9%	6%
Other drivers	24%	31%	23%	25%	24%	25%	24%	22%	25%	22%	24%

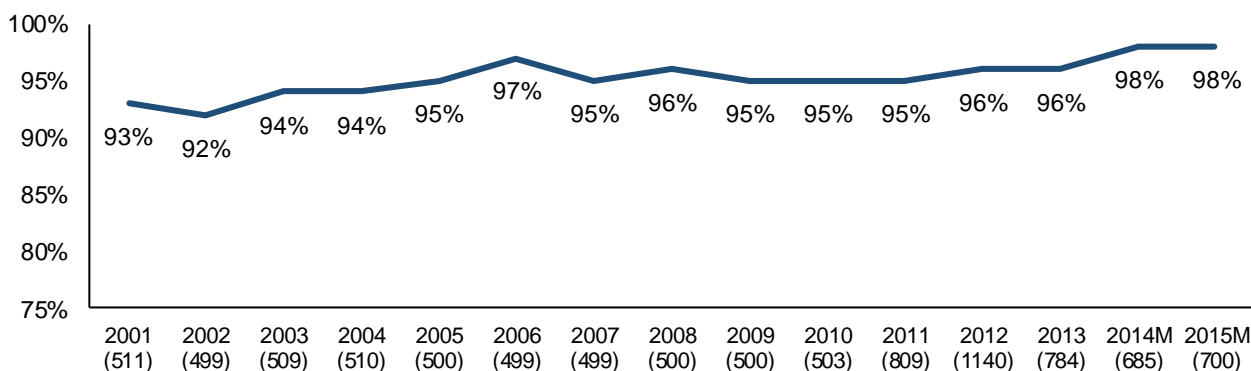
Base: All respondents who provided an answer (n=742)

Q7 Either as a driver or a passenger, what concerns you most about your safety on the road?

3.2.1. Restraint wearing

Consistent with previous waves, the vast majority of licence holders aged 18 to 60 years reported wearing a seatbelt 'all the time' when they drive (98%). There were no differences in wearing a seatbelt by demographic characteristics. Looking at driving behaviours however, those who reported drink driving and drowsy driving were marginally less likely to report wearing a seatbelt 'all the time' (both 93%) compared to those who did not drink drive or drive while drowsy (both 99%).

Figure 3.3: Wears a seatbelt all the time (%) - time series



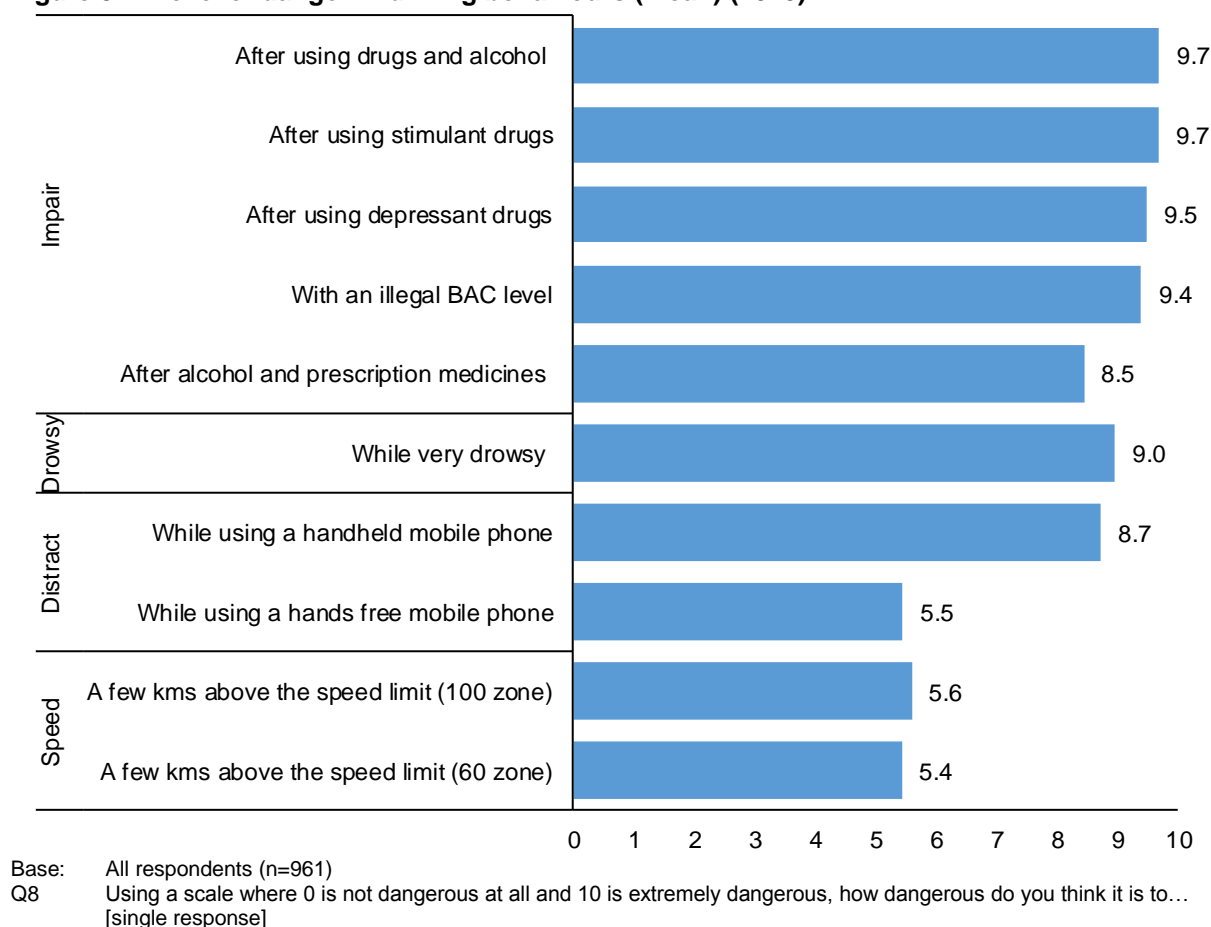
Base: All licence holders aged 18-60 (n=700)

Q9 When you drive a car (or other vehicle) do you wear a seatbelt...? [single response]

3.3. Level of danger in driving behaviours

Respondents were asked to rate a series of driving behaviours on a scale of 0 (not dangerous at all) to 10 (extremely dangerous). Figure 3.4 shows that behaviours which impair driving ability, in particular, drink and drug driving, were viewed as the most dangerous (mean between 9.4 and 9.7 out of 10). The activity of driving while drowsy was viewed as extremely dangerous (rating of 9.0 out of 10) and considered just as dangerous as driving after taking drugs or drinking alcohol. The use of a handheld mobile phone (8.7) was considered far more dangerous than hands free (5.5), while speeding a few kilometres over the speed limit in a 100km zone (5.6) or 60km zone (5.4) were considered less dangerous activities.

Figure 3.4: Level of danger in driving behaviours (mean) (2015)



Compared to males, female drivers provided higher ratings for driving over the speed limit in a 60km zone (5.8) and a 100km zone (6.2), driving with an illegal BAC (9.6), driving after using depressant drugs (9.6), and using a mobile phone either handheld (8.9) or hands free (5.8). Drivers living in regional areas viewed driving a few kilometres over the limit in a 60km zone (5.9) and using a mobile either handheld (9.0) or hands free (5.8) as more dangerous than those living in metropolitan areas. Older drivers (aged 40-60 and aged 61+) provided higher ratings for using a mobile phone compared to younger drivers (18-25 and 26-39). Females and older adults tended to provide higher ratings on average for drowsy driving than males and young drivers.

Table 3.3: Level of danger in driving behaviours by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Drive a few kms above the speed limit (60 zone)	5.4	5.3	5.9	5.2	5.8	5.2	5.6	5.5	5.5
Drive a few kms above the speed limit (100 zone)	5.6	5.6	5.7	5.1	6.2	5.4	5.5	5.6	5.9
Drive with an illegal BAC level	9.4	9.4	9.5	9.2	9.6	9.3	9.4	9.4	9.6
Drive after using stimulant drugs	9.7	9.7	9.7	9.6	9.7	9.7	9.7	9.6	9.8
Drive after using depressant drugs	9.5	9.5	9.6	9.4	9.6	9.3	9.5	9.5	9.6 E
Drive after using drugs and alcohol	9.7	9.7	9.8	9.7	9.7	9.7	9.7	9.6	9.8
Drive after drinking alcohol and using prescription medicines	8.5	8.4	8.6	8.4	8.6	8.6	8.4	8.4	8.6
Drive while drowsy	9.0	9.0	9.0	8.8	9.1	8.5	8.8 E	9.1 E	9.3 E,F
Drive while using a handheld mobile phone	8.7	8.6	9.0	8.5	8.9	8.3	8.4	8.8 E,F	9.2 E,F,G
Drive while using a hands free mobile phone	5.5	5.3	5.8	5.2	5.8	5.2	5.0	5.6 F	6.2 E,F,G

Base: All respondents (n=961)

Q8 Using a scale where 0 is not dangerous at all and 10 is extremely dangerous, how dangerous do you think it is to...
[single response]

Drivers who had driven when they suspected they were over the limit provided significantly lower mean ratings on almost every type of driving behaviour (with exception of driving a few kilometres over the limit in a 60km zone). Similarly, those who use their mobile phone while driving provided significantly lower ratings than those who do not use their phone, with the exception of driving after using drugs and alcohol. 'Speeders' tended to perceive driving a few kilometres over the limit, as well as driving with an illegal BAC, driving while drowsy, and driving while using a mobile phone as less dangerous than 'non-speeders'. Drowsy drivers also provided lower ratings for speeding in a 100km zone, driving while drowsy, and driving while using a hands free phone.

Table 3.4: Level of danger in driving behaviours by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Drive a few kms above the speed limit (60 zone)	5.4	3.9	5.7	4.9	5.3	5.1	5.5	5.0	5.6	5.4	5.5
Drive a few kms above the speed limit (100 zone)	5.6	3.6	5.9	4.1	5.3	4.9	5.7	4.8	5.9	5.7	5.6
Drive with an illegal BAC level	9.4	9.1	9.5	8.7	9.4	9.2	9.5	9.3	9.5	9.4	9.4
Drive after using stimulant drugs	9.7	9.6	9.7	9.3	9.7	9.5	9.7	9.6	9.7	9.7	9.7
Drive after using depressant drugs	9.5	9.4	9.5	9.0	9.5	9.5	9.5	9.3	9.6	9.5	9.5
Drive after using drugs and alcohol	9.7	9.6	9.7	9.3	9.7	9.6	9.7	9.6	9.8	9.8	9.7
Drive after drinking alcohol and using prescription medicines	8.5	7.8	8.5	7.7	8.4	8.4	8.5	8.1	8.6	8.4	8.5
Drive while drowsy	9.0	8.2	9.1	8.3	9.0	8.6	9.0	8.6	9.1	9.0	9.0
Drive while using a handheld mobile phone	8.7	7.9	8.8	8.0	8.7	8.4	8.8	8.1	9.0	8.7	8.7
Drive while using a hands free mobile phone	5.5	4.0	5.7	4.5	5.4	4.7	5.5	4.9	5.7	5.2	5.5

Base: All respondents (n=961)

Q8 Using a scale where 0 is not dangerous at all and 10 is extremely dangerous, how dangerous do you think it is to...
[single response]

4. Towards zero

The 2015 'Main' RSM continued to monitor the questions introduced in the 2015 'Pulse' to assess community attitudes around the concept of 'Towards Zero' – a vision for a future free of deaths and serious injuries in Victoria. It is a collaborative effort with the community to improve road safety to ultimately reach zero deaths or serious injuries. At the start of the 2015 'Main' surveying period (26 August to 20 September, 2015) Phase 1 of the Towards Zero campaign was run ('Man on the street') which targeted all Victorian road users via TV, radio, online, social media, outdoor and out of home.

4.1. Acceptable number of deaths

Respondents were asked their opinion on the acceptability of the current number of Victorians killed on the road each year. Figure 4.1 shows that of all respondents, more than three quarters (76%) believed that the road toll is unacceptable. Compared to the 2015 Pulse, this proportion has declined significantly from 84%. Just over one in ten (13%) respondents believed the road toll to be neither acceptable nor unacceptable, an increase from 7% in the 2015 Pulse. Only 6% believe the road toll is acceptable – consistent with the 2015 Pulse.

Figure 4.1: Accident acceptability (2015)

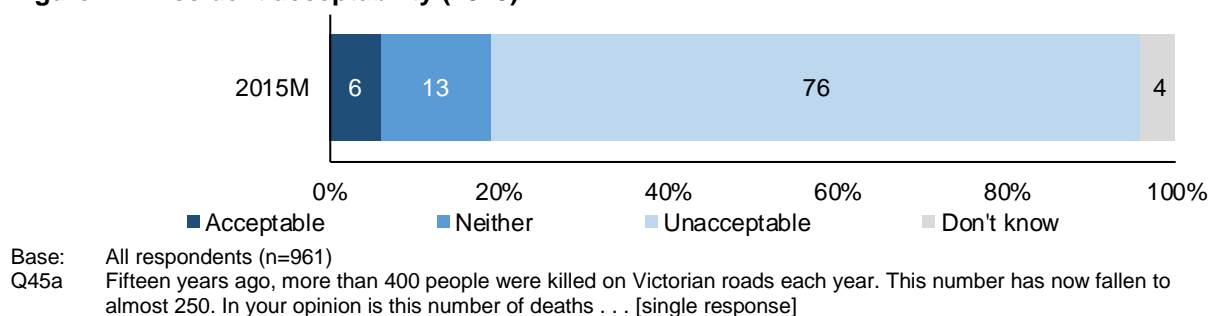


Table 4.1 shows that perceived acceptability of the road toll is largely consistent between demographic groups. That said, the proportion of drivers who stated that they believe the road toll is currently 'acceptable' was higher among males (8%) and those aged between 18 and 25 (10%) and 26 to 39 years (8%); while drivers aged 61 and over were significantly more likely to state that the road toll is unacceptable (83%).

Table 4.1: Accident acceptability (number of deaths) by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Total acceptable	6%	7%	4%	8%	4%	10% H	8% H	5%	3%
Neither acceptable nor unacceptable	13%	13%	13%	12%	14%	18% H	14%	13%	9%
Total unacceptable	76%	74%	80%	74%	78%	69%	73%	77%	83% E,F

Base: All respondents (n=961)
Q45a Fifteen years ago, more than 400 people were killed on Victorian roads each year. This number has now fallen to almost 250. In your opinion is this number of deaths . . . [single response]

As seen in Table 4.2, the road toll was generally more accepted by respondents who participated in 'risky' behaviours such as speeding (13%), drink driving (13%), and using their phone while driving (10%). Interestingly, while the number is small, respondents who had been in a road accident in the last five years were more likely to rate the road toll as acceptable (11%) compared to those not involved in an accident (5%) – possibly influenced by their involvement in an accident.

Table 4.2: Accident acceptability (number of deaths) by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Total acceptable	6%	13%	5%	13%	6%	9%	6%	10%	5%	11%	5%
Neither acceptable nor unacceptable	13%	12%	13%	9%	14%	14%	13%	12%	13%	14%	13%
Total unacceptable	76%	69%	77%	76%	77%	74%	77%	74%	77%	71%	77%

Base: All respondents (n=961)

Q45a Fifteen years ago, more than 400 people were killed on Victorian roads each year. This number has now fallen to almost 250. In your opinion is this number of deaths . . . [single response]

4.2. Belief in 'zero'

In light of the Towards Zero goals, respondents were asked if they believed the road toll could be reduced to zero and if so, how long it would take to reach zero deaths on Victorian roads.

As seen in Table 4.3, one in ten (11%) respondents believed that the road toll could be reduced to zero in the future, this remains consistent with the 2015 Pulse (10%). Respondents living in metropolitan areas (13%) were more optimistic than those in regional areas (7%); as were younger respondents (18-25, 14%; 26-39, 17%).

Of those who believed that the road toll could one day reach zero, the majority (61%) believed it would take less than 20 years to achieve. In contrast, 48% of respondents in the 2015 Pulse believed zero could be achieved within 20 years (not significant). A notable difference between the 2015 Pulse and 2015 Main is an 11 percentage point shift in those who believed it would take between 20 and 29 years, moving towards a shorter time frame.

Table 4.3: Believe in no deaths as a result of road accidents by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Believe there will be no deaths one day	11%	13%	7%	13%	10%	14% H	17% G,H	10%	6%
Less than 10 years	20%	21%	12%	20%	19%	5%	24%	15%	31%
10 to 19 years	41%	43%	33%	43%	39%	37%	46%	42%	38%
20 to 29 years	10%	9%	16%	7%	15%	21%	7%	9%	8%
30 years or more	29%	27%	39%	30%	28%	37%	22%	33%	23%

Base: Q49b All respondents (n=961); Q49c believes 0 deaths is achievable (n=109)

Q45b Do you believe that one day in Victoria there will be no deaths as a result of road accidents? [single response]

Q45c How long do you think it will take to reach zero road deaths in Victoria? [single response]

Significantly fewer respondents who had driven when they suspected they were over the limit (2%) believed that one day there would be zero deaths on Victorian roads, compared to those who had not driven after drinking (12%). Despite being more inclined to agree that the current road toll is acceptable, those who had been involved in an accident were actually more likely to believe that a zero road toll was achievable (17%) than those who had not been in an accident (10%).

Table 4.4: Believe in no deaths as a result of road accidents by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Believe there will be no deaths one day	11%	13%	11%	2%	12%	11%	11%	11%	11%	17%	10%
Less than 10 years	20%	14%	21%	-	19%	20%	20%	21%	19%	13%	21%
10 to 19 years	41%	29%	42%	-	35%	61%	39%	50%	37%	54%	38%
20 to 29 years	10%	7%	11%	-	13%	-	11%	9%	11%	-	13%
30 years or more	29%	50%	27%	100%	33%	19%	31%	20%	33%	34%	28%

Base: Q49b All respondents (n=961); Q49c believes 0 deaths is achievable (n=109)

Q45b Do you believe that one day in Victoria there will be no deaths as a result of road accidents? [single response]

Q45c How long do you think it will take to reach zero road deaths in Victoria? [single response]

Additional analysis was conducted which compared respondents who believed that a zero road toll was achievable ('believers') (n=109) and those who did not think it was possible ('non-believers') (n=763). It is interesting to note that there were some significant differences in attitudes between the two groups, largely involving attitudes toward speeding. This included:

- 'Believers' provided significantly higher ratings for the dangerousness of driving a few kilometres above the posted speed limit in both a 60km/h zone (6.12 vs. 5.28) and a 100km/h zone (6.45 vs. 5.33).
- 'Believers' were more likely to agree that they would have a high chance of being caught if they were to speed a few kilometres over the speed limit in a 60km/h zone (66% vs. 51%).

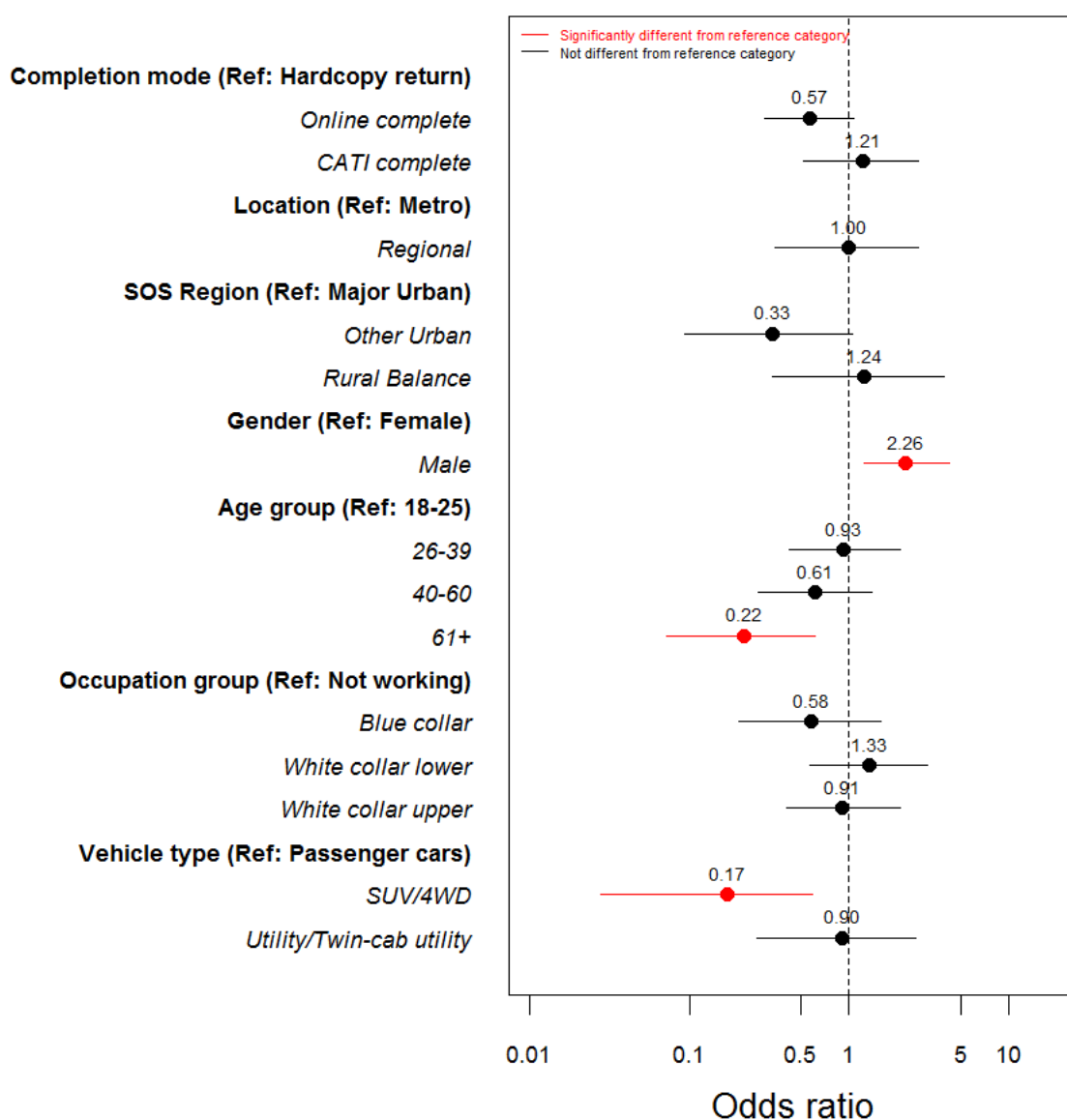
4.3. Regression analysis (Towards Zero)

4.3.1. Perceived acceptability of current road toll

After accounting for other differences, there remained some significant effects across region, gender, age group and vehicle type in terms of the propensity to agree that the number of deaths on Victorian roads is acceptable:

- Respondents in Other Urban areas were less likely to agree than respondents in Major Urban areas;
 - Males were twice as likely as females to agree;
 - Respondents aged 61 or older were less likely to agree than those aged 18 to 25 years; and
 - SUV/4WD drivers were significantly less likely to agree compared to drivers of passenger cars.
- Note that there were too few respondents in the Panel van/Commercial van/Other category for reliable estimation so this group has been omitted from the figure.

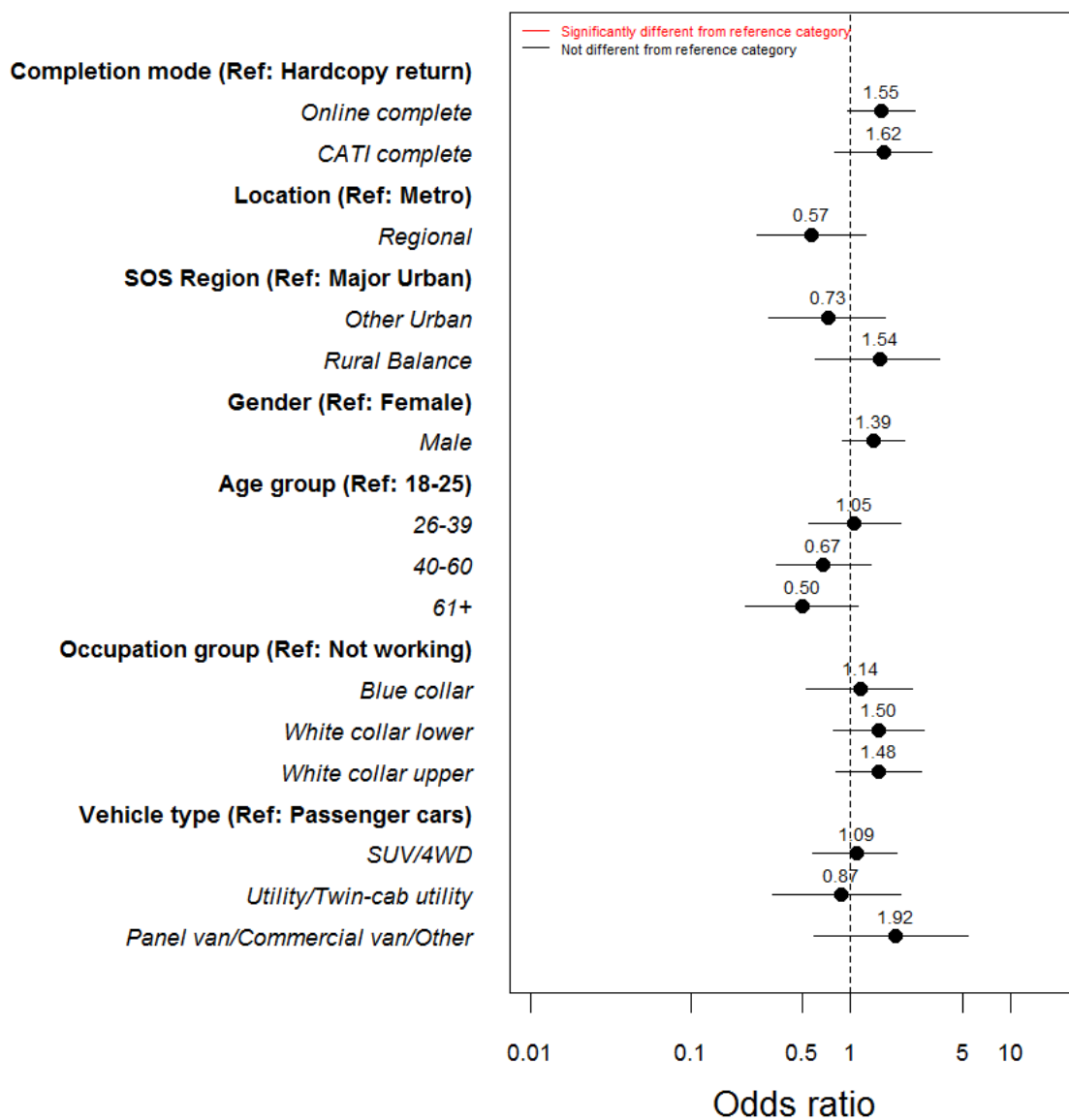
Figure 4.2: Odds ratios for model of perceived acceptability of current road toll



4.3.1. Belief in possibility of zero road toll

There were no significant differences across demographic characteristics for the likelihood of agreeing that it is possible to achieve zero road deaths in Victoria.

Figure 4.3: Odds ratios for model of *Belief that zero deaths from road accidents is possible*



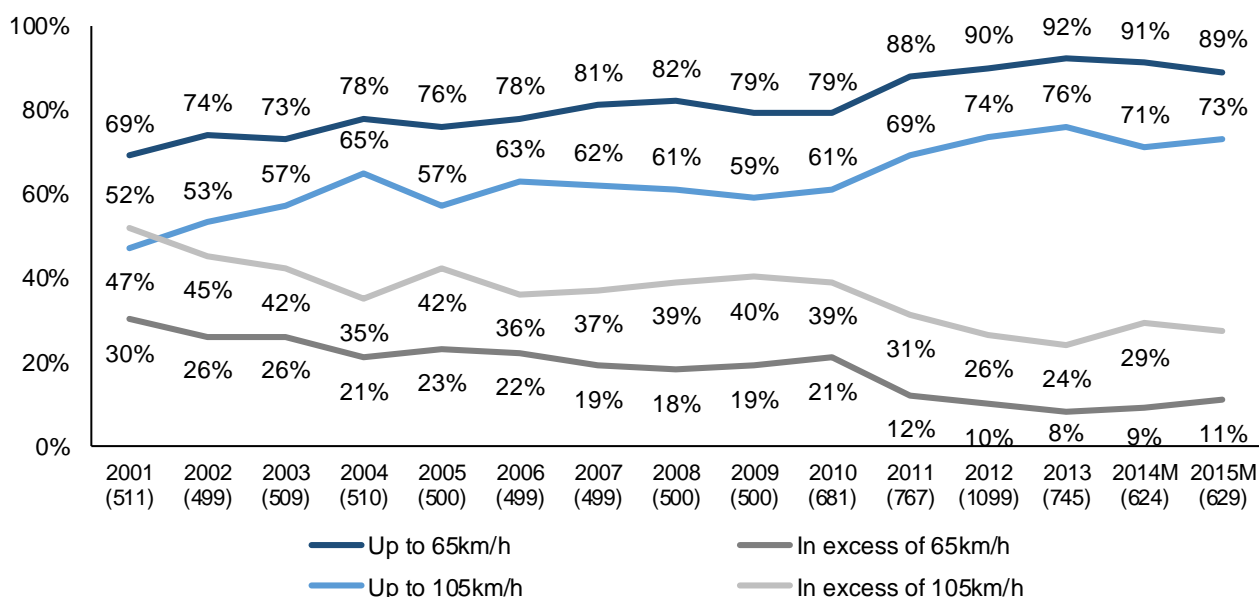
5. Speed

5.1. Definition of speeding

To understand how road users defined speeding, respondents were asked to indicate how fast they thought people should be allowed to drive in a 60km/h and a 100km/h zone without being booked for speeding. Prior to 2010, respondents were asked how many kilometres over the defined speed limit they considered to be speeding (i.e. 1km/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 5.1 shows that the majority of respondents (89%) believe they should only be able to drive up to 65km/h in a 60km/h zone; meanwhile, almost three quarters (73%) provided a speed of up to 105km/h above in a 100 zone. Consistent with previous years, around one in ten (11%) believe they should be allowed to drive in excess of 65km/h in a 60km/h zone; in contrast, 27% felt they should be able to drive in excess of 105km/h in a 100km/h zone.

Figure 5.1: Definition of speeding in a 60km/h and 100km/h zone – time series

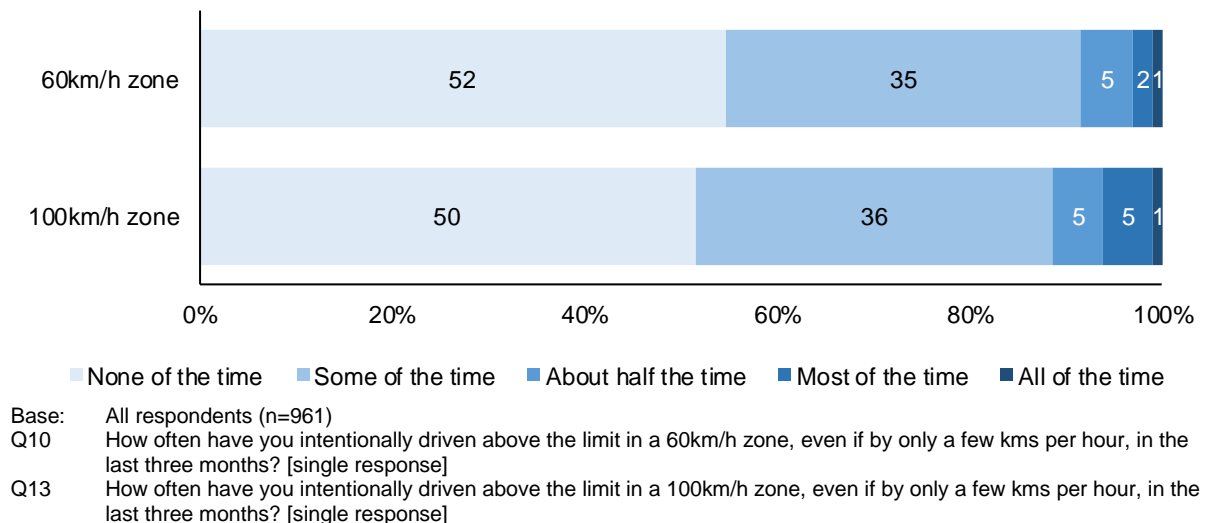


Base: Respondents aged 18-60 who could specify a number and not below 60km/h (n=700)
 Q11 How fast should people be allowed to drive in a 60km/h zone without being booked for speeding? [single response]
 Q14 How fast should people be allowed to drive in a 100km/h zone without being booked for speeding? [single response]

5.2. Frequency of speeding

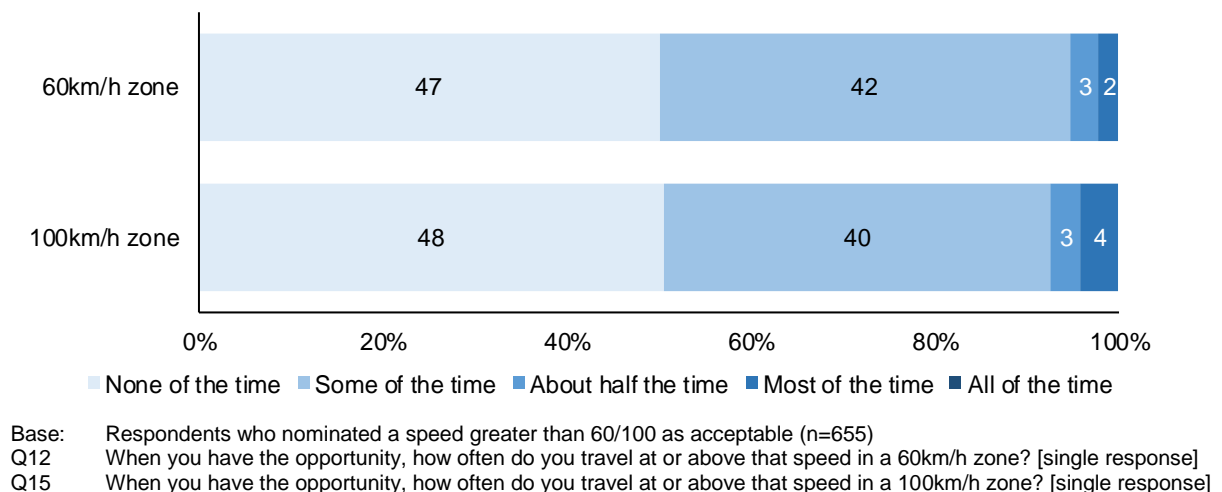
Respondents were asked how often they intentionally drove above the posted speed limit in the last three months. Figure 5.2 shows that around half of respondents (52% in a 60km/h zone; 50% in a 100km/h) never speed about the posted speed limit. Only 8% indicated that they speed at least half of the time over the posted speed limit in a 60km/h and 11% indicated that they speed at least half of the time in a 100km/h zone.

Figure 5.2: Frequency of driving over THE POSTED speed (2015)



Respondents who nominated a speed greater than the posted limit as an acceptable limit were asked how often they travel above the speed which they nominated. Similar to driving over the posted limit, 47% of respondents in a 60km/h zone and 48% in a 100km/h zone stated that they never drove over their self-defined speed limit. A small proportion (2% and 4%) reported that they drive at or above their self-defined speed limit 'all of the time' in a 60km/h zone and 100km/h zone respectively. As anticipated, there was a strong relationship between those who drive over the posted limit and over their own self-defined limit.

Figure 5.3: Frequency of driving over SELF-DEFINED speed (2015)



As seen in Table 5.1, responses were relatively consistent among demographic groups for self-defined speeding in a 60km/h zone however, significantly more male respondents reported driving at or above the self-defined speed limit in a 100km/h zone 'all of the time' (6%), compared to females (2%). Similarly, those aged 18 to 25 years (7%) were more likely to speed 'all of the time' compared to drivers aged 61 or over (2%).

Table 5.1: Frequency of self-defined speeding by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (655)	Metro (483) A	Regional (172) B	Males (341) C	Females (306) D	18-25 (109) E	26-39 (180) F	40-60 (225) G	61+ (124) H
60km: None of the time	47%	46%	51%	47%	47%	51%	43%	48%	50%
60km: Some to half of the time	45%	45%	45%	45%	46%	43%	49%	45%	44%
60km: Most to all of the time	2%	2%	1%	2%	2%	2%	2%	2%	1%
100km: None of the time	48%	50%	43%	47%	49%	49%	41%	48%	56% F
100km: Some to half of the time	43%	41%	48%	42%	44%	42%	49% H	42%	37%
100km: Most to all of the time	4%	3%	6%	6%	2%	7% H	4%	4%	2%

Base: Respondents who nominated a speed greater than 60/100 as acceptable (n=655)

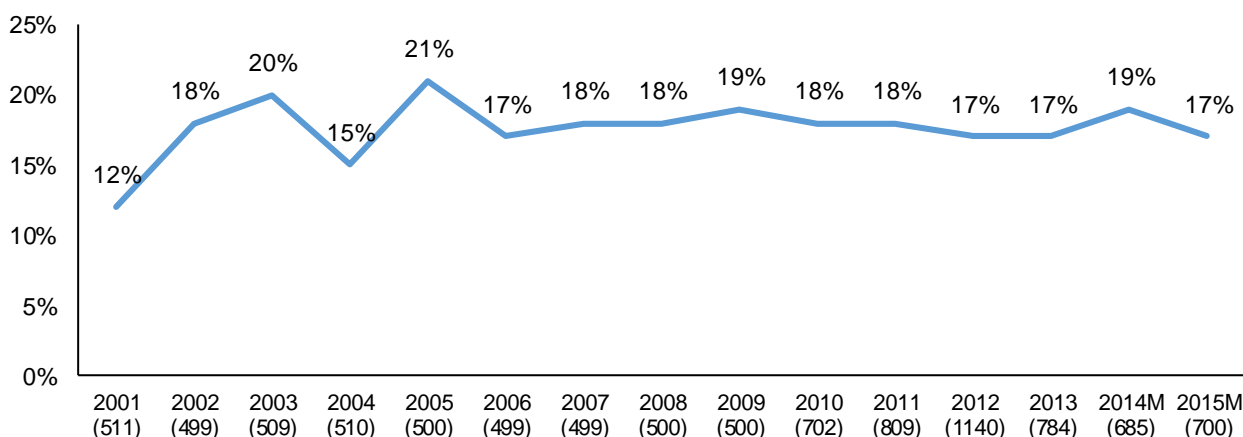
Q12 When you have the opportunity, how often do you travel at or above that speed in a 60km/h zone? [single response]

Q15 When you have the opportunity, how often do you travel at or above that speed in a 100km/h zone? [single response]

5.3. Speeding behaviour

Respondents were asked if they had been caught speeding in the last twelve months by either the police or a fixed/mobile camera. Figure 5.3 shows that among licence holders aged up to 60, there was a small decline in the proportion who reported being caught speeding (17%) compared to the last wave, however this is comparable to levels seen in 2012/13.

Figure 5.4: Incidence of being caught speeding in last 12 months – time series



Base: Licence holders aged 18-60 with a valid response (n=700)

Q35 Have you been caught speeding in the last 12 months (either by police or a fixed/mobile camera)? [single response]

Overall, one in ten (16%) respondents reported that they had been caught speeding in the last twelve months (Table 5.2). More drivers in metropolitan areas reported being caught speeding (18%) than drivers in regional areas (8%). Similarly, more male drivers had been caught speeding (18%) than female drivers (13%). Overall, drivers were caught speeding at an average of 1.26 times with no significant differences between demographics.

Table 5.2: Speeding behaviour by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Caught speeding	16%	18%	8%	18%	13%	15%	18% H	17% H	11%
Average number of times caught	1.26	1.25	1.29	1.22	1.31	1.25	1.28	1.23	1.26

Base: Q35 All respondents (n=961): Q36 Caught speeding (n=149)

Q35 Have you been caught speeding in the last 12 months (either by police or a fixed/mobile camera)? [single response]

Q36 How many times have you been caught speeding in the last 12 months? [numeric response]

When looking at speeding behaviour by behaviours, Table 5.3 shows that drivers who reported driving over the posted or their own speed limit were more likely to be caught speeding (25%), as were those who reported drink driving (30%), and using mobile phones while driving (23%); compared to those who do not speed (14%), drink drive (16%), or use their phone while driving (12%). Interestingly, drivers who reported not using a mobile phone had been caught more frequently on average than those who use a mobile phone (mean of 1.41 times compared to 1.18 times).

Table 5.3: Speeding behaviour by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Caught speeding	16%	25%	14%	30%	16%	21%	15%	23%	12%	22%	15%
Average number of times caught	1.26	1.16	1.28	1.26	1.23	1.34	1.24	1.17	1.34	1.25	1.26

Base: Q35 All respondents (n=961): Q36 Caught speeding (n=149)

Q35 Have you been caught speeding in the last 12 months (either by police or a fixed/mobile camera)? [single response]

Q36 How many times have you been caught speeding in the last 12 months? [numeric response]

5.4. Attitudes toward speeding

Respondents were asked about their level of agreement with a range of speeding statements. Drivers aged 18 to 25 years were significantly more likely to agree that it is easy to avoid being caught driving over the limit (44%) compared to any other age group. Drivers in regional areas were more likely to agree that there was a high chance of being caught speeding (60% vs. 51%); as were drivers aged 40 to 60 years (56%) and 61+ years (59%) compared to 18 to 25 year olds (42%).

It is interesting to note that there were no significant differences in attitudes toward the chances of being caught speeding between those who had been caught in the last 12 months and those who had not been caught.

Table 5.4: Attitudes towards speeding (total agree %) by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Easy to avoid being caught driving over the limit	32%	31%	33%	32%	32%	44% F,G,H	31%	28%	33%
If I speed by a few kms in a 60 zone, I have a high chance of being caught	53%	51%	60%	53%	53%	42%	52%	56% E	59% E
My family and friends think it's okay to speed by a few kms in a 60 zone	25%	27%	22%	26%	24%	33% G,H	27%	23%	23%

Base: All respondents (n=961)

Q16 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 participated in risk taking behaviours, particularly speeding (37%), driving while drowsy (35%) and using a mobile phone while driving (33%), were significantly more likely to agree that their family and friends think it is okay to speed a few kilometres over in a 60 zone, compared to those who do not regularly drive while drowsy (24%), and do not use their phone while driving (22%). There was also a higher level of agreement among non-drink drivers who felt there was a high chance of being caught speeding (53%) compared to drink drivers (37%).

Table 5.5: Attitudes towards speeding (total agree %) by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Easy to avoid being caught driving over the limit	32%	34%	32%	44%	33%	36%	32%	35%	30%	33%	32%
If I speed by a few kms in a 60 zone, I have a high chance of being caught	53%	46%	54%	37%	53%	49%	54%	44%	58%	58%	52%
My family and friends think it's okay to speed by a few kms in a 60 zone	25%	37%	24%	35%	26%	35%	24%	33%	22%	24%	26%

Base: All respondents (n=961)

Q16 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]

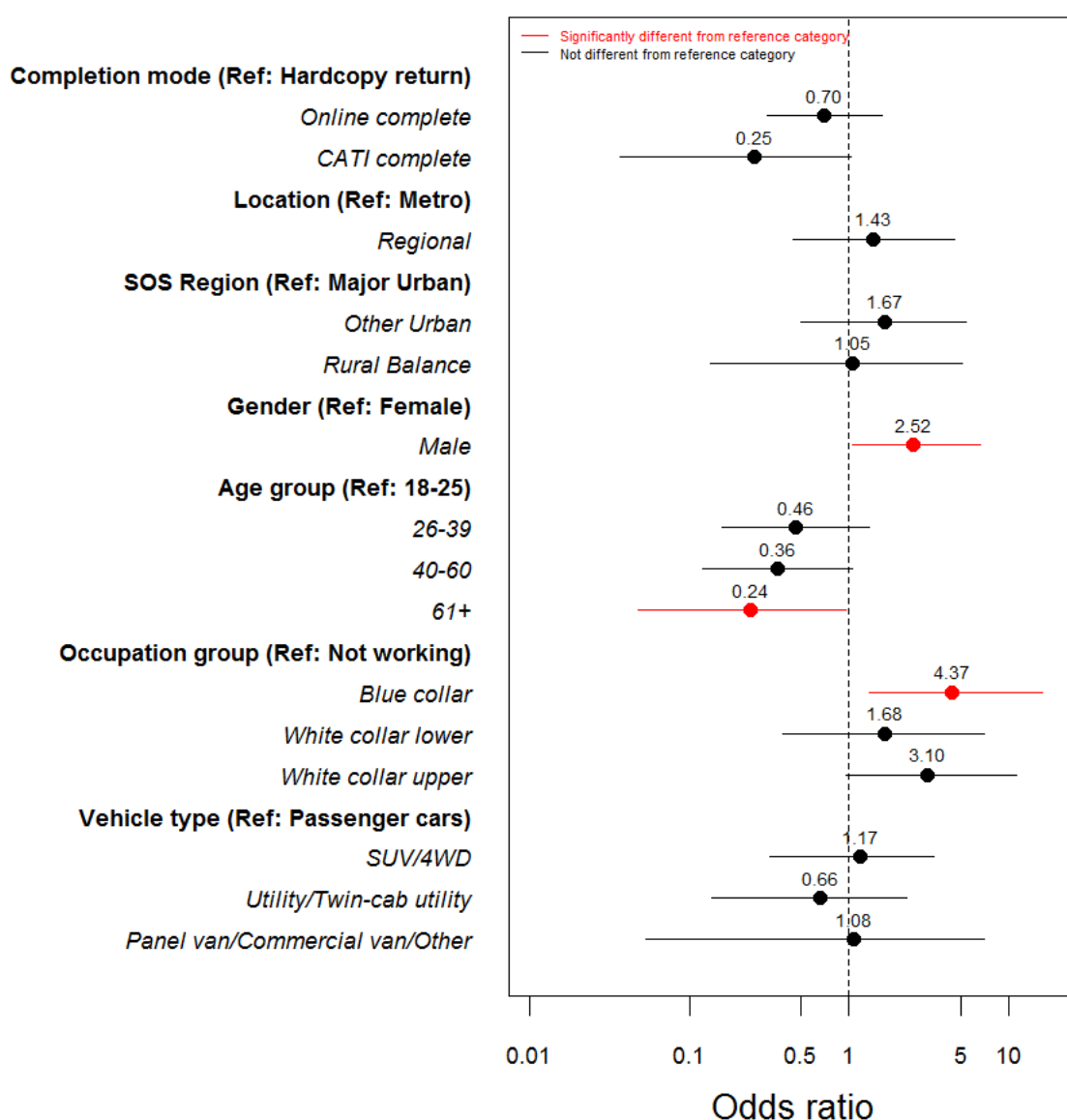
5.5. Regression analysis (Speeding)

5.5.1. Self-defined speeding regression

After accounting for other characteristics, the likelihood of speeding was:

- Significantly higher for males compared to females;
- Significantly lower for older respondents (aged 61 and over) compared to those aged 18 to 25; and
- Significantly higher for respondents in 'blue collar' occupations compared to those who were not working.

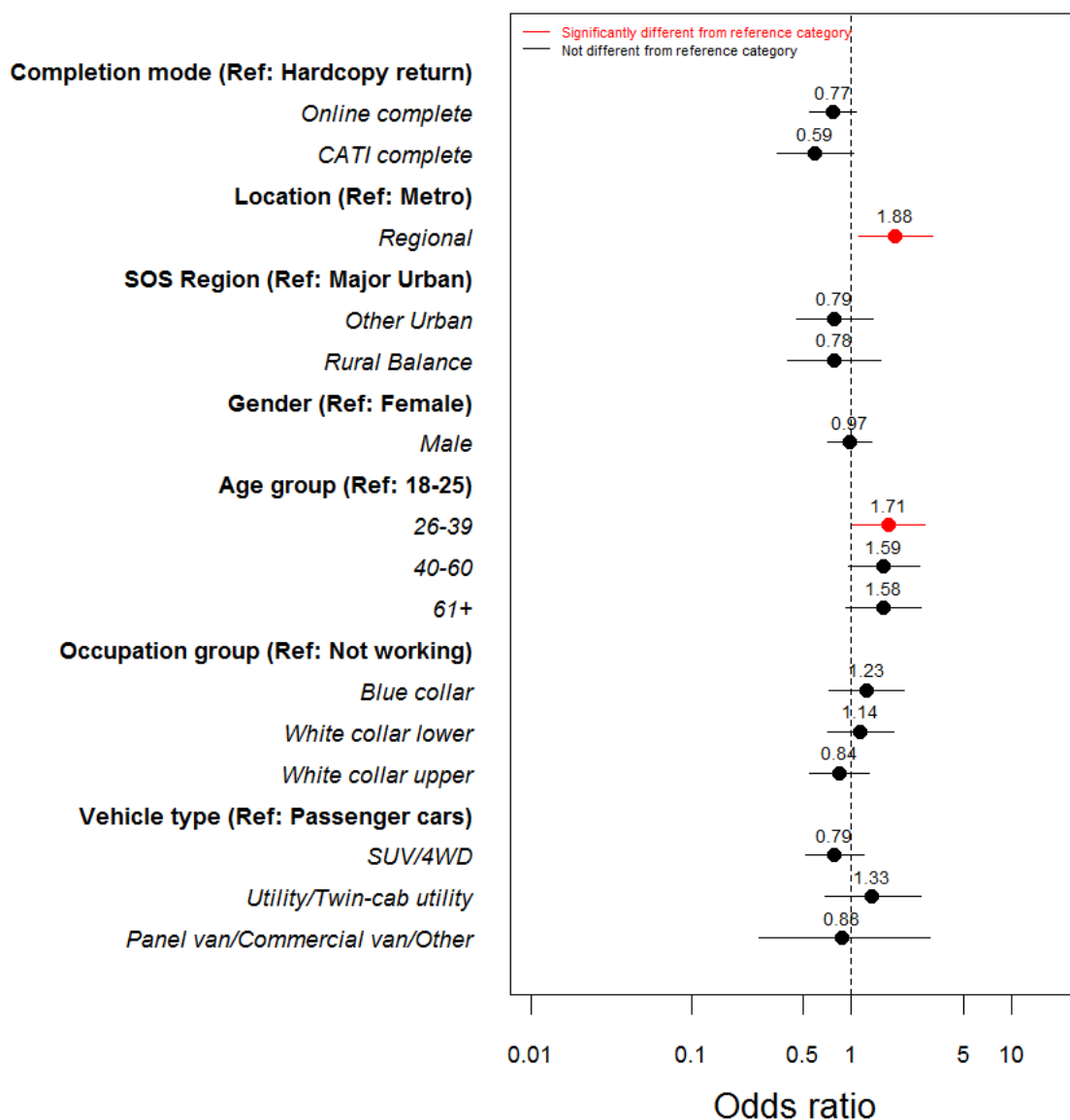
Figure 5.5: Odds ratios for model of Speeding



5.5.1. Perceptions of being caught speeding regression

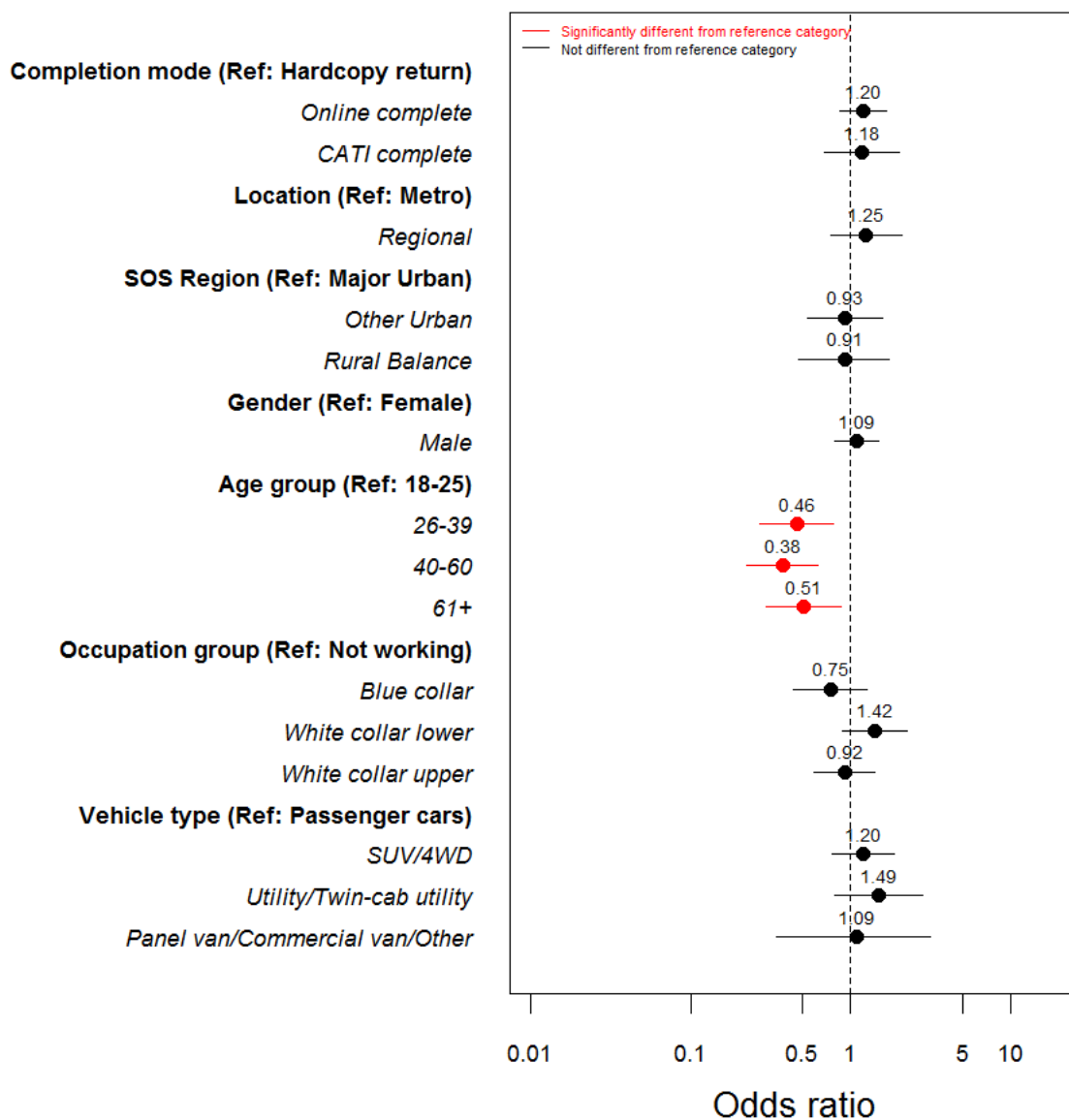
After accounting for other differences between respondents, only location remained as significantly associated with the propensity to agree that there is a high chance of being caught speeding. Respondents in regional areas were approximately twice as likely to agree compared to those in metropolitan areas. All age groups were more likely to agree than 18-25 year olds, with those aged 26-39 years being significantly more likely.

Figure 5.6: Odds ratios for model of *High chance of being caught speeding*



After accounting for other differences between respondents, only age remained as significantly associated with the propensity to agree that it is easy to avoid being caught speeding. Respondents aged 26 years or older were approximately half as likely to agree compared to those aged 18 to 25 years.

Figure 5.7: Odds ratios for model of *Easy to avoid being caught while speeding*

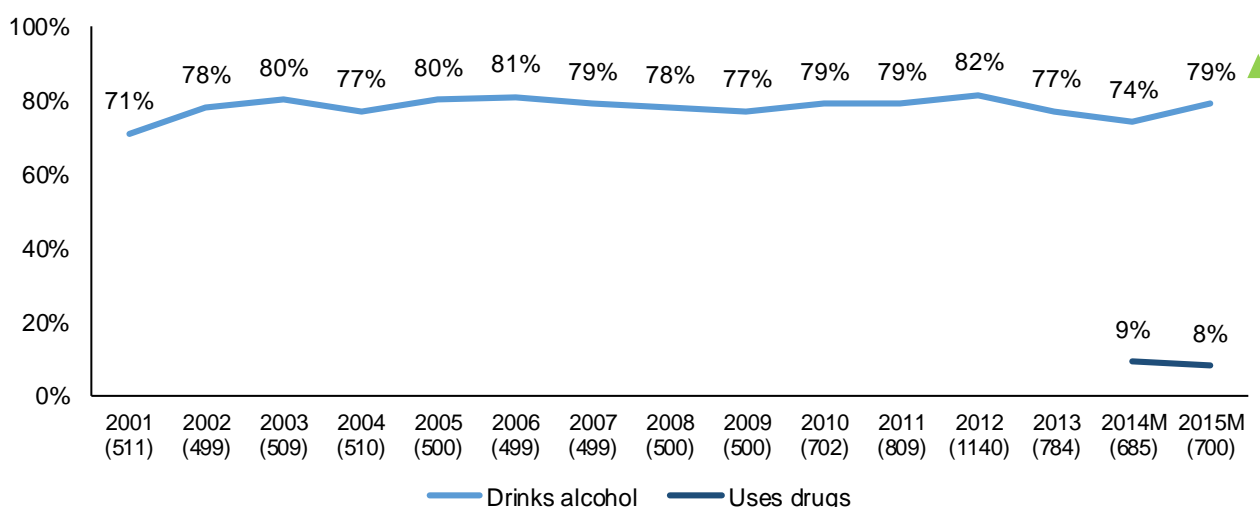


6. Impaired driving

6.1. Use of drugs & alcohol

All respondents were asked whether they drink and if they had used recreational drugs in the last twelve months. Figure 6.1 shows that among licence holders aged 18 to 60, around four in five (79%) drink alcohol, while less than one in ten (8%) have used recreational drugs in the last twelve months. While the proportion of those who drink alcohol in 2015 is generally consistent with previous years, there was a significant decrease in the 2014 (74%).

Figure 6.1: Alcohol and drug use* – time series



Base: Licence holders aged 18-60 with a valid response (n=700)

Q21 Do you drink alcohol? [single response]

Q26 Have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.) in the last 12 months? [single response]

*Note: 'Drug use' was introduced in 2014

As shown in Table 6.1, males were significantly more likely to drink alcohol (79%) compared to females (72%), while drivers aged 61 and over were significantly *less* likely to drink alcohol (66%) than all other age groups. Although a small proportion admitted to using drugs in the last twelve months, usage was considerably higher among respondents aged 18 to 25 years (16%) than any other age group. It is interesting to note that all respondents who reported using drugs also drank alcohol.

Table 6.1: Alcohol and drug use by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Drinks alcohol	75%	74%	79%	79%	72%	84% H	79% H	76% H	66%
Uses drugs	6%	7%	5%	7%	6%	16% F,G,H	7% H	5% H	1%

Base: All respondents (n=961)

Q21 Do you drink alcohol? [single response]

Q26 Have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.) in the last 12 months? [single response]

Table 6.2 looks at alcohol and drug use by behaviours. The proportion of drivers who drink alcohol was significantly higher among speeders (85%), drowsy drivers (88%) and mobile phone users (85%). It is worth noting that the question about 'drink driving' was only asked of those respondents who indicated they drank alcohol. Drivers who participated in any 'risky' driving behaviour reported significantly higher levels of drug usage than those who did not participate in 'risky' driving behaviours.

Table 6.2: Alcohol and drug use by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Drinks alcohol	75%	85%	74%	100%	100%	88%	75%	85%	71%	73%	76%
Uses drugs	6%	17%	5%	31%	5%	14%	5%	12%	4%	5%	6%

Base: All respondents (n=961)

Q21 Do you drink alcohol? [single response]

Q26 Have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.) in the last 12 months? [single response]

6.2. Attitudes to impaired driving

Respondents were asked about their attitudes towards impaired driving (e.g. drink and drug driving). Overall, more than half (57%) of respondents agreed that if they drove, even slightly over the legal limit they were likely to be caught. Around one in five agreed that it was easy to avoid being caught driving over the legal limit (23%) or after using drugs (19%). Less than one ten (9%) respondents agreed that their family and friends thought it was okay to drive slightly over the legal alcohol limit.

Table 6.3 shows that a greater proportion of drivers aged 18 to 25 years (29%) and 61+ years (27%) agreed that it is easy to avoid being caught if driving over the 0.05 limit compared to those aged 40 to 60 years (19%). More regional respondents (64%) agreed they were likely to be caught driving over the legal limit even if it was slightly over compared to metropolitan drivers (55%), fewer drivers aged 18 to 25 years (44%) agreed with this same statement compared to other age groups.

Table 6.3: Attitudes to impaired driving (total agree %) by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Easy to avoid being caught if driving over the 0.05 limit	23%	24%	23%	23%	25%	29% G	25%	19%	27% G
If I was driving (slightly) over the (0.05) limit, I am likely to be caught	57%	55%	64%	57%	59%	44%	57% E	60% E	63% E
My family and friends think it's OK to drive slightly over the 0.05 limit	9%	9%	9%	10%	9%	6%	12%	7%	12%
It's easy to avoid being caught if I was driving after using drugs	19%	19%	20%	18%	21%	17%	22%	17%	23%

Base: All respondents (n=961)

Q29a,b,c,e 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]

Table 6.4 looks at attitudes towards impaired driving by behaviours. A higher proportion of drivers who did not participate in 'risky' driving behaviours (speeding and drink driving) agreed that they were likely to be caught drink driving, while those who have been involved in a road accident tended to agree more than those not involved in an accident.

Table 6.4: Attitudes to impaired driving (total agree %) by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Easy to avoid being caught if driving over the 0.05 limit	23%	25%	23%	28%	22%	24%	23%	29%	21%	26%	23%
If I was driving (slightly) over the (0.05) limit, I am likely to be caught	57%	48%	59%	39%	60%	51%	58%	53%	59%	68%	56%
My family and friends think it's OK to drive slightly over the 0.05 limit	9%	13%	9%	11%	9%	13%	9%	12%	8%	12%	9%
It's easy to avoid being caught if I was driving after using drugs	19%	18%	20%	13%	20%	15%	20%	20%	19%	21%	19%

Base: All respondents (n=961)

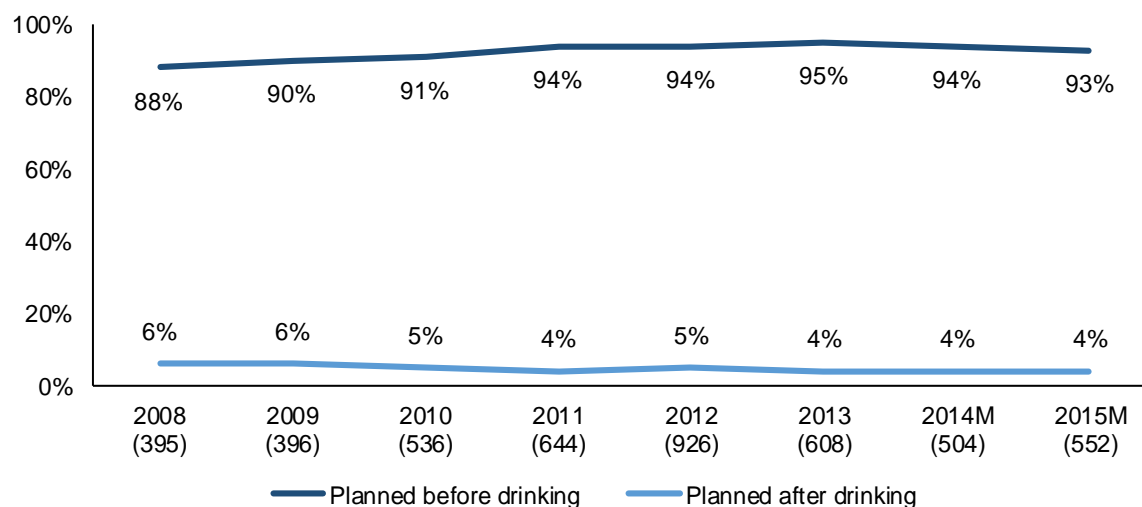
Q29a,b,c,e To what extent do you agree or disagree with the following statements, using a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree"? [single response]

6.3. Drink and drug driving

6.3.1. Getting home after drinking

Respondents were asked about the last time they went out and drank alcohol and at what point they decided how they would get home. Consistent with previous waves, nine in ten (93%) licence holders aged 18 to 60 reported that they made plans before they went out drinking, 4% made plans after.

Figure 6.2: Plan for getting home the last time drinking – time series



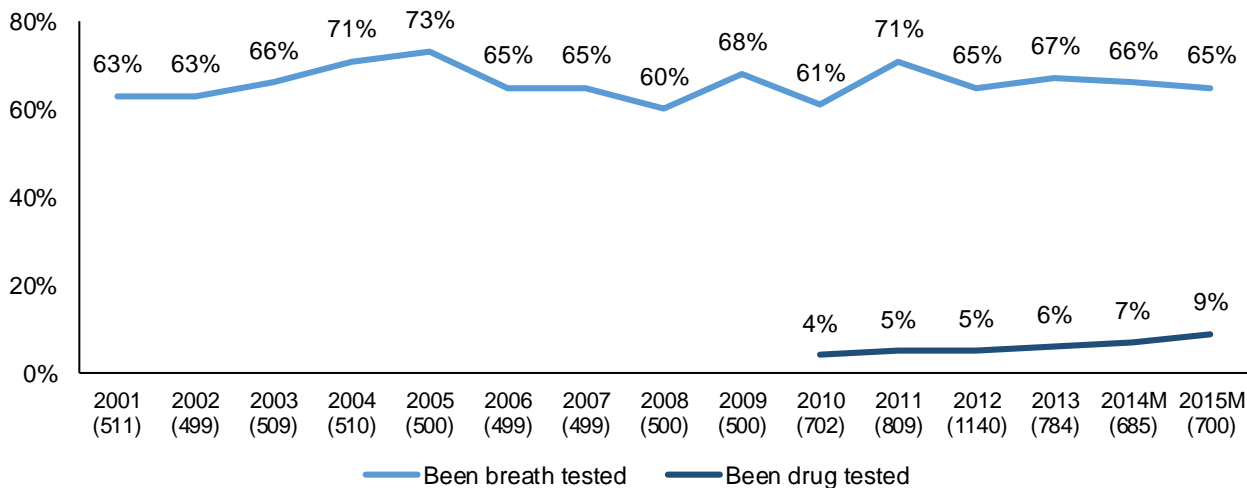
Base: Licence holders aged 18-60 who drink alcohol and do not always drink at home (n=552)

Q25 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]

6.3.2. Breath and drug testing

When asked about breath and drug testing, the proportion of licence holders aged 18 to 60 who reported being drug tested was comparable with previous waves (9%). The proportion who reported being breath tested was consistent with recent years.

Figure 6.3: Drivers tested in the last 12 months – time series



Base: Licence holders aged 18-60 (n=700)

Q37 Over the past 12 months have you been breath tested or been in a car when the driver was breath tested? [single response]

Q39 Over the past 12 months have you been drug tested or been in a car when the driver was drug tested? [single response]

The proportion of drivers aged 61 and over (46%) who reported being breath tested was significantly lower when compared to other age groups. Significantly more metropolitan respondents reported being drug tested in the last twelve months (10%) compared to regional drivers (5%).

Table 6.5: Drivers tested in the last 12 months by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Breath tested in last 12 months	61%	59%	65%	64%	58%	64% H	70% H	63% H	46%
Drug tested in last 12 months	8%	10%	5%	9%	7%	11%	10%	7%	7%

Base: All respondents (n=961)

Q37 Over the past 12 months have you been breath tested or been in a car when the driver was breath tested? [single response]

Q39 Over the past 12 months have you been drug tested or been in a car when the driver was drug tested? [single response]

6.3.3. Driver or passenger after drinking or drug use

Less than one in ten drivers aged 18 to 60 (7%) reported being a passenger in a car when they knew or suspected the driver was over the legal blood alcohol limit. In comparison, among licence holders aged 18 and 60 years who drink alcohol, one in ten (11%) reported driving when they knew or suspected *they* were over the legal limit. This figure is comparable to 2014 where the proportion returned to 2009 rates. It is worth noting that the proportion of respondents who had driven when they suspected that they were over the limit decreases to 9% when the whole sample is included – this figure is consistent with previous waves.

Questions around drug use and drug driving were introduced in 2014 and are typically applicable to a small proportion of respondents. Of the 60 respondents who reported taken drugs in the last twelve months, 10 indicated that they had driven after taking drugs.

As seen in Table 6.6, while proportions are generally small, respondents aged 18 to 25 years were significantly more likely to report being a passenger when they knew or thought that the driver was over the limit (11%), and driving when they suspected that they were over the limit, compared to older respondents.

Table 6.6: Driver & passenger who got into car by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Been in car when driver over the limit	6%	5%	8%	6%	6%	11% G,H	8% H	5% H	1%
Driven over the limit	9%	8%	11%	10%	7%	11% H	10% H	12% H	2%
Driven on drugs*	17%	19%	9%	21%	12%	9%	22%	22%	-

Base: Q19 all respondents (n=961); Q22 respondents who drink alcohol (n=724); Q27 respondents who have taken drugs (n=61)

Q19 Have you ever gotten into a car when you knew or thought the driver was over the legal blood alcohol limit over the last 12 months? [single response]

Q22 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]

Q27 Have you driven a car after using recreational drugs in the last 12 months? [single response]

*Note: caution should be taken when interpreting drug driving figures due to small sample size (n=61)

Generally speaking, respondents who participated in 'risky' driving behaviours were more likely to report being a passenger when they suspected the driver was over the limit, and were more likely to or have themselves driven when they suspected they were over the limit compared to those who do not engage in 'risky' driving behaviours.

Table 6.7: Driver & passenger who got into car by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (383) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Been in car when driver over the limit	6%	17%	5%	37%	4%	13%	5%	13%	3%	6%	6%
Driven over the limit	9%	22%	7%	100%	-	17%	8%	18%	4%	10%	9%
Driven on drugs*	17%	28%	12%	35%	6%	30%	13%	17%	16%	-	19%

Base: Q19 all respondents (n=961); Q22 respondents who drink alcohol (n=724); Q27 respondents who have taken drugs (n=61)

Q19 Have you ever gotten into a car when you knew or thought the driver was over the legal blood alcohol limit over the last 12 months? [single response]

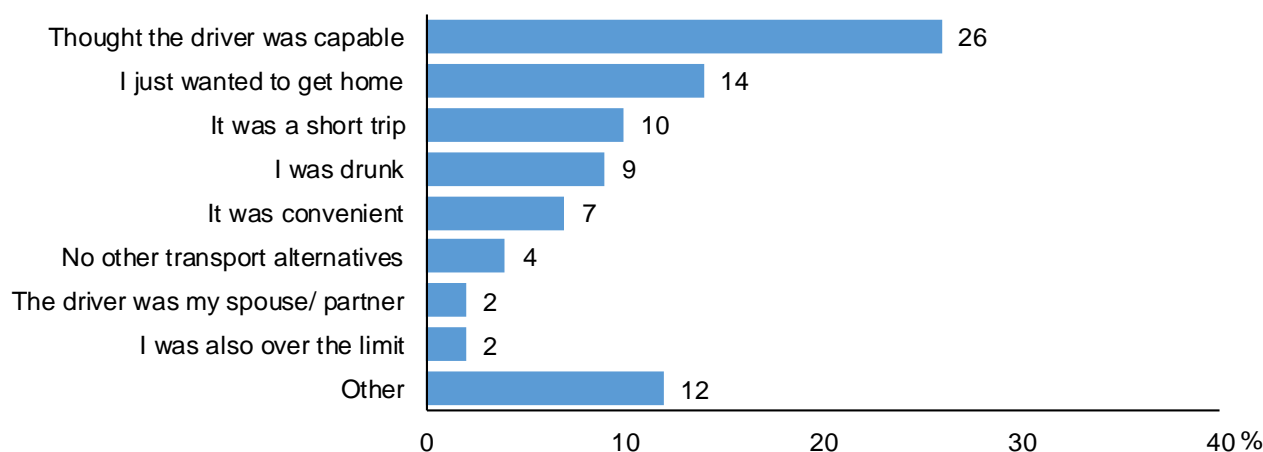
Q22 During the last 12 months, have you driven a car when you knew or thought you were over the legal blood alcohol limit? [single response]

Q27 Have you driven a car after using recreational drugs in the last 12 months? [single response]

*Note: caution should be taken when interpreting drug driving figures due to small sample size (n=61)

Respondents who had been a passenger in a car where they knew or thought that the driver was over the limit were asked the main reason they got into the car. Figure 6.4 shows that the main reason for being a passenger was that they believed the driver was capable (26%). Other notable mentions include just wanting to get home (14%) and that the trip was short (10%).

Figure 6.4: Reasons for being a passenger when driver over the legal limit (%) (2015)

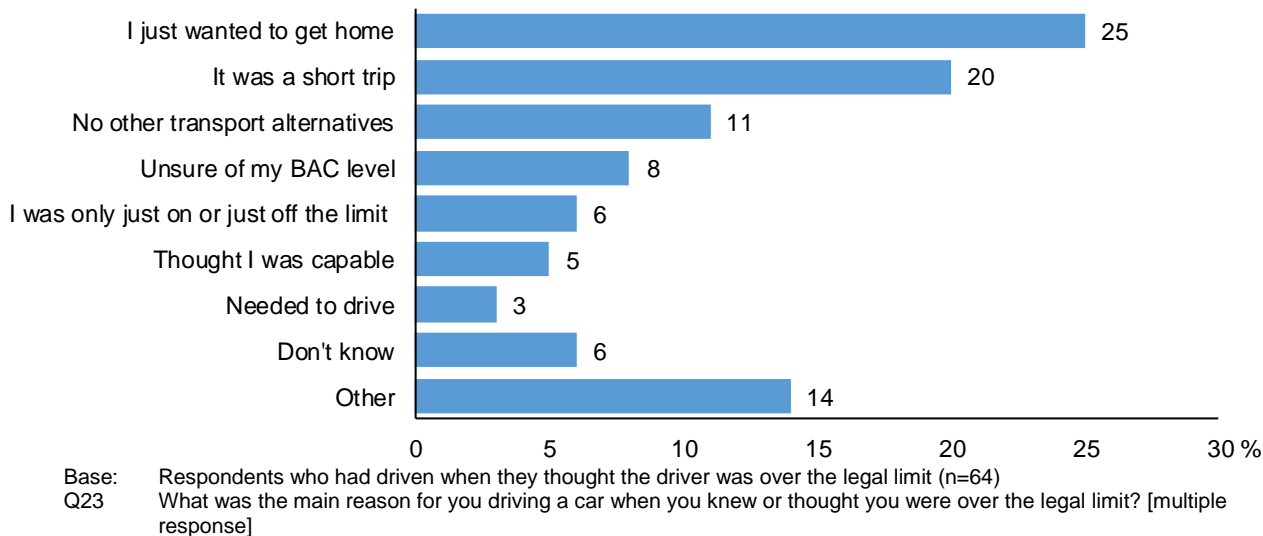


Base: Respondents who had been a passenger when they thought the driver was over the legal limit (n=57)

Q20 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]

Respondents were also asked the main reason why they *drove* while over the legal limit. As seen in Figure 6.5, a quarter of respondents drove because they ‘just wanted to get home’ (25%), a further 20% drove because it was a short trip. One in ten (11%) respondents claimed that there was no other method to get home.

Figure 6.5: Reasons for driving when over the legal limit (%) (2015)

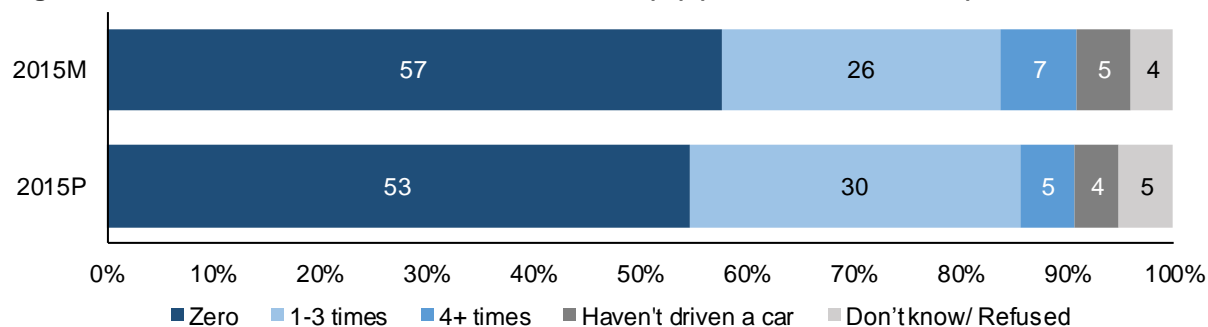


The small group who had driven on drugs (n=10) were asked to provide the main reason why they had done so. The responses provided by those who had used drugs were similar to those that had driven after consuming alcohol. A sample of responses is provided below:

- “Was the next day, didn’t think I would still have it in my system.”
- “Still felt in control to drive.”
- “To get home.”

In the 2015 ‘Pulse’ RSM, a question was introduced which asked respondents how many times in the last four weeks they had driven a car after drinking when they knew or thought they were **under** the limit. More than half (53%) of respondents reported that they had not driven after drinking even if they thought they were under the limit in the ‘Pulse’, increasing marginally to 57% in the 2015 ‘Main’. Just over a quarter (26%) reported driving 1 to 3 times. A small proportion (5%) reported having not driven a car at all in the last four weeks.

Figure 6.6: Number of times driven under the limit (%) (2015 Pulse and Main)



Base: All respondents (n=961)
Q24 How many times have you driven a car after drinking when you knew or thought you were **under** the legal blood alcohol limit in the last four weeks?

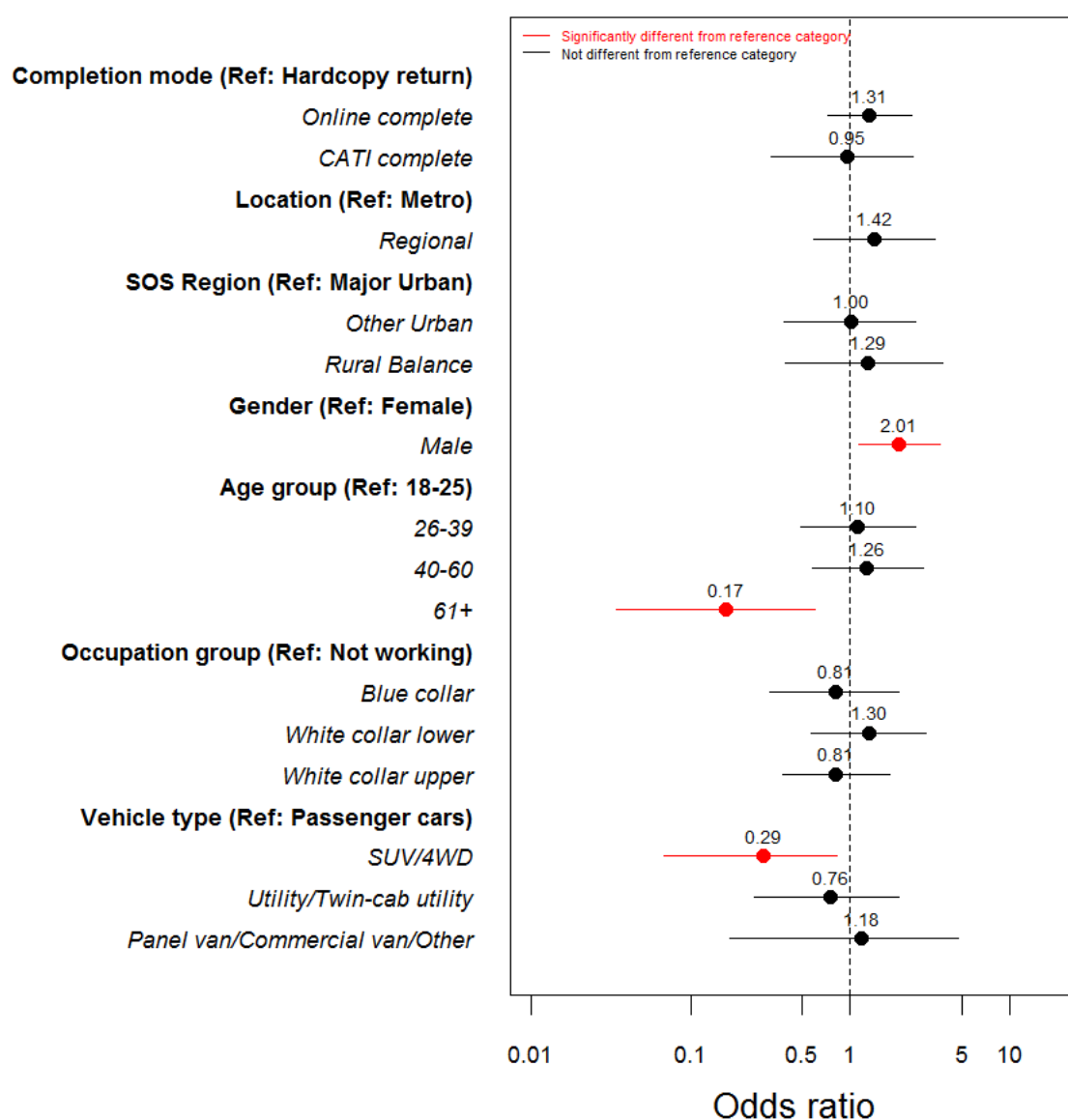
6.4. Regression analysis (drink driving)

6.4.1. Self-reported drink driving regression

After accounting for other differences, there remained some significant effects across gender, age group and vehicle type in terms of the propensity to drive while over the legal limit:

- Males were more than twice as likely as females to have driven while drunk in the past year;
- Respondents aged 61 or older were less likely to have driven while drunk than those aged 18 to 25 years; and
- SUV/4WD drivers were less likely to have driven while drunk compared to drivers of passenger cars.

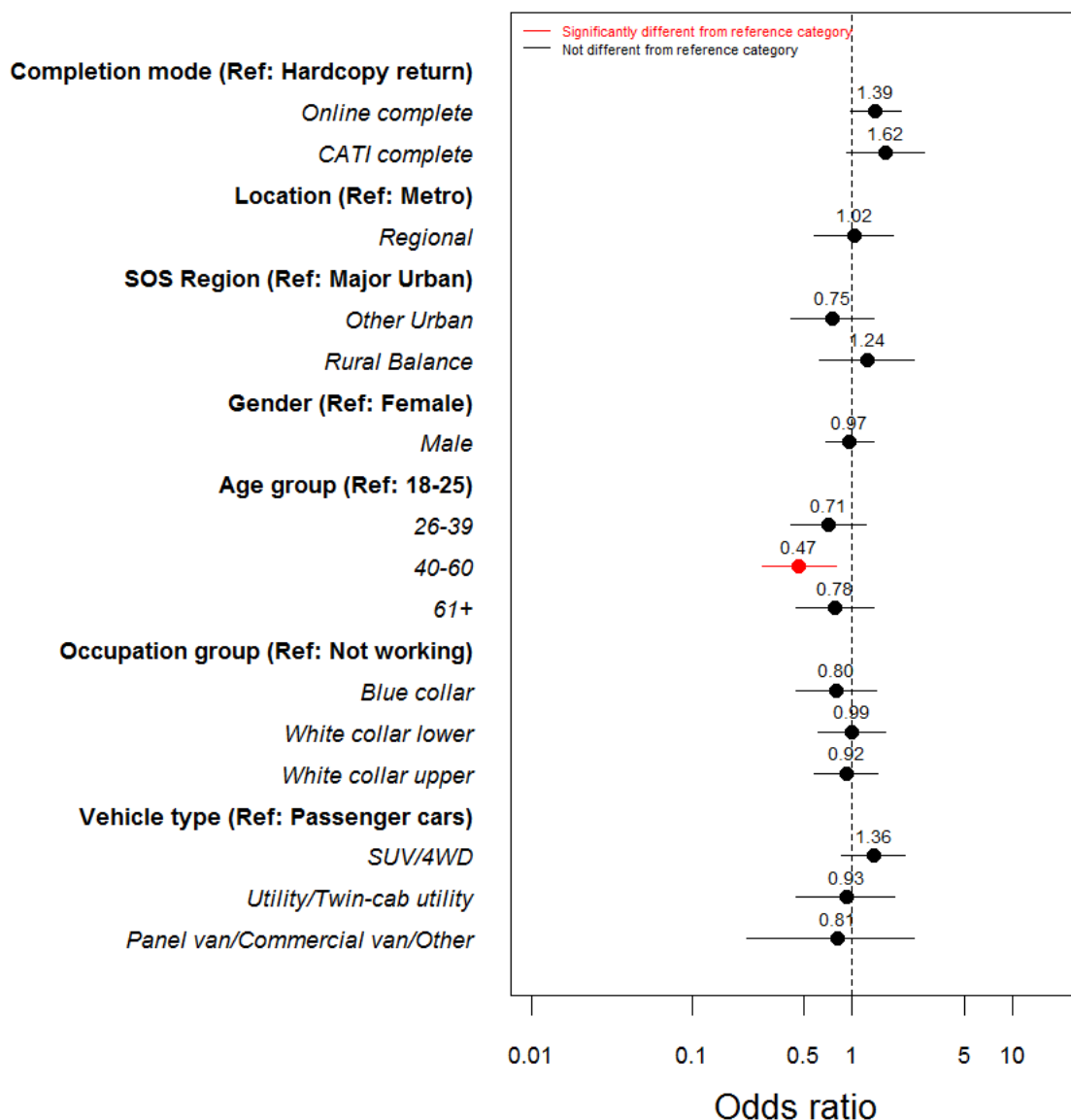
Figure 6.7: Odds ratios for model of Drink driving



6.4.1. Perceptions of being caught driving over 0.05 regression

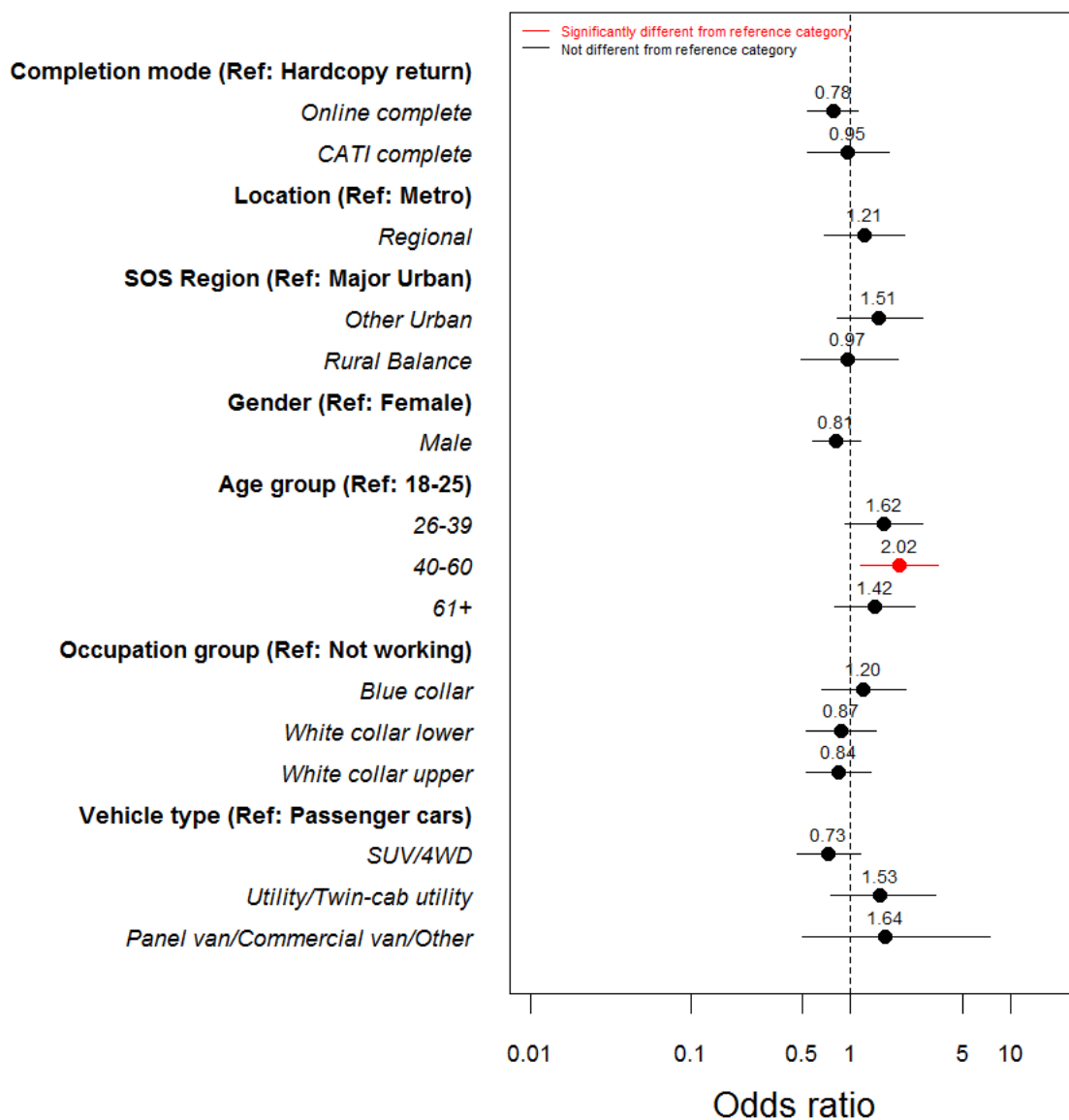
After accounting for other differences between respondents, only age remained as significantly associated with the propensity to agree that it is easy to avoid being caught while driving over the 0.05 limit. Respondents aged 40-60 years were approximately half as likely to be in this category compared to those aged 18-25 years.

Figure 6.8: Odds ratios for model of *Easy to avoid being caught while driving over 0.05 limit*



After accounting for other differences between respondents, only age remained as significantly associated with the propensity to agree that there is a high chance of being caught while driving over the legal limit. Respondents aged 40-60 years were approximately twice as likely to agree compared to those aged 18-25 years.

Figure 6.9: Odds ratios for model of *High chance of being caught while driving over 0.05 limit*

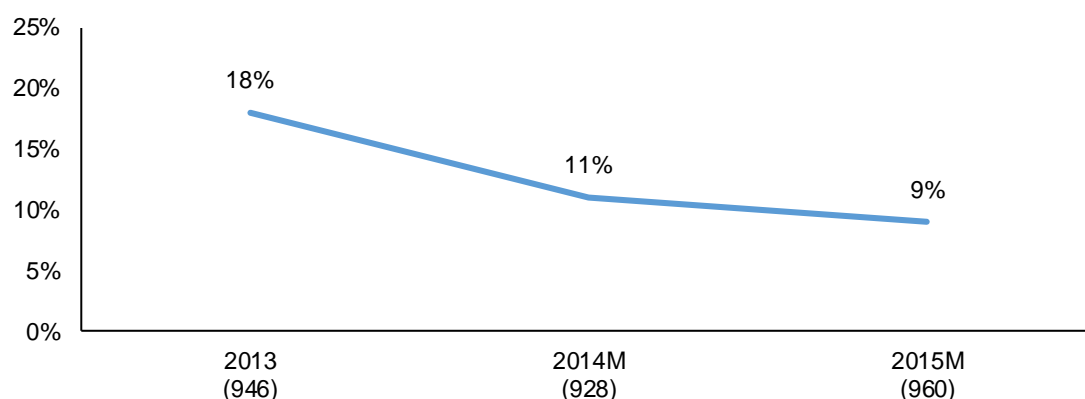


7. Drowsy driving

7.1. Regular drowsy driving

In 2013 a question was introduced which asked respondents if they regularly drove while drowsy (at least once a week). As seen in Figure 7.1, the proportion of respondents who report regularly driving while drowsy has gradually declined from 18% in 2013 to 9% in 2015.

Figure 7.1: Regularly driving while drowsy (2013 to 2015 total sample)



Base: All respondents (n=960)

Q17 Do you find yourself regularly (at least once a week) driving while drowsy? [single response]

There were no demographic differences in drowsy driving according to region or gender. However, a greater proportion of young respondents (aged 18 to 25 years) reported driving while drowsy regularly (19%) compared to those aged 40 to 60 years (9%) and aged 61 and over years (1%). Older drivers (aged 61+) were the least likely group to regularly drive while drowsy.

Table 7.1: Regularly driving while drowsy by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (960)	Metro (694) A	Regional (266) B	Males (482) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (329) G	61+ (225) H
Regularly driving while drowsy	9%	9%	10%	10%	9%	19% G,H	13% H	9% H	1%

Base: All respondents (n=960)

Q17 Do you find yourself regularly (at least once a week) driving while drowsy? [single response]

As can be seen in Table 7.2, those who engage in certain 'risky' driving behaviours have a higher tendency to engage in multiple behaviours. Significantly more speeders (19%), drink drivers (22%), and mobile phone users (18%) regularly drove while drowsy compared to non-speeders (8%), non-drink drivers (10%), and those who did not use their phone (6%).

Table 7.2: Regularly driving while drowsy by behaviours (2015)

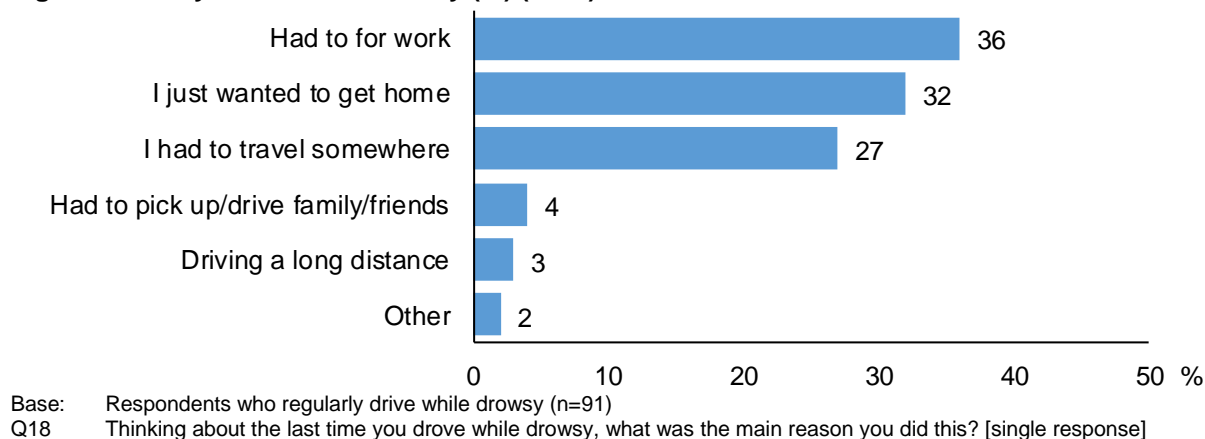
	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (960)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (138) I	No (815) J
Regularly driving while drowsy	9%	19%	8%	22%	10%	100%	-	18%	6%	11%	9%

Base: All respondents (n=960)

Q17 Do you find yourself regularly (at least once a week) driving while drowsy? [single response]

The main reasons that respondents provided for regularly driving while feeling drowsy are presented in Figure 7.2. It can be seen that the requirement for work (36%) and the desire to 'just get home' (32%) accounted for the majority of mentions. More than a quarter (27%) stated that they 'had to travel somewhere' but no further information was provided.

Figure 7.2: Why drove while drowsy (%) (2015)



7.2. Attitudes to drowsy driving

Overall, around a third (34%) of respondents agreed that they found it easy to keep themselves awake if they needed to drive. Table 7.3 shows attitudes towards drowsy driving by demographics. A greater proportion of drivers aged 18 to 25 years (45%) and 26 to 39 years (41%) agreed that it is easy to keep themselves awake if they need to drive compared to those aged 61 or over (32%).

Table 7.3: Attitudes to drowsy driving (total agree and mean) by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
It's easy to keep myself awake if I need to drive	34%	36%	31%	33%	36%	45% G,H	41% G	27%	32%

Base: All respondents (n=961)

Q29d 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]

Q8 Using a scale where 0 is not dangerous at all and 10 is extremely dangerous, how dangerous do you think it is to... [single response]

While few differences were recorded in the extent of agreement with the statement "it's easy to keep myself awake if I need to drive" according to the various driving behaviour groups, there were significant differences in the perceived level of danger associated with driving while drowsy.

Table 7.4: Attitudes to drowsy driving (total agree %) by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (442) G	No (515) H	Yes (139) I	No (815) J
It's easy to keep myself awake if I need to drive	34%	34%	34%	38%	33%	43%	33%	36%	34%	38%	34%

Base: All respondents (n=961)

Q29d 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]

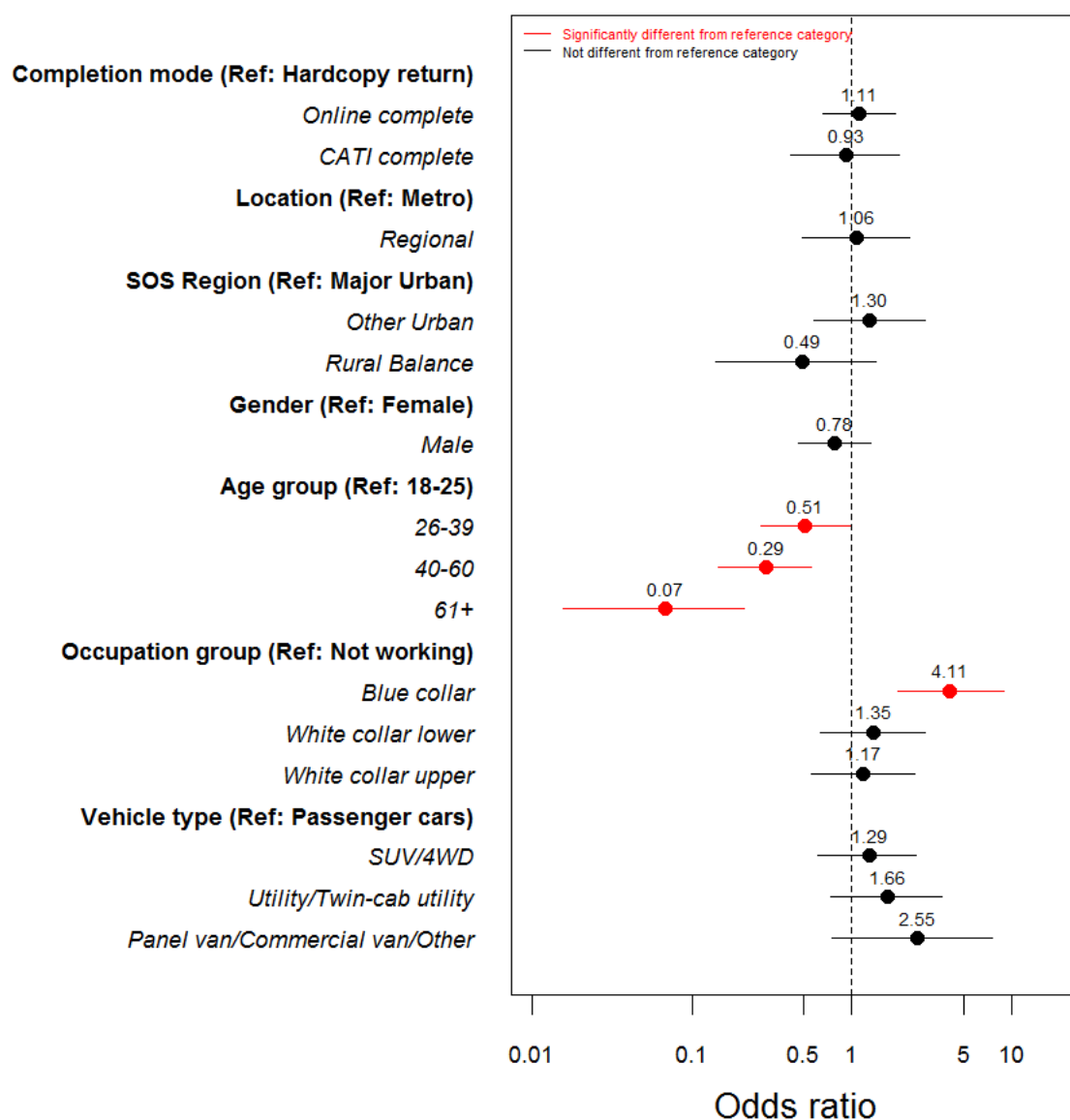
Q8 Using a scale where 0 is not dangerous at all and 10 is extremely dangerous, how dangerous do you think it is to... [single response]

7.3. Regression analysis (drowsy driving)

After accounting for other characteristics, the likelihood of driving while drowsy was:

- Significantly lower for all age groups compared to those aged 18 to 25 years; and
- Significantly higher for 'blue collar' workers compared to those who were not working.

Figure 7.3: Odds ratios for model of *Drowsy driving*

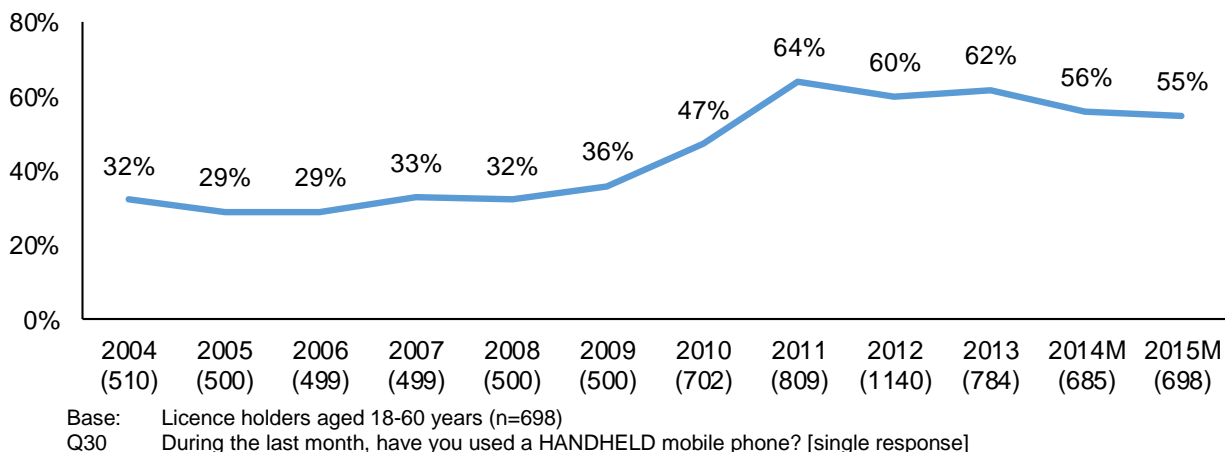


8. Distractions

8.1. Distractions while driving

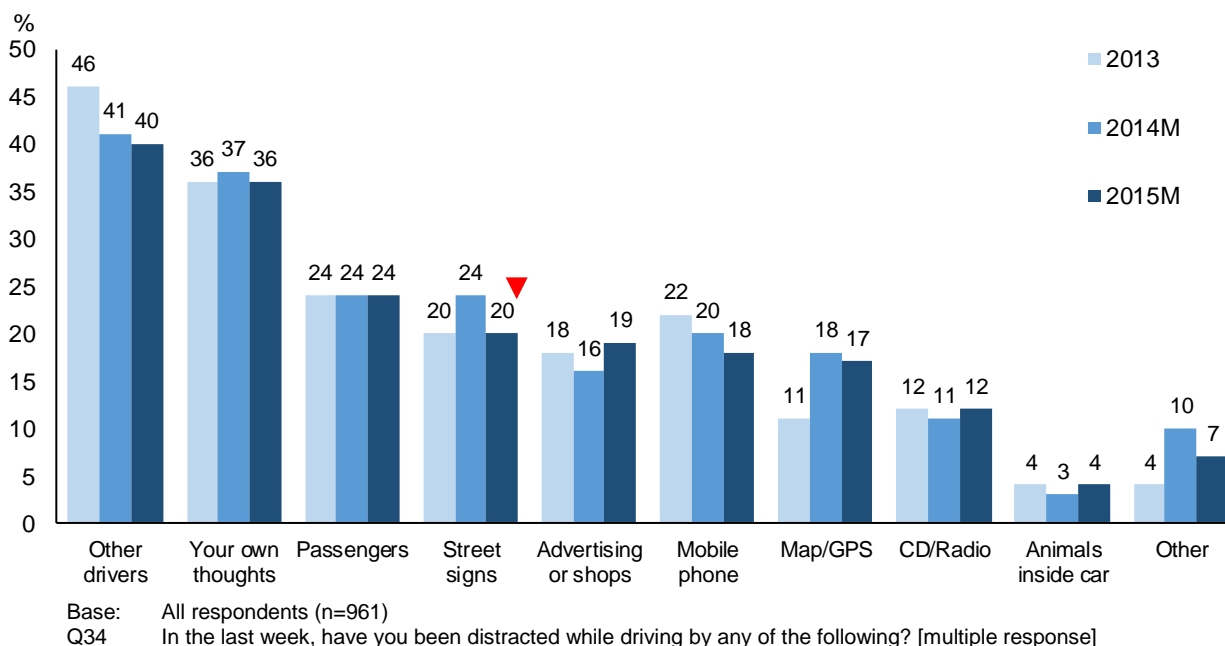
Respondents were asked whether or not they had used a handheld mobile phone within the last month. Among licence holders aged 18 to 60 years, just over half (55%) admitted to using a mobile phone while driving in the last month. As can be seen in Figure 8.1, since 2011 the use of a handheld mobile phone has been gradually declining.

Figure 8.1: Use of handheld mobile while driving – time series



Respondents were also asked whether or not they had been distracted by other factors in the last week. As seen in previous years, the most common distraction was other drivers (40%), followed by 'your own thoughts' (36%). Compared to 2014, there was a significant drop in mentions of street signs (20%).

Figure 8.2: Distractions while driving (multiple response) (2013 to 2015 total sample)



Overall, a large proportion of respondents agreed that taking their eyes off the road for two seconds is dangerous (88%) and drivers can ignore their phone if a message or call arrives while driving (87%). Almost two in ten (18%) drivers agree that their family and friends think it is okay to use a mobile phone without a hands free kit.

As seen in Table 8.1, significantly more females agreed that taking their eyes off the road for two seconds is dangerous (91%) compared to males (86%). Also, a significantly greater proportion of drivers aged 18 to 25 years agreed that they could ignore their phone if a message or call arrived while they were driving (91%) compared to those aged 26 to 39 (82%); and that their family and friends think it is okay to use a mobile phone without a hands free kit (24%) compared to those aged 40 to 60 (15%).

Table 8.1: Attitudes to distracted driving (total agree %) by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Taking my eyes off the road for two seconds is dangerous	88%	88%	87%	86%	91%	87%	90%	89%	85%
I can ignore my mobile phone if a message or call arrives while I am driving	87%	87%	87%	85%	89%	91% F	82%	88%	88%
My family and friends think it is ok to use a mobile phone without using a hands free kit	18%	18%	19%	19%	17%	24% G	20%	15%	18%

Base: All respondents (n=961)

Q33 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]

As seen in Table 8.2, those who reported speeding above the posted or their own speed limit were less likely to agree that taking their eyes off the road is dangerous (82%) and that they can ignore their phone while driving (80%) compared to those who do not speed (89% and 88% respectively). Also, a significantly greater proportion of drivers who did not drive while drowsy who agreed that taking their eyes off the road for a couple of seconds was dangerous (89%) compared to those who regularly drove while drowsy (81%). As expected, phone users were less likely to agree that they can ignore their phone while driving (77% compared to 91%).

Table 8.2: Attitudes to distracted driving (total agree %) by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Taking my eyes off the road for two seconds is dangerous	88%	82%	89%	89%	87%	81%	89%	86%	89%	90%	88%
I can ignore my mobile phone if a message or call arrives while I am driving	87%	80%	88%	81%	87%	84%	88%	77%	91%	83%	88%
My family and friends think it is ok to use a mobile phone without using a hands free kit	18%	24%	18%	25%	17%	24%	18%	21%	17%	16%	18%

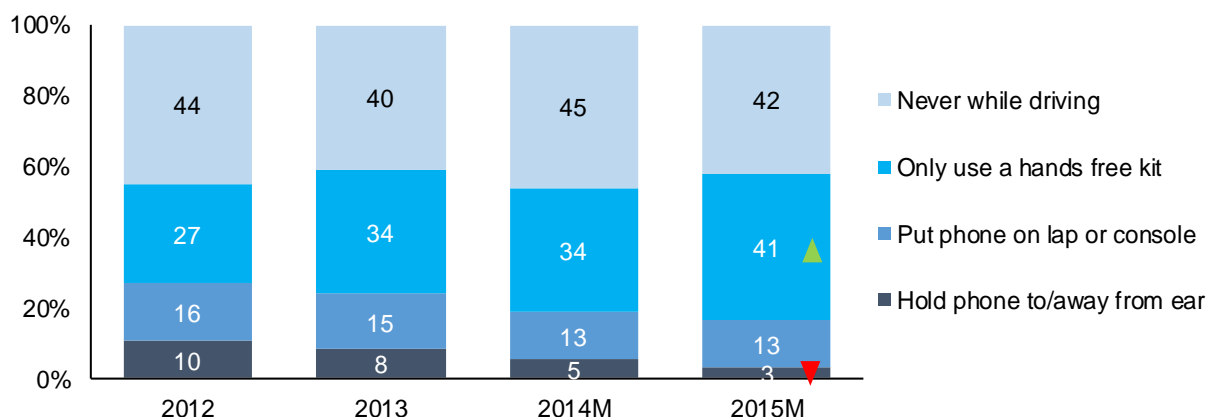
Base: All respondents (n=961)

Q33 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]

8.2. Mobile phone use

Respondents were asked how they used their phone to make or answer calls when driving. Four in ten (42%) respondents reported that they did not use their phone at all while driving. A further 41% reported that they normally used a hands free kit – this represents a significant increase from 2014 (34%).

Figure 8.3: Normal phone use in car (%) (2012 to 2015 total sample)



Base: All respondents (n=961)

Q31 When you use your phone to make or answer calls while driving, do you normally ...[single response]

As with previous years, there were a number of differences in phone answering behaviour according to demographic groups. Some notable differences include:

- Male drivers were more likely to hold the phone to their ear (4% vs. 1%), while females were more likely to put the phone on their lap or console (16% vs 10%).
- Drivers aged 18 to 39 years were more likely to place the phone on their lap or console.
- Metropolitan drivers use a hands free device such as Bluetooth compared to regional drivers (44% vs. 34%), and regional drivers were most likely to report not answering their phone while driving (49% vs. 39%).
- Drivers aged 61+ (71%) were the most likely group to report not answering or making calls while driving.

Table 8.3: Normal phone use in car by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Hold phone to/away from ear	3%	3%	3%	4%	2%	1%	4%	3%	2%
Put phone in lap or on console	13%	13%	13%	10%	16%	26% G,H	24% G,H	7%	3%
Only use hands free kit such as Bluetooth	41%	44%	34%	43%	39%	28%	54% E,H	49% E,H	21%
I never make or answer call while driving	42%	39%	49%	42%	42%	44% F	17%	40% F	71% E,F,G

Base: All respondents (n=961)

Q31 When you use your phone to make or answer calls while driving, do you normally... [single response]

Table 8.4 looks at phone use by driving behaviour. Of those who had used a mobile phone while driving in the last month, 40% indicated that when they use their phone to make or answer calls while driving

they normally put the phone in their lap or on the console. Speeders (26%), drink drivers (31%), and drowsy drivers (23%) also reported higher levels of using a phone by placing it on their lap or console than those who did not speed (11%), drink drive (13%) or drive while drowsy (12%).

Table 8.4: Normal phone use in car by behaviours (2015)

	Total	Speeding		Drink driving		Drowsy driving		Phone use		Road accident	
	2015M (961)	Yes (108) A	No (838) B	Yes (64) C	No (650) D	Yes (91) E	No (856) F	Yes (295) G	No (662) H	Yes (139) I	No (815) J
Hold phone to/away from ear	3%	5%	3%	5%	4%	4%	3%	8%	1%	6%	2%
Put phone in lap or on console	13%	26%	11%	31%	13%	23%	12%	40%	1%	16%	12%
Only use hands free kit such as Bluetooth	41%	50%	40%	47%	44%	59%	39%	44%	40%	48%	40%
I never make or answer call while driving	42%	18%	45%	17%	38%	14%	45%	6%	58%	29%	44%

Base: All respondents (n=961)

Q31 When you use your phone to make or answer calls while driving, do you normally... [single response]

Respondents were also asked if they had used their phone in the last month to answer calls, make calls, and text in various driving situations. As seen in Table 8.5, around one in five (22%) respondents had answered a call but used their lap or the in-built speaker; with around 18% who had answered a call while stopped at the lights (18%). Less than one in ten (9%) had used their phone to make a call while actively driving.

Metropolitan (20%) respondents were more likely to answer a call while stopped at the lights compared to regional respondents (13%). Older adults (aged 61+) were less likely than all other age groups to use their phone for calls while driving in any situation.

Table 8.5: Use of handheld mobile for calls in car by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
To answer a call while stopped at the lights	18%	20%	13%	19%	17%	27% G,H	25% G,H	16% H	9%
To make a call while stopped at the lights	13%	14%	9%	13%	12%	21% G,H	19% G,H	12% H	2%
To answer a call but phone on lap and used in-built speaker	22%	22%	20%	20%	23%	36% G,H	37% G,H	16% H	5%
To make a call but phone on lap and used in-built speaker	14%	15%	14%	14%	15%	26% G,H	27% G,H	10% H	2%
To answer a call while actively driving	16%	16%	17%	18%	15%	22% H	22% H	16% H	8%
To make a call while actively driving	9%	9%	9%	10%	7%	14% G,H	13% G,H	8% H	2%

Base: All respondents (n=961)

Q30a, c, e, f, i, j During the last month, have you used a HANDHELD mobile phone [single response]

As seen in Table 8.6 around a third (34%) of respondents read a text message while stopped at the lights, while less than two in ten (18%) sent a message while stopped at the lights. One in ten (10%) actively read a message while driving while only 5% sent a message while actively driving.

Females (40%) were more likely than males (28%) to read a text while stopped at the lights, while males (12%) were more likely than females (8%) to read a text while actively driving. Texting while stopped at the lights was more common among metropolitan respondents; in contrast, regional respondents were more likely to read a text while actively driving. Again, older adults were the least likely group to text while driving in any situation.

Table 8.6: Use of handheld mobile for texting in car by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
To read a text message while stopped at the lights	34%	36%	27%	28%	40%	47% G,H	53% G,H	31% H	10%
To write and send a text message while stopped at the lights	18%	20%	13%	18%	19%	31% G,H	31% G,H	15% H	1%
To read a text message while actively driving	10%	9%	14%	12%	8%	18% G,H	14% H	11% H	2%
To write and send a text message while actively driving	5%	5%	6%	6%	4%	9% H	8% H	5% H	-

Base: All respondents (n=961)

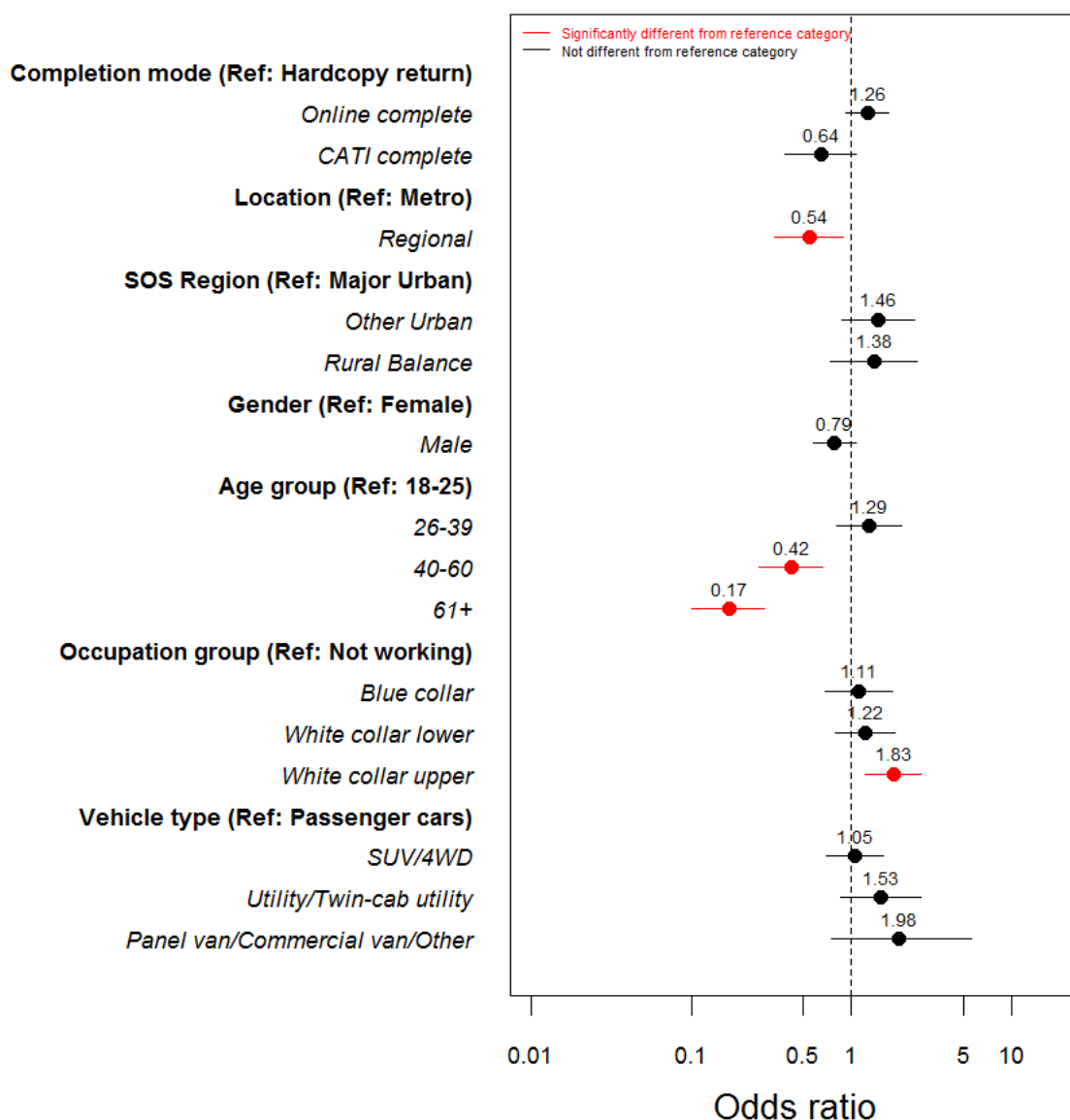
Q30b,d,g,h During the last month, have you used a HANDHELD mobile phone? [single response]

8.3. Regression analysis (phone use while driving)

The results for mobile phone use while driving are presented below:

- Regional respondents were significantly less likely than metropolitan respondents to driving while using a phone;
- Older respondents (aged 40 years and over) were significantly less likely to use their mobile while driving than those aged 18 to 25 years;
- Respondents in 'white collar upper' occupations were almost twice as likely as those who were not working to state that they used their mobile while driving; and
- Respondents who drove a panel, commercial or other sort of van were more than two times as likely to use a mobile phone compared to sedan drivers.

Figure 8.4: Odds ratios for model of mobile phone use while driving



9. Vehicle ownership & purchasing

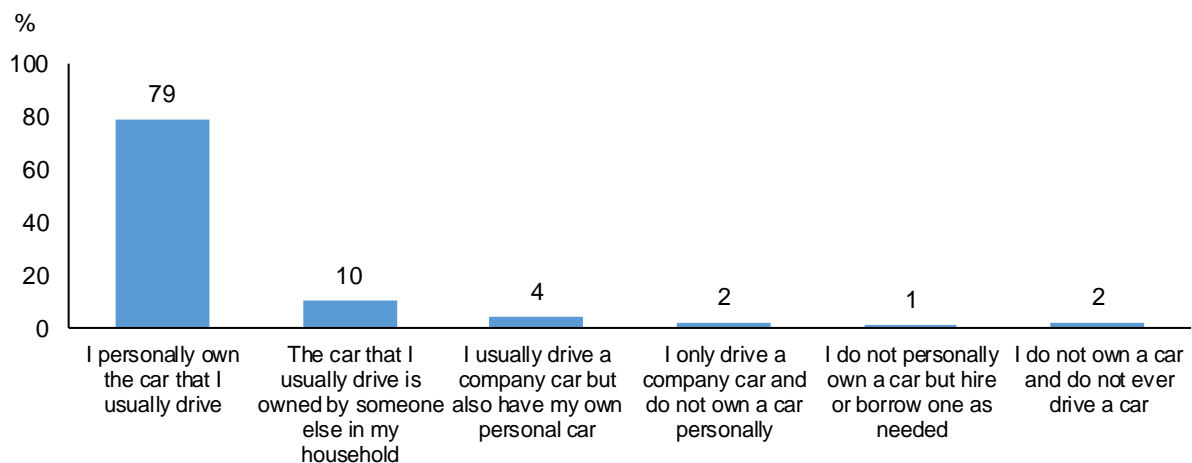
9.1. Vehicle ownership

Respondents were asked about ownership of the car they usually drove. Figure 9.1 shows that around eight in ten (79%) respondents personally owned the car they drove, with a further 10% reporting that the car they drove was owned by someone within their household. A small proportion (2%) did not own or drive a car.

Notable differences in terms of vehicle ownership by demographics include:

- Females were more likely to own the car they drove compared to males (84% vs. 74%).
- Older drivers (61 year and over) reported owning their car more than any other age group (90%).
- Young drivers aged 18 to 25 years were most likely to be driving a car that was owned by someone else in the household (32%) compared to all other ages.
- Male drivers were more likely to have both a company and personal car compared to females (8% compared to 1%).

Figure 9.1: Car ownership (%) (2015)



Base: All respondents (n=961)
Q48 Which of the following statements best describe the car (not motorcycle or truck) you usually drive? Personally owned includes cars that are under finance or leased. [single response]

Respondents were asked to provide the make, model and year of car they drove. The most common makes in 2015 were Toyota (19%), Holden (15%), Ford (11%) and Mazda (8%). Regional drivers were more likely to drive a Ford (16%), while metropolitan drivers were more likely to drive a Honda (6%) or Volkswagen (5%). Males tended to drive a Holden (19%) and females were most commonly driving a Mazda (10%) or a Hyundai (8%).

Table 9.1: Most common makes of car by demographics (top 10) (2015)

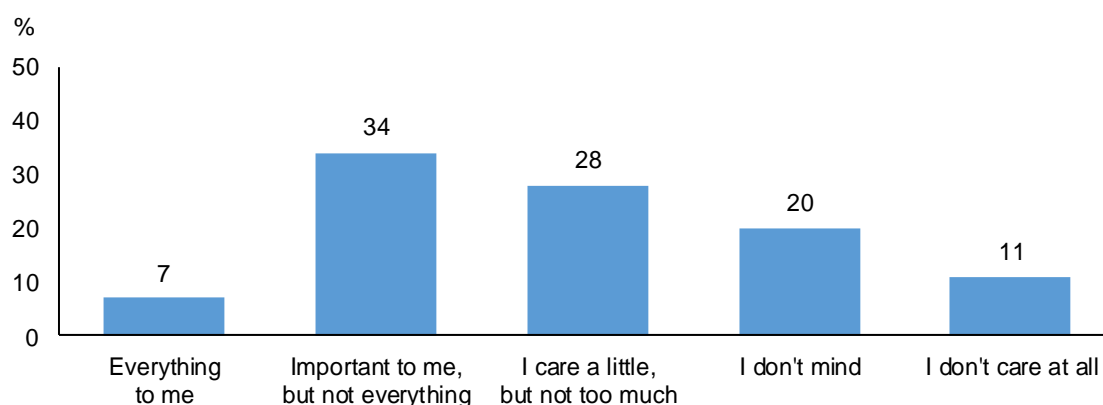
	Total	Region		Gender		Age group			
	2015M (937)	Metro (675) A	Regional (262) B	Males (469) C	Females (460) D	18-25 (127) E	26-39 (241) F	40-60 (324) G	61+ (223) H
Toyota	19%	18%	21%	19%	19%	24% G	17%	15%	22%
Holden	15%	14%	18%	19%	10%	16%	16%	15%	14%
Ford	11%	9%	16%	11%	11%	9%	8%	15% F	10%
Mazda	8%	8%	6%	6%	10%	8%	8%	8%	7%
Hyundai	6%	7%	5%	5%	8%	5%	5%	6%	11% F,G
Mitsubishi	6%	6%	7%	6%	5%	6%	8%	5%	5%
Nissan	6%	6%	7%	6%	6%	3%	8%	6%	4%
Honda	5%	6%	2%	5%	5%	7% G	7% G	2%	7% G
Volkswagen	4%	5%	1%	4%	3%	4%	4%	5%	2%
Subaru	3%	3%	2%	2%	4%	1%	4%	3%	2%

Base: Respondents who do drive a car (n=937)

Q49 What type of car do you usually drive? [single response]

Respondents were also asked about the importance of the car they drove. A small proportion (7%) felt that their car was everything to them, while around a third (34%) felt their car was important to them but not everything. Around a quarter (28%) said they cared a little but not all that much, while a further 20% reported that they don't mind.

Figure 9.2: Importance of car to respondent (2015)



Base: All respondents (n=961)

Q46 Which of the following statements best describes how important the type of car you drive is to you? [single response]

9.1.1. Household vehicles

Respondents were asked about any registered vehicles were at their home address. Table 9.2 presents the mean number of vehicles in a household by demographics. Overall, there was an average of 2.18 cars per household, an average of 0.20 motorbikes and 0.07 trucks or buses per household.

Generally, regional properties were more likely to have a truck or bus registered (0.17) than metropolitan areas (0.03). The average number of cars was considerably higher among drivers aged 18 to 25 years (2.95) than any other age group. Drivers aged 61 or over were less likely than other age groups to have vehicles registered.

Table 9.2: Mean number of vehicles in household by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (961)	Metro (695) A	Regional (266) B	Males (483) C	Females (470) D	18-25 (135) E	26-39 (248) F	40-60 (330) G	61+ (225) H
Cars	2.18	2.18	2.20	2.16	2.22	2.95 F,G,H	2.09 H	2.25 H	1.80
Trucks or buses	0.07	0.03	0.17	0.07	0.07	0.07	0.07	0.08	0.06
Motorbikes	0.20	0.19	0.23	0.22	0.18	0.22	0.16	0.25	0.14

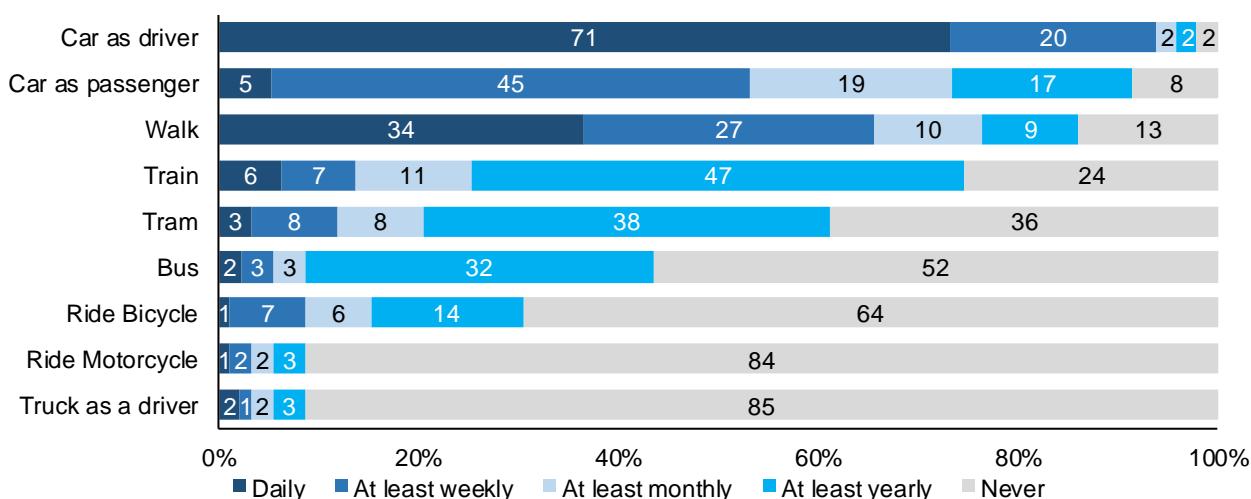
Base: All respondents (n=961)

Q47 How many of each of the following types of registered vehicles are there at your home address? [numeric]

9.1.2. Forms of transport

In addition to using a car, respondents were asked the frequency of which they use different forms of transport. As anticipated, the vast majority use a car daily as a driver (71%), with around one in three reporting that they walked daily (34%). The least frequent forms of transport were riding a motorcycle (84% 'never') and driving a truck (85% 'never').

Figure 9.3: Forms of transport (2015)



Base: All respondents (n=961)

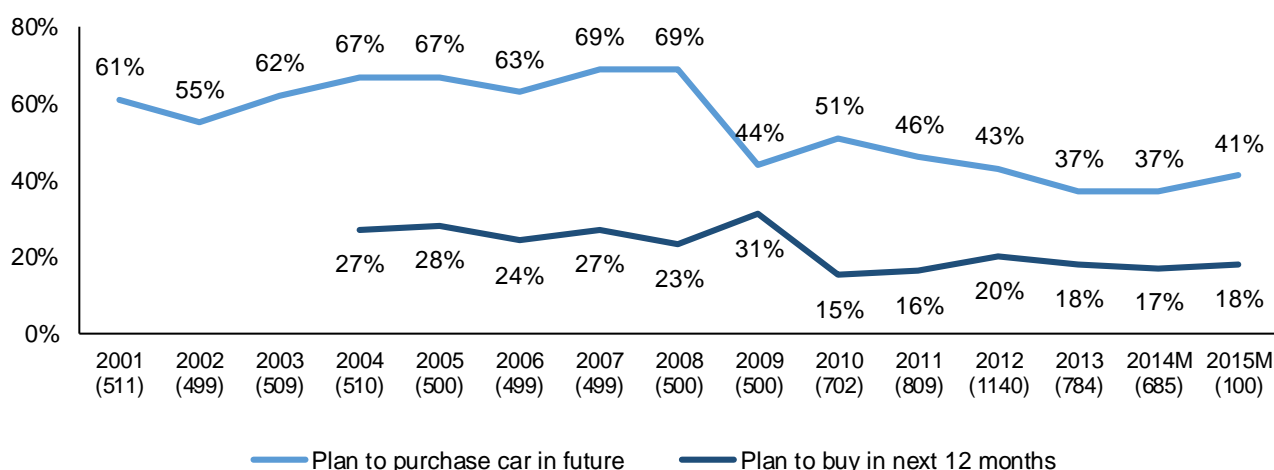
Q64 How often do you use the following forms of transport? [single response]

9.2. Purchasing behaviour

9.2.1. Intent to buy

Respondents were asked about their intent regarding a future vehicle purchase. Consistent with previous waves, around four in ten (41%) reported that they intended to purchase a car in the future, with 18% intending to purchase in the next twelve months.

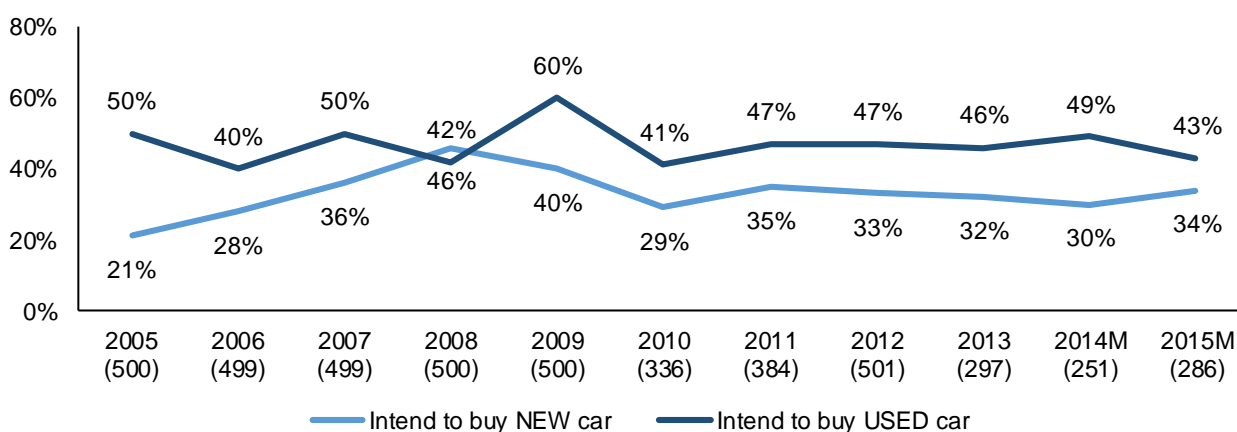
Figure 9.4: Future car purchase intent – time series



Base: Licence holders aged 18-60 (n=700)
Q51 Are you planning to purchase a car in future? [single response]

Similar to previous years, around two in five respondents who were planning to purchase a vehicle in the future were planning to purchase a used car (43%). Whereas around one in three (34%) were planning to purchase a new car.

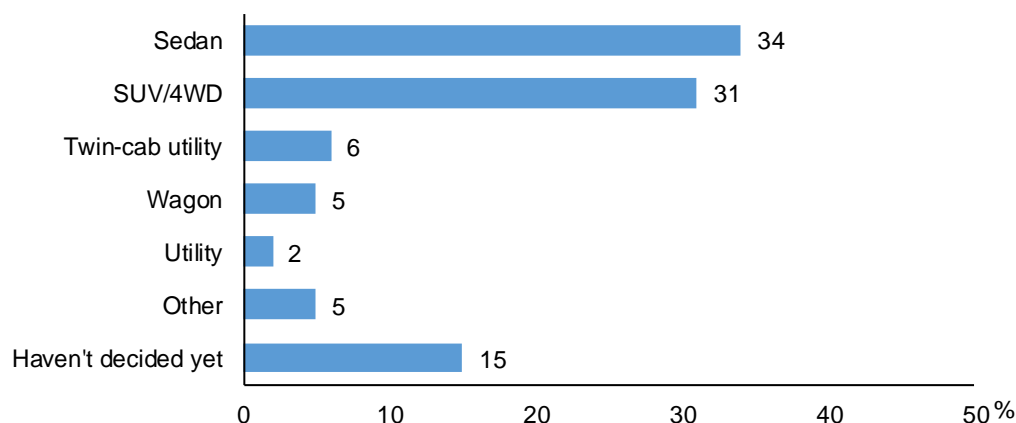
Figure 9.5: New versus used car purchase intent – time series



Base: Respondents who plan to purchase a car aged 18-60 (n=286)
Q52 Do you intend to buy a new or used car? [single response]

Figure 9.6 illustrates the type of vehicle that respondents indicated that they planned to purchase in the future. The most commonly mentioned vehicle types were a sedan (34%), followed by an SUV/4WD (31%). Less than one in ten planned to purchase a twin-cab utility (6%), wagon (5%) or utility (2%) while a further 15% had not yet made a decision.

Figure 9.6: Type of car purchase (2015)

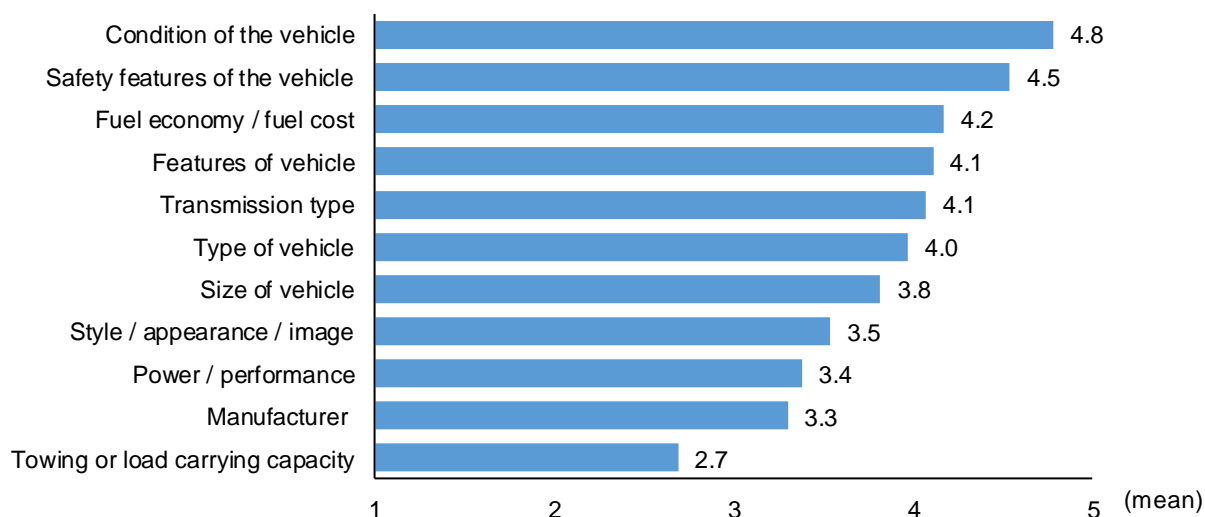


Base: Respondents who plan to purchase a car (n=339)
Q54 What type of vehicle are you planning to buy in the future? [single response]

9.2.2. Factors influencing selection

Once a budget had been set, respondents were asked to rate the importance of features that would influence their vehicle selection from a scale of 1 (not important at all) to 5 (very important). The condition of the vehicle (4.8) and the safety features of the vehicle (4.5) were considered the most important features that influenced vehicle selection decision, while the towing or load capacity rated as the least important influencing factor (2.7).

Figure 9.7: Factors influencing vehicle selection (mean) (2015)



Base: Respondents who may purchase a car (n=517)
Q56 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]

Female respondents tended to place a higher level of importance on vehicle condition (4.8), fuel economy (4.3), safety features (4.7) and transmission type (4.3); whereas males felt that power / performance of the vehicle was of greater importance (3.5). Drivers in metropolitan areas placed a greater emphasis on the manufacturer (3.4) and style (3.6), while those in regional areas were more concerned with fuel economy (4.3). Older age groups tended to place greater importance on most areas compared to younger drivers.

Table 9.3: Factors influencing vehicle selection (mean) by demographics (2015)

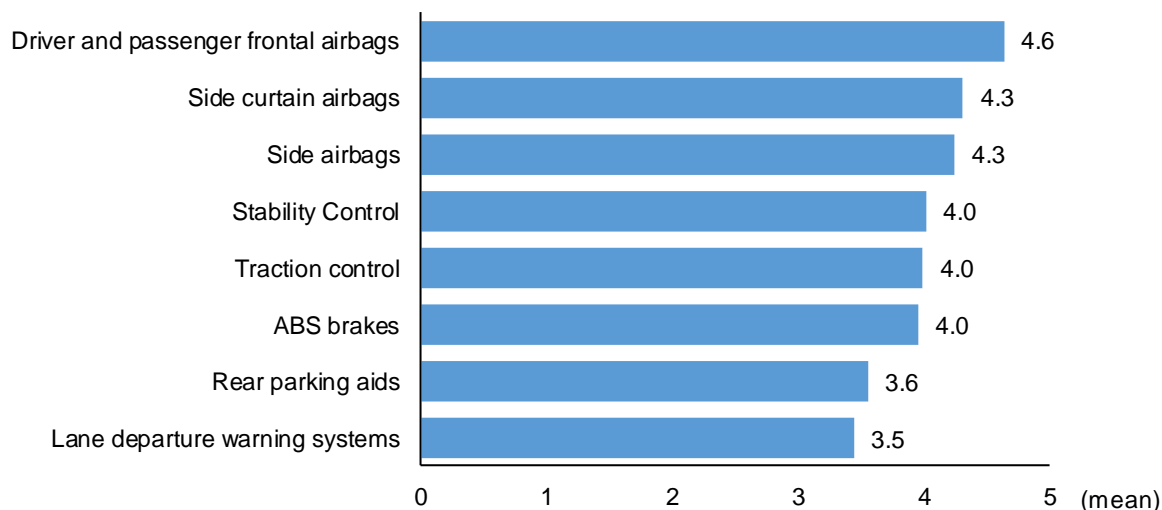
	Total	Region		Gender		Age group			
	2015M (961)	Metro (389) A	Regional (131) B	Males (276) C	Females (243) D	18-25 (98) E	26-39 (158) F	40-60 (163) G	61+ (90) H
Condition of the vehicle	4.8	4.8	4.9	4.7	4.8	4.7	4.7	4.8	4.8
Features of vehicle	4.1	4.1	4.1	4.0	4.2	3.7	4.1 E	4.1 E	4.5 E,F,G
Fuel economy / fuel cost	4.2	4.1	4.3	4.1	4.3	4.0	4.2	4.2	4.3 E
Manufacturer	3.3	3.4	3.1	3.3	3.2	3.0	3.4 E	3.4 E	3.3
Power / performance	3.4	3.4	3.3	3.5	3.3	3.3	3.4	3.5	3.3
Safety features of the vehicle	4.5	4.5	4.6	4.4	4.7	4.5	4.6	4.5	4.6
Size of vehicle	3.8	3.9	3.7	3.8	3.9	3.1	4.0 E	4.0 E	3.9 E
Style / appearance / image	3.5	3.6	3.3	3.6	3.5	3.5	3.6	3.5	3.5
Transmission type	4.1	4.1	4.1	3.9	4.3	3.9	4.0	4.0	4.7 E,F,G
Type of vehicle	4.0	4.0	3.8	3.9	4.0	3.5	4.0 E	4.1 E	4.0 E
Towing or load carrying capacity	2.7	2.6	2.9	2.8	2.6	2.0	2.8 E	3.0 E	2.6 E

Base: Respondents who may purchase a car (n=520)

Q56 Once you have decided on your budget, please give each of the factors a score out of five (with 1 being not important at all and 5 being very important) [single response]

When asked specifically about the importance of various safety factors, airbags (including driver and passenger frontal (4.6), side curtain (4.3) and side airbags (4.3)) were considered the most important safety features. Lane departure warnings were considered least important on average (3.5).

Figure 9.8: Safety factors influencing vehicle selection (mean) (2015)



Base: Respondents who may purchase a car (n=525)

Q57 From this list, please give each of the features a score out of five (with 1 being not important at all and 5 being very important) [single response]

Respondents who were planning to purchase a car in the future were also asked if they would consider the crash test results when they purchase their vehicle. Table 9.4 shows that overall, around two thirds (67%) would consider crash test results when looking to purchase a vehicle, while just over one in ten (16%) would not.

The proportion that would not consider the crash test results skewed towards males while females tended to be unsure of their consideration.

Table 9.4: Consider crash test results when purchasing by demographics (2015)

	Total	Region		Gender		Age group			
	2015M (534)	Metro (401) A	Regional (133) B	Males (285) C	Females (247) D	18-25 (99) E	26-39 (163) F	40-60 (167) G	61+ (92) H
Would consider results	67%	69%	63%	66%	70%	67%	69%	64%	73%
Would not consider results	16%	15%	18%	20%	10%	15%	16%	17%	12%
Don't know	16%	16%	18%	13%	20%	18%	15%	18%	13%

Base: Respondents who may purchase a car (n=534)

Q58 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]

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 28 September, 2015). 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 <https://TACRSM2015.sr survey.com.au> (we recommend using a computer or tablet rather than a mobile phone) 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 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 2 November 2015.

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. The Social Research Centre is required to comply with applicable privacy laws and takes reasonable steps to protect any personal information from unauthorised access, use, disclosure or loss. Your personal information will not be disclosed to other organisations for marketing or research purposes. You can access your personal information held by the Social Research Centre by contacting them on 1800 023 040. Their privacy policy is available on their website at www.srcentre.com.au which provides instructions for access to and correcting personal information or making queries about privacy and personal information provided.

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.vicroads.vic.gov.au/Home/options/Privacy/PrivacyStatement.htm>

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

Firstly, we just have a couple of questions to ensure that we speak to a wide range of Victorians.

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 is your current employment status?

1. Employed full-time
2. Employed part-time or casual
3. Self-employed
4. Student **GO TO Q6**
5. Unemployed **GO TO Q6**
6. Home duties **GO TO Q6**
7. Retired **GO TO Q6**
8. Other **GO TO Q6**

Q5 How would you describe your main PAID occupation?
(If you are NOT in any paid employment, GO TO Q6)
 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

Q6 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 / drowsiness
2. Alcohol	7. Aggressive or reckless driving
3. Distraction(s)	8. Older drivers
4. Drugs	9. Other (please specify) _____
5. Speeding	

Q7 Either as a driver or passenger, what concerns you most about your safety on the road?

Q8 Using a scale where 0 is not at all dangerous and 10 is extremely dangerous, how dangerous do you think it is to:

		0	1	2	3	4	5	6	7	8	9	10	Do not know
a)	Drive a few kms above the posted speed limit in a 60km/h zone												
b)	Drive a few kms above the posted speed limit in a 100km/h zone												
c)	Drive with an illegal Blood Alcohol Content (BAC) level												
d)	Drive after using stimulant drugs (such as speed, methamphetamine, ice, ecstasy)												
e)	Drive after using depressant drugs (such as marijuana, heroin, GHB)												
f)	Drive after using drugs and alcohol												
g)	Drive after drinking a small amount of alcohol while also using prescription medicines												
h)	Drive while very drowsy												
i)	Drive while using a handheld mobile phone												
j)	Drive while using a hands free mobile phone												

Q9 When you drive a car (or other vehicle), how often do you wear a seatbelt?

*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. I'd prefer not to say

Q10 How often have you intentionally driven above the limit in a **60km/h zone**, even if by only a few km's per hour, in the last three months?

*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

Q11 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/h **GO TO Q13 if stated 60km/h or less**

1. Don't know

Q12 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

Q13 How often have you intentionally driven above the limit in a **100km/h zone**, even if by only a few km's per hour, in the last three months?

*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

Q14 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/h GO TO Q16 if stated 100km/h or less

1. Don't know

Q15 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

Q16 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	It is generally easy to avoid being caught while driving over the speed limit						
b	If I was to speed by a few kms over the speed limit in a 60km/h zone, I would have a high chance of being caught						
c	My family and friends think it is okay to speed by a few kms per hour in a 60km/h zone						

IMPAIRED DRIVING

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

Q17 Do you find yourself regularly (at least once a week) driving while drowsy?

1. Yes
2. No **GO TO Q19**
3. I'd prefer not to say **GO TO Q19**

Q18 Thinking about the last time you drove while drowsy, what was the main reason you did this?

Q19 Have you ever gotten into a car when you knew or thought the driver was over the legal blood alcohol limit in the last 12 months?

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

1. Yes
2. No **GO TO Q21**
3. Don't know **GO TO Q21**

Q20 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

Q21 Do you drink alcohol?

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

1. Yes
2. No **GO TO Q26**

Q22 Have you driven a car when you knew or thought you were over the legal blood alcohol limit (even slightly) in the last 12 months?

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

1. Yes
2. No **GO TO Q24**
3. I'd prefer not to say **GO TO Q24**

Q23 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

Q24 How many times have you driven a car after drinking when you knew or thought you were **under** the legal blood alcohol limit in the last four weeks?

Please write your response in the box below.

If you have not driven after drinking please write '0'.

1. Don't know
2. I'd prefer not to say
3. Have not driven a car in the last four weeks

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

Q25 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

Q26 Have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.) in the last 12 months? (Remember that your responses will be completely confidential).

Please select **one** response only.

1. Yes
2. No

GO TO Q29

Q27 Have you driven a car after using recreational drugs in the last 12 months?

Please select **one** response only.

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

GO TO Q29

GO TO Q29

GO TO Q29

Q28 What was the main reason for you driving a car after using recreational drugs?

Please write in your answer in the box below.

1. Don't know

Q29 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	It is easy to avoid being caught if I was driving while over the 0.05 blood alcohol limit						
b	If I was to drive next week and was slightly over the 0.05 blood alcohol limit, I would have a high chance of being caught.						
c	My family and friends think it is ok to drive if they are slightly over the 0.05 blood alcohol limit						
d	It is easy to keep myself awake if I need to drive						
e	It is easy to avoid being caught if I was driving after using recreational drugs						

DISTRACTED DRIVING

Q30 *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

Q31 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

Q32 Do you use your mobile phone for anything else while driving?

*Please select **all that apply***

1. GPS or navigation software (e.g. Google maps)
2. Music
3. Internet, email or social networking
4. Other phone functions (e.g. texting)
5. Other smartphone functions (e.g. clock, calendar, or apps)
6. Other (*please specify*)

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

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	Taking my eyes off the road for two seconds is dangerous						
b	I can ignore my mobile phone if a message or call arrives while I am driving						
c	My family and friends think it is ok to use a mobile phone without using a hands free kit						

Q34 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 (*please specify*)
-
11. Don't know
 12. Would rather not say

DRIVER HISTORY

Q35 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 Q37**
3. I'd prefer not to say **GO TO Q37**

Q36 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

Q37 Over the last 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 Q39**
3. Don't know **GO TO Q39**

Q38 Approximately on how many occasions in the last 12 months have you been breath tested **or been in a car when the driver was breath tested?**

1. Don't know

Q39 Over the last 12 months have you been drug tested or been in a car when the **driver was drug tested?** Saliva tests are the main testing method used in Victoria.

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

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

Q40 In the last 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 Q45**

Q41 Did **anyone** involved in the accident(s) sustain an injury?

If you have had more than one accident, it would be an 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

Q42 Thinking about the most recent crash in which you were a driver...
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

Q43 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

Q44 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_____

TOWARDS ZERO

Fifteen years ago, more than 400 people were killed on Victorian roads each year. This number has now fallen to almost 250.

Q45a In your opinion is this number of deaths:

Please select **one** response only.

1. Completely acceptable
2. Somewhat acceptable
3. Neither acceptable nor unacceptable
4. Somewhat unacceptable
5. Completely unacceptable
6. Don't know

Q45b Do you believe that one day in Victoria there will be no deaths as a result of road accidents?

Please select **one** response only.

1. Yes
2. No **GO TO Q46**
3. Don't know **GO TO Q46**

Q45c How long do you think it will take to reach zero road deaths in Victoria?

Please select **one** response only.

1. Less than 10 years
2. 10 to 19 years
3. 20 to 29 years
4. 30 years or more

VEHICLES

Q46 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

Q47 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

Q48 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 Q51

Q49 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:.....

Q50 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. Social or recreational

Q51 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
4. Haven't decided yet

GO TO Q59

GO TO Q56

Q52 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

Q53 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

Q54 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

Q55 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. Social or recreational

Q56 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
a	Condition of the vehicle / roadworthiness / low kilometres / mileage / reliability	
b	Features of vehicle (e.g., air conditioning, power steering, CD Player)	
c	Fuel economy / fuel cost	
d	Manufacturer (e.g., Toyota, Ford)	
e	Power / performance	
f	Safety features of the vehicle (e.g., ABS, airbags, ESC, stability control)	
g	Size of vehicle	
h	Style / appearance / image	
i	Transmission type (manual / automatic)	
j	Type of vehicle (sports, sedan, wagon, 4WD, ute, body type)	
k	Towing or load carrying capacity	

- Q57** 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	Adaptive cruise control	
b	Auto-Emergency Braking	
c	Driver and passenger frontal airbags	
d	Lane departure warning systems	
e	Rear parking aids	
f	Side airbags (Torso)	
g	Side curtain airbags (Head Protecting)	
h	Stability Control (also known as (ESC) / Electronic Stability Control / (ESP) Electronic Stability Program / (DSC) Dynamic Stability Control)	
i	Traction control	

- Q58** 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

ADDITIONAL DEMOGRAPHICS

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

- Q59** 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

- Q60** In a typical **year**, how many kilometres would you drive for any reason?
An approximate number is OK.

1. _____ km
2. Don't know

- Q61** 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

- Q62** 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 Q64

GO TO Q64

Q63 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

Q64 How often do you use the following forms of transport?
Please select one response per row

		Daily 1	A couple of times a week 2	At least once a week 3	At least once a fortnight 4	At least once a month 5	Every couple of months 6	A couple of times a year 7	Never 8
a)	Bus								
b)	Train								
c)	Tram								
d)	Walk								
e)	Ride Motorcycle								
f)	Ride Bicycle								
g)	Car as a passenger								
h)	Car as a driver								
i)	Truck as a driver								

Q65 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

Q66 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. 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 14 September, 2015 until 6pm AEST, 2 November, 2015. 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 2 pm AEST on 5 November, 2015 at the Social Research Centre, Level 9, 277 William Street, Melbourne, Victoria, 3000.

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 9, 277 William Street, Melbourne, Victoria, 3000. ABN: 91096153212

Unclaimed prize draw: If the prizes are unclaimed by 20 November, 2015, unclaimed prize draws will take place at 12pm on 21 November, 2015 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.**
- 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
- Terminate if age is less than 18 – refusals can continue.
- All questions should be non-mandatory to match the experience of the paper survey

***(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 "2015 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)

Firstly, we just have a couple of questions to ensure that we speak to a wide range of Victorians.

*(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?
1. Age in years: |_____|
 2. I'd prefer not to say

*(ALL)

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

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

*(ALL)

- Q4** What is your current employment status?
1. Employed full-time (GO TO Q5)
 2. Employed part-time or casual (GO TO Q5)
 3. Self-employed (GO TO Q5)
 4. Student (GO TO Q6)
 5. Unemployed (GO TO Q6)
 6. Home duties (GO TO Q6)
 7. Retired (GO TO Q6)
 8. Other (GO TO Q6)

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

*(IF IN PAID EMPLOYMENT) (Q4 = 1 OR 2 OR 3)

Q5 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)

- Q6** What do you think are the three main factors that most often lead to **serious** road accidents?
1. Young drivers
 2. Alcohol
 3. Distraction(s)
 4. Drugs
 5. Speeding
 6. Tiredness / drowsiness
 7. Aggressive or reckless driving
 8. Older drivers
 9. Other (*please specify*) (TEXT BOX)

*(ALL)

Q7 Either as a driver or passenger, what concerns you most about your safety on the road?

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

*(ALL)

Q8 Using a scale where **0 is not at all dangerous** and **10 is extremely dangerous**, how dangerous do you think it is to:

		0	1	2	3	4	5	6	7	8	9	10	Do not know
a)	Drive a few kms above the posted speed limit in a 60km/h zone												
b)	Drive a few kms above the posted speed limit in a 100km/h zone												
c)	Drive with an illegal Blood Alcohol Content (BAC) level												
d)	Drive after using stimulant drugs (such as speed, methamphetamine, ice, ecstasy)												
e)	Drive after using depressant drugs (such as marijuana, heroin, GHB)												
f)	Drive after using drugs and alcohol												
g)	Drive after drinking a small amount of alcohol while also using prescription medicines												
h)	Drive while very drowsy												
i)	Drive while using a handheld mobile phone												
j)	Drive while using a hands free mobile phone												

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

*(ALL)

Q9 When you drive a car (or other vehicle), how often do you wear a seatbelt?

*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. I'd prefer not to say

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

*(ALL)

Q10 How often have you intentionally driven above the limit in a **60km/h zone**, even if by only a few km's per hour, in the last three months?

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

*(ALL)

Q11 How fast should people be allowed to drive in a 60km/h zone without being booked for speeding?

1. (3 DIGITS) |__|__|__|km (IF <= 60km GO TO Q13)
2. Don't know (GO TO Q13)

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

*(DID NOT SELECT 60km or "Don't know" AT Q11)

Q12 When you have the opportunity, how often do you travel above *(INSERT RESPONSE FROM Q11=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)

Q13 How often have you intentionally driven above the limit in a **100km/h zone**, even if by only a few km's per hour, in the last three months?

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

*(ALL)

Q14 How fast should people be allowed to drive in a 100km/h zone without being booked for speeding?

1. (3 DIGITS) |__|__|__|km **(IF <=100km GO TO Q16)**
2. Don't know **(GO TO Q16)**

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

*(DID NOT SELECT 100km or "Don't know" AT Q14)

Q15 When you have the opportunity, how often do you travel above *(INSERT RESPONSE FROM Q14=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)

Q16 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)	It is generally easy to avoid being caught while driving over the speed limit	1	2	3	4	5	6
b)	If I was to speed by a few kms over the speed limit in a 60km/h zone, I would have a high chance of being caught	1	2	3	4	5	6
c)	My family and friends think it is okay to speed by a few kms per hour in a 60km/h zone	1	2	3	4	5	6

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

***(Impaired Driving)**

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

*(ALL)

Q17 Do you find yourself regularly (at least once a week) driving while drowsy?

1. Yes
2. No **GO TO Q19**
3. I'd prefer not to say **GO TO Q19**

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

*(IF Q17=1)

Q18 Thinking about the last time you drove while drowsy, what was the main reason you did this?

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

*(ALL)

- Q19** Have you ever gotten into a car when you knew or thought the driver was over the legal blood alcohol limit in the last 12 months?
1. Yes (GO TO Q20)
 2. No (GO TO Q21)
 3. Don't know (GO TO Q21)

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

*(DRIVER OVER LIMIT) (Q19=1)

- Q20** 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)

- Q21** Do you drink alcohol?
1. Yes (GO TO Q22)
 2. No (GO TO Q26)

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

*(DRINKS ALCOHOL) (Q21=1)

- Q22** Have you driven a car when you knew or thought you were over the legal blood alcohol limit (even slightly) in the last 12 months?
1. Yes (GO TO Q23)
 2. No (GO TO Q24)
 3. I'd prefer not to say (GO TO Q24)

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

*(DROVE OVER LIMIT) (Q22=1)

- Q23** 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) (Q21=1)

- Q24** How many times have you driven a car after drinking when you knew or thought you were **under** the legal blood alcohol limit in the last four weeks?
Please enter your response in the box below.
If you have not driven after drinking please enter '0'.
(NUMBER)
1. Don't know
 2. I'd prefer not to say
 3. Have not driven a car in the last four weeks

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*(DRINKS ALCOHOL) (Q21=1)

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

*(DRINKS ALCOHOL) (Q21=1)

Q25 Did you decide how you would get home...?

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

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

*(ALL)

Q26 Have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.) in the last 12 months? (Remember that your responses will be completely confidential).

1. Yes (GO TO Q27)
2. No (GO TO Q29)

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

*(USED RECREATIONAL DRUGS) (Q26=1)

Q27 Have you driven a car after using recreational drugs in the last 12 months?

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

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

*(DROVE CAR USING RECREATIONAL DRUGS) (Q27 = 1)

Q28 What was the main reason for you driving a car after using recreational drugs?

1. Don't know

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

*(ALL)

Q29 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)	It is easy to avoid being caught if I was driving while over the 0.05 blood alcohol limit	1	2	3	4	5	6
b)	If I was to drive next week and was slightly over the 0.05 blood alcohol limit, I would have a high chance of being caught.	1	2	3	4	5	6
c)	My family and friends think it is ok to drive if they are slightly over the 0.05 blood alcohol limit	1	2	3	4	5	6
d)	It is easy to keep myself awake if I need to drive	1	2	3	4	5	6
e)	It is easy to avoid being caught if I was driving after using recreational drugs	1	2	3	4	5	6

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

***(Distractions)**

*(ALL)

Q30 *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.

		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)

Q31 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)

Q32 Do you use your mobile phone for anything else while driving?

Please select all that apply

1. GPS or navigation software (e.g. Google maps)
2. Music
3. Internet, email or social networking
4. Other phone functions (e.g. texting)
5. Other smartphone functions (e.g. clock, calendar, or apps)
6. Other (*please specify*)

7. I don't use my mobile phone for anything aside from making or answering calls while driving (EXCLUSIVE)
8. I don't use my mobile phone at all while driving (EXCLUSIVE)

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

*(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)	Taking my eyes off the road for two seconds is dangerous	1	2	3	4	5	6
b)	I can ignore my mobile phone if a message or call arrives while I am driving	1	2	3	4	5	6
c)	My family and friends think it is ok to use a mobile phone without using a hands free kit	1	2	3	4	5	6

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

*(ALL)

Q34 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 (*please specify*) (TEXT BOX)
11. Don't know
12. Would rather not say

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

***(Driver History)**

*(ALL)

Q35 Have you been caught speeding in the last 12 months (either by police or a fixed / mobile camera)?

1. Yes (GO TO Q36)
2. No (GO TO Q37)
3. I'd prefer not to say (GO TO Q37)

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

*(IF CAUGHT SPEEDING) (Q35=1)

Q36 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 -----

*(ALL)

Q37 Over the last 12 months have you been breath tested or been in a car when the ***driver was breath tested?***

1. Yes (GO TO Q38)
2. No (GO TO Q39)
3. Don't know (GO TO Q39)

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

*(BREATH TESTED) (Q37=1)

Q38 Approximately on how many occasions in the last 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)

Q39 Over the last 12 months have you been drug tested or been in a car when the ***driver was drug tested?*** Saliva tests are the main testing method used in Victoria.

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

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

*(ALL)

- Q40** In the last 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 Q41)**
 2. No **(GO TO Q45)**

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

*(INVOLVED IN AN ACCIDENT) (Q40=1)

- Q41** Did **anyone** involved in the accident(s) sustain an injury?
If you have had more than one accident, it would be an injury in ANY accidents in the last five years.
1. Yes **(GO TO Q42)**
 2. No **(GO TO Q42)**
 3. Don't know / can't remember **(GO TO Q42)**

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

*(INVOLVED IN AN ACCIDENT) (Q40=1)

- Q42** Thinking about the most recent crash in which you were a driver...
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) (Q40=1)

- Q43** 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) (Q40=1)

- Q44** What do you believe were the **three** main cause(s) of this most recent crash?
1. Young drivers
 2. Alcohol
 3. Distraction(s)
 4. Drugs
 5. Speed
 10. Tiredness / drowsiness
 11. Aggressive or reckless driving
 12. Older drivers
 13. Other *(please specify)* (TEXT BOX)

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

***(Towards Zero)**

*(ALL)

Fifteen years ago, more than 400 people were killed on Victorian roads each year. This number has now fallen to almost 250.

*(ALL)

Q45a In your opinion is this number of deaths:

1. Completely acceptable
2. Somewhat acceptable
3. Neither acceptable nor unacceptable
4. Somewhat unacceptable
5. Completely unacceptable
6. Don't know

*(ALL)

Q45b Do you believe that one day in Victoria there will be no deaths as a result of road accidents?

7. Yes **GO TO Q45c**
8. No **GO TO Q46**
9. Don't know **GO TO Q46**

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

*(IF Q45b=1 – BELIEVES WE CAN REACH ZERO)

Q45c How long do you think it will take to reach zero road deaths in Victoria?

1. Less than 10 years
2. 10 to 19 years
3. 20 to 29 years
4. 30 years or more

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***(Vehicles)**

*(ALL)

Q46 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)

Q47 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)

Q48 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 Q49)
2. The car that I usually drive is owned by someone else in my household (GO TO Q49)
3. I usually drive a company car but also have my own personal car (GO TO Q49)
4. I only drive a company car and do not own a car personally (GO TO Q49)
5. I do not personally own a car but hire or borrow one as needed (GO TO Q49)
6. I do not own a car and do not ever drive a car (GO TO Q51)

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

*(Q48=1 to 5)

Q49 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)

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

*(Q48=1 to 5)

Q50 For what purpose do you mainly use this car?

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

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

*(ALL)

Q51 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 Q52)
2. Yes, after 12 months (GO TO Q52)
3. No, not planning to purchase a car in the future (GO TO Q59)
4. Haven't decided yet (GO TO Q56)

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

*(INTENDS TO BUY A CAR) (Q51=1 OR 2)

Q52 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) (Q51=1 OR 2)

Q53 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) (Q51=1 OR 2)

Q54 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) (Q51=1 OR 2)

Q55 For what purpose do you intend to use this vehicle?

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

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

*(INTENDS TO BUY A CAR) (Q51=1 OR 2 OR 4)

Q56 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) (Q51=1 OR 2 OR 4)

Q57 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
Adaptive cruise control	
Auto- 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) (Q51=1 OR 2 OR 4)

Q58 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 -----

***(Additional Demographics)**

*(ALL)

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

*(ALL)

Q59 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 -----

*(Q48=1 to 5)

Q60 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

*(Q48=1 to 5)

Q61 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) (Q4 = 1 OR 2 OR 3)

Q62 How often do you drive a vehicle for work related purposes (**not including driving to and from work**)?

- | | |
|--------------------------|-------------|
| 1. Daily | (GO TO Q63) |
| 2. A few times a week | (GO TO Q63) |
| 3. About once a week | (GO TO Q63) |
| 4. Less than once a week | (GO TO Q63) |
| 5. Never | (GO TO Q64) |
| 6. Don't know | (GO TO Q64) |

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

*(USES CAR FOR WORK) (Q62=1 OR 2 OR 3 OR 4)

Q63 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)

Q64 How often do you use the following forms of transport?

Please select one response per row

		Daily	A couple of times a week	At least once a week	At least once a fortnight	At least once a month	Every couple of months	A couple of times a year	Never
		1	2	3	4	5	6	7	8
a)	Bus								
b)	Train								
c)	Tram								
d)	Walk								
e)	Ride Motorcycle								
f)	Ride Bicycle								
g)	Car as a passenger								
h)	Car as a driver								
i)	Truck as a driver								

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

*(ALL)

Q65 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 -----

***(Further Research)**

*(ALL)

Q66 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. Email address: (TEXT BOX)

(END OF SURVEY)

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 14 September, 2015 until 6pm AEST, 2 November, 2015. 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 2 pm AEST on 5 November, 2015 at the Social Research Centre, Level 9, 277 William Street, Melbourne, Victoria, 3000.

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 9, 277 William Street, Melbourne, Victoria, 3000. ABN: 91096153212

Unclaimed prize draw: If the prizes are unclaimed by 20 November, 2015, unclaimed prize draws will take place at 12pm on 21 November, 2015 at the above address. The winning individuals will be notified by telephone and in writing.

Appendix 3 – CATI Follow-up Script

1491 – Main 2015 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. Telstra message/Number disconnected
8. Claims to have done survey
9. Resp not available/Away for duration of survey
10. Wrong number / sample member not known
11. Too old/sick unable to do survey
12. Terminated midway in survey
13. Stopped interview
14. Language Unknown
15. (SUPERVISOR USE ONLY) Refused prior
16. (ICS USE ONLY) Hard Refusal
17. (ICS USE ONLY) Soft Refusal
18. Respondent Deceased

*(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
3. 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)
7. LOTE - Follow Up (Record Language, MAKE APPOINTMENT)
8. Back to SMS

*(SAMPLE MEMBER)

S2. This is just a quick call about a letter we sent regarding the 2015 TAC Road Safety Monitor. Do you remember receiving it?

1. Yes (recalls letter) (GO TO S3)
2. Does not recall letter (GO TO S3)
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.

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 MON)
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 MON)
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 <https://TACRSM2015.srcsurvey.com.au> 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 2015 TAC Road Safety Monitor. Remember, if you complete the survey by November 2, 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)

MON. This call may be recorded for quality assurance purposes. Please tell me if you don't want this to happen.

1. Recording allowed
2. Recording not permitted

*(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 although was already partially done (loaded on page other than intro)
(RECORD START QUESTION) (GO TO ALLTERM)
3. Completed part way, need to call back (MAKE CALLBACK APPOINTMENT)
4. 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		Call outcome	Summary call outcome
S1=3	Phone number not named sample member/ named sample member not known	Wrong number	Screen outs
S1=4 S2=4 S3=6 S8=3 S10=4	Refusal - named sample member	Respondent refusal	Refusal
S1=5	Refusal - phone answerer	Household refusal	Refusal
S1=6 S2=3 S8=2	Claims to have already completed survey	Claims to have done survey	Other contacts
S9=1	Will post or do online	Will post or do online	Other contacts
S10=1	CATI complete	Interview	Interview
S10=2	CATI complete – was previously partially done	Interview	Interview

*(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_____)