Transport Accident Commission

Road Safety Monitor

2024 Report FINAL

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Lotjpa Iyawa "Yarning as One"
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Executive Summary

The Road Safety Monitor (RSM) survey was first conducted in 2001. Since inception, it has continuously tracked Victorians' road behaviours and attitudes. In 2024, while there were few year-on-year changes in behaviour, respondents' interactions with enforcement rose in prevalence and some attitudes shifted. Notably, sentiment towards enforcement became more negative, and some behaviours were perceived to be less risky.

Key behavioural trends

Speeding

In 2024, drivers reported intentionally exceeding the speed limit in the past 3 months at rates consistent with 2023.

Just under two–thirds (63%) of drivers had intentionally driven 3 km/h or more above the posted speed limit, while one quarter (26%) had intentionally driven 10 km/h or more above the posted speed limit.

Drinking alcohol and drink driving

Reported alcohol consumption over the past 12-months declined in prevalence. Illegal drink driving within the same time-period continued a downward trend, reaching a prevalence of 2.3%.

Distracted driving

Driving while using a handheld mobile phone was consistent in with previous years. Half (52%) reported using a handheld mobile phone while driving in the past month.

Tired driving

In 2024, one-in-five drove 'while very tired' (21%) in the past 12 months which is consistent with previous years. A majority (60%) drove 'while quite tired'; a decrease from 2023 (65%).

Seatbelt use

There was a slight increase in driver and passenger seatbelt noncompliance in 2024 compared to previous years.

In 2024, 3.0% reported driving without a seatbelt in the past 12 months, a small increase from 2023 (2.7%) and 2022 (2.3%). One-in-twenty (4.7%) reported having travelled as a passenger while not wearing a seatbelt, versus 4.2% in 2023 and 3.6% in 2022.

Drug driving

Both illegal drug use (5%) and driving after using illegal drugs (0.9%) were of similar prevalence to prior years.

Driving Behaviour Index (DBI)

The Driver Behaviour Index (DBI) is a summary of scores assigned to each respondent on all risk-increasing road behaviours covered in the RSM.

In 2024, DBI scores saw no marked shifts from 2023, indicating a similar prevalence of risk-increasing road behaviours.

Other trends

Enforcement

In 2024, half (50%) of all drivers reported experiencing at least one driving interaction with police in the past 12 months. Being pulled over for breath and drug-tests both increased, while being caught for speeding was stable with previous years.

Attitudes

Attitudes toward road-related matters and risk-increasing behaviours saw shifts from results observed in 2022/23. Particularly, attitudes toward road enforcement saw higher negative sentiments year-on-year.

Perceptions of how dangerous tired driving and distracted driving are decreased year-on-year. Perceptions of how dangerous it is to drive soon after one alcoholic drink increased year-on-year.

1 Introduction

1.1 Background and objectives

This section provides background to this report, including the research objectives and methodology.

The TAC and road safety

The Transport Accident Commission (TAC) is a government-owned organisation which was established in Victoria in 1986 through the Transport Accident Act (1986). Funding for the TAC is derived from vehicle registrations fees collected by VicRoads. The TAC has three main roles, each of which is directed towards reducing the impact of adverse health effects caused by traffic accidents:

- **To improve road safety**
- **To improve the State's trauma system**
- **To support those who have been injured on Victorian roads**

The focus of the Road Safety Monitor (RSM) is largely on the first role – promoting road safety. This important role is somewhat atypical of organisations that administer compensation schemes, but the TAC has been successful in promoting road safety. The most visible aspects of this role for the public are the social public education efforts, which have been on air in Victoria since 1989. However, promoting road safety is a collaborative process involving the TAC, Department of Transport and Planning, Department of Justice and Community Safety, and Victoria Police, as well as many other organisations including research institutes, health organisations, industry, and other government departments at all levels. This work involves understanding the many facets of and trends in road safety in Victoria, determining interventions that balance mobility and safety to benefit road users, and implementing these interventions.

Road fatalities and interventions over time

Before the establishment of the TAC, one of the most significant road safety interventions introduced was compulsory seatbelts in 1970. At that time, there were 1,061 road deaths in Victoria – the highest ever recorded. Following this intervention, random breath tests were introduced in 1976, red light cameras in 1983, and speed cameras in 1986.

Since its establishment, the TAC has had a role in implementing or supporting a range of road safety interventions. These interventions range from funding infrastructure and enforcement initiatives to providing education through advertising campaigns, sponsorships and education programs.

Lives lost

Road safety continues to be a pressing issue for Victoria. While lives lost decreased 3.7% in 2024 from 2023 (284 compared to 295 lives lost), it is substantially higher than the 2019–2023 five-year average of 249 lives lost annually.

Victorian Road Safety Strategy 2021–2030

Looking beyond 2020, the '*Victorian Road Safety Strategy 2021–2030*' is designed to reduce and eventually eliminate the unacceptable loss of life on Victoria's roads. It aims to halve lives lost and reduce serious injuries by 2030.

The focus of the Strategy is on creating a safe road environment and supporting road users to make safe choices by:

- ensuring all Victorians are safe and feel safe, on and around our roads
- seeing progressive reduction in fatalities and serious injuries from road trauma over the next 10 years
- embedding a culture of road safety within the Victorian community
- delivering initiatives that have an immediate impact while also preparing for future changes to road safety technology.

The Strategy also acknowledges that road safety is complex and that it takes a collective response from government agencies, the TAC's industry partners, and the Victorian community to deliver safer roads.

1.2 Research objectives

The primary research objectives of the RSM are to:

Monitor road safety behaviour and the factors which influence behaviour, including attitudes and social norms.

Identify behaviours and attitudes that are relevant to road safety.

In addition, the secondary objectives of the RSM are to:

Profile those who are model road users and those who are at risk on Victorian roads.

Provide evidence to assist with the evaluation of road safety programs.

1.3 Reading this report

Rounding and multiple response questions

The sums of percentages in tables have been rounded to the nearest integer. This means that in some tables the total may add to 99% or 101% rather than 100%. This is due to rounding and is not an error.

Where questions allow multiple responses from respondents, the sum of response percentages may add to more than 100%. In these cases, the total percentage reflects the average number of responses per respondent. i.e., a multiple response question which adds to a total of 243% has an average of 2.43 responses per respondent.

Time series reporting

Due to substantial changes to the questionnaire instrument in 2022, time-series reporting should be interpreted with caution. There were changes to the wording of all time-series questions. Notes have been placed on time-series charts to indicate where comparisons to 2016–2021 data should be treated with caution.

Subgroup reporting

There is subgroup reporting throughout the report by gender, age and location (per ABS SOS definitions). Note that location subgroups were changed in 2017. Until 2016, location was defined as either ‘Melbourne’ or ‘Elsewhere in Victoria’. From 2017 locations have been defined per ABS Section of State (SOS) definitions. There is also subgroup reporting that classifies respondents according to their self-reported behaviours. Subgroup definitions can be found in Appendix 2 of this report.

Statistical significance and question codes

The data in this report have been tested for statistical significance, typically between subgroups. Tests are conducted between the subgroup and the total excluding the subgroup and are at the 95% confidence interval, unless stated otherwise. A multiple comparison correction (see Appendix 5) has been used to adjust the statistical significance where several comparisons are made in the one table. Significance testing where comparisons to prior dates or periods are made use comparisons only to the nearest period, e.g. (2024 against 2023, Q1 against Q2).

To illustrate, in Table 1, a blue arrow indicates that males were significantly more likely to have drunk alcohol and driven. Similarly, a red arrow indicates that those in Major Urban areas were significantly less likely to have drunk alcohol and driven, relative to drivers in other locations.

Information below each table shows question numbers as codes. An example is provided in Table 1 below where DB3ABC references question numbers in the questionnaire.

Table 1 Significance reporting example table

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
NET had alcohol and had driven	42%	35%	43%	46%	39%	47% ↑	37% ↓	40% ↓	48% ↑	47%
Had driven when confident was under	41%	32% ↓	42%	46% ↑	39%	47% ↑	36% ↓	39% ↓	47% ↑	46%
Had driven when might have been over	9%	11%	9%	8%	8%	11% ↑	7% ↓	9%	11%	10%
Had driven when over	3%	5%	3%	3%	3%	4%	2%	3%	4%	3%
Base	*2220*	*346*	*483*	*737*	*654*	*1067*	*1153*	*1086*	*746*	*388*

DB3ABC In the last 12 months, how often did you [drink and drive behaviour]?
Base: Drivers (n=2,220)

Sample

The sample was drawn from the VicRoads Registration and Licencing Database. Only Victorians with a licence (either learners' permit, probationary or full licence for any vehicle type) or a registration in their name (car, motorbike or trailer) were included in the sample population. However, this sample is likely highly representative for the adult Victorian population, as close to nine in ten Victorians (87%) aged 18 or over had a driving permit at some stage, or had a vehicle registered in their name. Weighting was used to correct for sampling design (see Section 4 – Research methodology of this report).

Base descriptions

Throughout this report, different 'base' descriptions are used. A 'base' refers to the sample, or subsample of respondents who were included in the statistical computations for a question.

It should be noted that most of the RSM report focuses on a subset of the total sample, referred to as 'Drivers'. 'Drivers' are considered those who self-reported having driven a vehicle (i.e. a car or heavy vehicle) in the 12 months prior to their completion of the survey. In 2024, 'Drivers' made up 98% of the final sample.

Where bases note that 'all respondents' were included, this refers to the entire sample. 'All respondents' are incorporated only in survey questions where driving is not a pre-requisite to answering the question or for the analysis being conducted.

Where other base descriptions occur, e.g. 'Employed Drivers', these refer to a further subset of the sample where only those employed and who drive are relevant to the reported prevalence rates.

2 Behaviours at a glance

		Prevalence	Key findings
Drink driving			
	Over their legal BAC	2%	Two percent of respondents had driven over their legal BAC in the past three months, which represents a downward trend from previous years. The perceived risk of crashing due to drink–driving and the influence of social norms over drink driving were factors associated with reduced drink driving.
Speeding			
	10 km/h+ over the limit	26%	While a quarter of respondents reported intentionally driving 10 km/h or more over the speed limit in the previous three months, two-thirds reported driving 3 km/h or more over the speed limit. Driving at 3 km/h or more above the limit was perceived by respondents as a normalised behaviour and comparatively low–risk in terms of safety. In contrast, driving at 10 km/h above the limit was perceived to be a less acceptable behaviour, and typically, a behaviour with a higher safety risk.
	3 km/h+ over the limit	63%	
Distracted driving			
	Used mobile phone in hand	52%	About half of respondents admitted to having used a mobile phone in their hand while driving in the previous month. This was despite the activity being perceived as high-risk and socially unacceptable among those who do the behaviour.
Tired driving			
	Had driven while very tired	21%	One-in-five respondents had driven while very tired in the previous 12 months (so tired they struggled to keep their eyes open). Respondents who avoided fatigued driving understood the high perceived crash risk and had higher levels of perceived control over the behaviour.
Drug driving			
	Used illegal drugs and had driven	1%	Fewer than one percent of respondents reported driving after using illegal drugs in the past three months. Drug driving was seen by almost all respondents as highly dangerous. However, the perceived danger among those who used illegal drugs, and had driven after using illegal drugs, was lower.
Seatbelt use			
	Had driven without a seatbelt	3%	Traveling without a seatbelt was a low prevalence behaviour and was slightly more common as a passenger than as a driver. Changes year-on-year showed consistently increasing rates of prevalence, however. The perceived risk of enforcement among those who had driven without a seatbelt was similar to the average driver.
	Passenger without a seatbelt	5%	

3 Detailed Findings

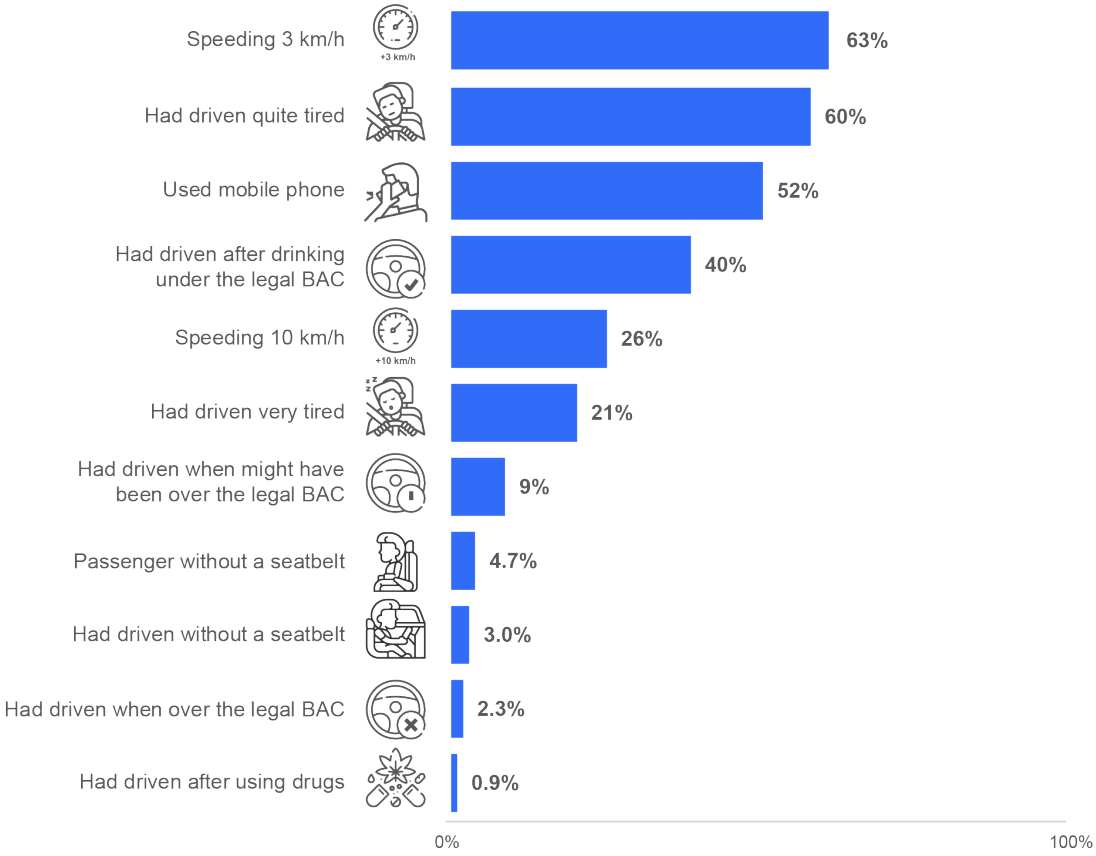
This section includes three introductory chapters providing an overview of behaviours and attitudes. Subsequent chapters provide more detailed analysis of the following behaviours: speeding, drink driving, distracted driving, tired driving, drug driving, seatbelt use, and transport use. The remaining chapters in this section examine road enforcement and the TAC's Toward Zero key metrics.

3.1 Prevalence of risk-increasing road behaviours

Figure 1 provides a snapshot of respondents' risk-increasing road behaviours. This chart does not indicate how frequently respondents did these behaviours. More detail on the prevalence and frequency of various behaviours can be found in the dedicated driving behaviour chapters.

Overall, more than half of drivers reported having driven over the speed limit by 3 km/h or more (63%), while quite tired (60%) and while holding a mobile phone in their hand (52%). Fewer than 5% of respondents travelled as a passenger while not wearing a seatbelt (4.7%), had driven while not wearing a seatbelt (3.0%), while over their legal BAC (2.3%) and after using illegal drugs (0.9%).

Figure 1 Prevalence of risk-increasing road behaviours

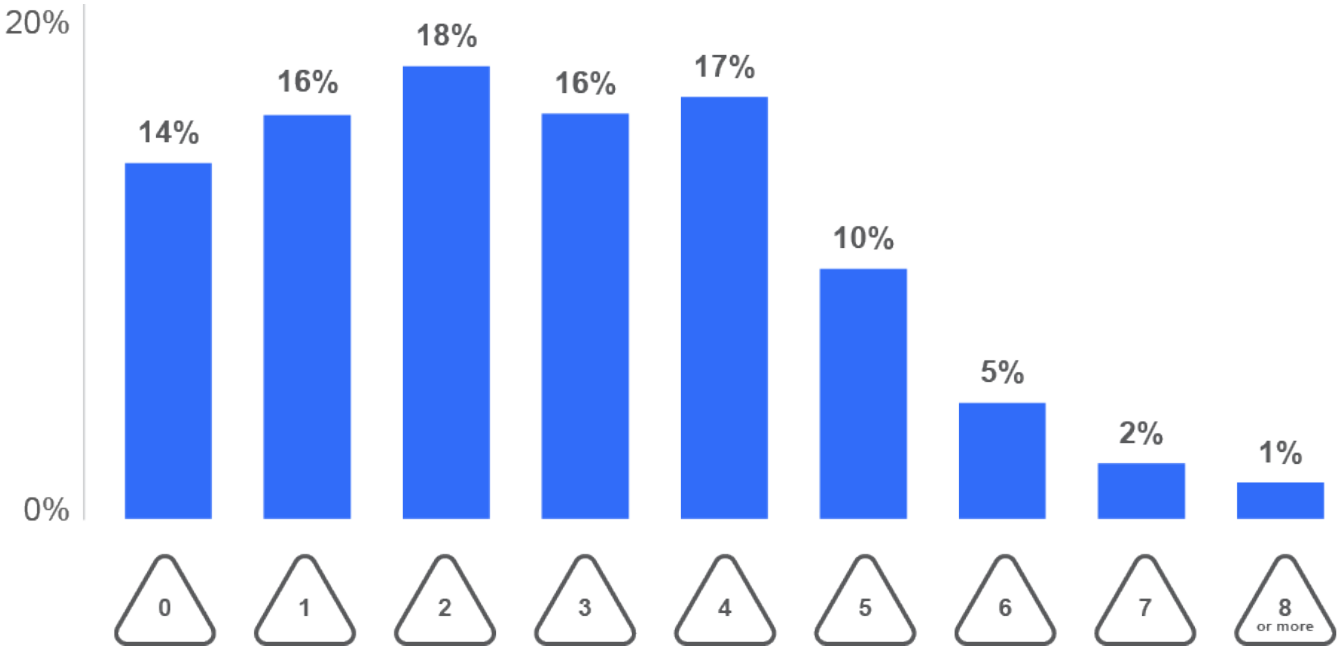


DB1 In the past month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
DB2 In the past three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
DB4 In the past three months, how often did you intentionally drive 10 km/h or more above the limit in the following [speed limit zone]?
DB3 In the past 12 months, how often did you [driving behaviour]?
Bases: Drivers (n=2,520); Passenger without a seatbelt item base (n=2,562)

It was possible for drivers to report up to eleven of these risk-increasing road behaviours. Results showed that nearly nine-in-ten drivers did at least one risky driving behaviour (86%). This result remains consistent with prevalence seen in both 2022 and 2023.

Half (50%) of drivers surveyed did between one and three risk-increasing road behaviours, with an average of three behaviours among all drivers. Over a third (36%) of drivers reported having done four or more.

Figure 2 Number of risk-increasing road behaviours performed



DB1 In the past month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
DB2 In the past three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
DB4 In the past three months, how often did you intentionally drive 10 km/h or more above the limit in the following [speed limit zone]?
DB3 In the past 12 months, how often did you [driving behaviour]?
Base: Drivers (n=2,520)

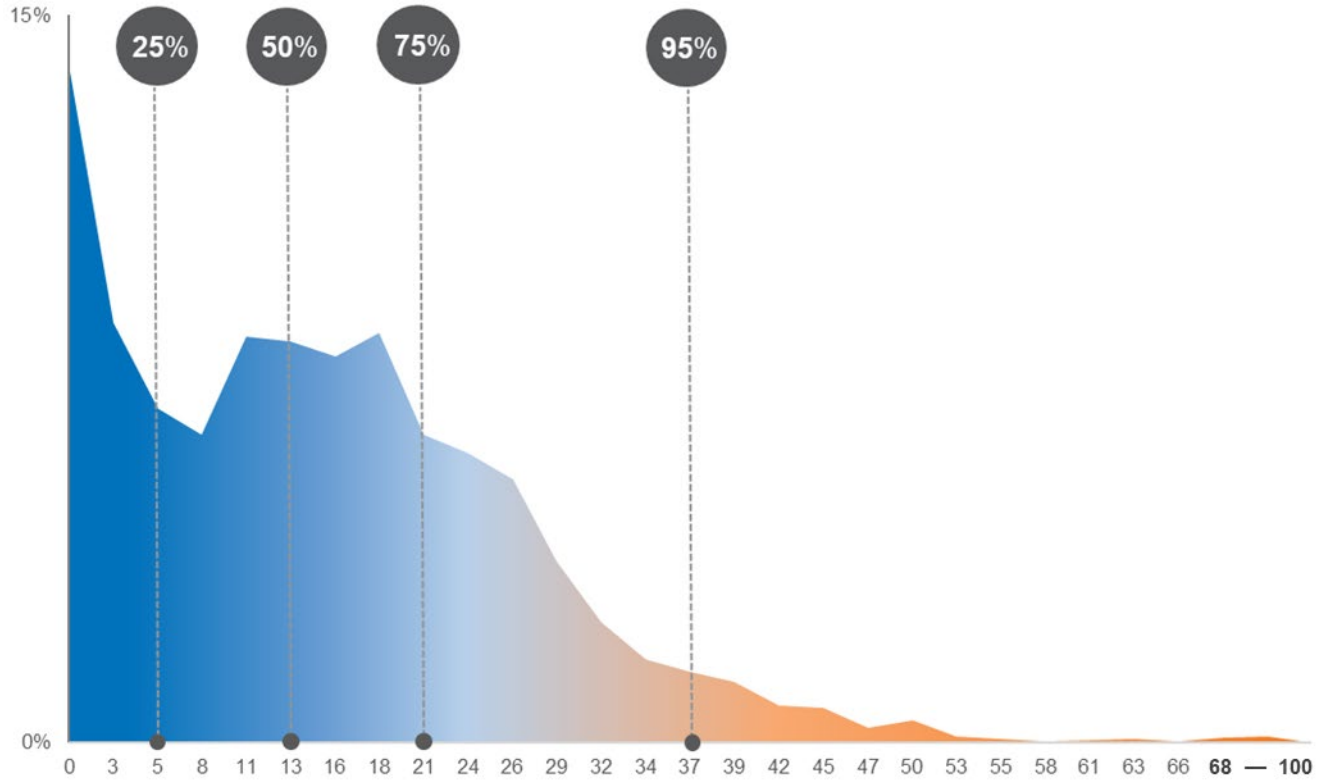
3.2 Driving Behaviour Index

As the potential level of risk varies for different types of driving behaviour and frequency with which they are performed, a composite variable has been developed which takes this variance into consideration.

The Driving Behaviour Index (DBI) summarises the level of risk for drivers' behaviours on a scale between 0 and 100, with 0 describing someone who does not conduct any dangerous behaviours at all, and 100 describing someone who did all risk-increasing road behaviours at their maximum reportable frequency. For detailed information about the construction of this index, refer to Appendix 1.

Figure 3 shows the distribution and percentiles of respondents' DBI scores in 2024. Overall, 25% of respondents had DBI scores of 5 or lower, 50% had scores of 13 or lower, 75% had scores of 21 or lower, and 95% had scores of 37 or lower.

Figure 3 Driver Behaviour Index summary



Driver Behaviour Index
Base: Drivers (n=2,520)
**Please note, the data presented is pseudo-continuous, with few respondents' scores ranging between 68 and 100. The X-axis has been clipped for visual brevity. Scores in this range comprised under 0.1% of all scores plotted.*

Table 2 shows that in 2024, the DBI remained stable from results obtained in 2023. Overall, this result indicates that both prevalence and severity of driving behaviours measured in the RSM were similar in 2024 to 2023.

Table 2 DBI percentiles and changes by year

DBI score	2023	2024
25th percentile *(Low)*	5	5
50th percentile *(Medium)*	13	13
75th percentile *(Very High)*	21	21
95th percentile *(Extremely High)*	37	37
Average	**14.6**	**14.9**
Base	*2,358*	*2,520*

Driver Behaviour Index
Base: Drivers

3.2.1 Profile of DBI levels

Understanding the profile of those with high DBI levels gives an overview of the characteristics of drivers who have lower or higher risk. In this section, attributes which vary among respondents with different DBI levels are shown (Table 3).

Participants were categorised into five groups based on their DBI score, from low through to extremely high. Findings show that respondents disproportionately represented in the 'extremely high' (drivers with scores of 37 and above) category when compared to the total result were:

- those who used a truck, or ute, as their main vehicle
- aged 18-25 and 26 to 39
- completed high school (as their highest education accreditation)
- travelled 15,000 km or more per year
- drove as part of their work 4 or more days a week
- commuted to work 4 or more days a week.

Comparatively, those who were less likely to be in the 'extremely high' category, were:

- non-commuters (those who are employed and drive, but do not commute)
- aged 61-90
- retired
- travelled <5,000 km per year
- attained a university degree (as their highest education accreditation).

Table 3 Extremely high DBI propensity by demographic characteristics

Demographic characteristics	Extreme (37+)	Ratio of extreme vs Total
Total	**4.0%**	**-**
Highest propensity groups		
Main vehicle: Truck	11.9%	3.0
Age: 18-25	8.7%	2.2
Highest education: High school	7.7%	1.9
Main vehicle: Ute / Utility / Pickup	7.7%	1.9
Km travelled per year: 15,000+	7.1%	1.8
Days per week driven to work: 4 or more	6.8%	1.7
Age: 26-39	5.9%	1.5
Days per week commuted: 4 or more	5.6%	1.4
Lowest propensity groups		
Days per week commuted: Do not commute	0.8%	0.2
Age: 61-90	0.9%	0.2
Employment status: Retired	1.0%	0.2
Km travelled per year: 0 - 5,000 km	1.5%	0.4
Highest education: University	2.9%	0.7

Driver Behaviour Index
Base: Drivers (n=2,520)

3.2.2 Level of dangerous behaviour overlap

This section explores whether dangerous driving behaviours have intersections with one another. Particularly, this section examines whether any specific dangerous behaviours are more strongly linked to having an 'extremely high' DBI. For example, 'what proportion of people who drive without a seatbelt have an extremely high DBI?'

Note that for this analysis, respondents were categorised into their 'worst' behaviour in each set of similar behaviours (i.e. drug use, alcohol use, speeding, and fatigue). For example, those who 'had driven after using illegal drugs' were not also categorised as those who used illegal drugs. Similarly, those who 'had driven after drinking when might have been or were over their BAC limit', were not also categorised as those who 'had driven while confident they were under their BAC limit' or 'those who had alcohol but did not drive after'.

Table 4 shows each behavioural group's likelihood of being categorised under an 'extremely high' DBI, relative to likelihood in the overall sample (4.0%). Overall, behaviours such as driving after taking illegal drugs, taking illegal drugs, not wearing a seatbelt and driving when over, or might have been over the legal BAC limit, had stronger links with extremely high DBIs than other behaviours, and drivers generally.

Table 4 Extremely high DBI propensity by driving & related behaviours undertaken

Driving & related behaviours	Extremely high DBI (37+)	Ratio of Extreme vs Total
Total	**4.0%**	**-**
Had driven after using illegal drugs	47%	11.9
Did not wear a seatbelt as a passenger and/or driver	38%	9.5
Used illegal drugs (but had not driven after using)	26%	6.5
Had driven after drinking when might have been or were over the limit	22%	5.5
Had driven while very tired	16%	3.9
Had driven 10 km/h over the speed limit	13%	3.2
Used mobile phone in hand while driving	8%	1.9
Had driven after drinking when under the limit	3%	0.9
Had driven 3 km/h over the speed limit	2%	0.5
Had driven while quite tired	2%	0.5
Had alcohol but did not drive after	1%	0.4

Driver Behaviour Index
Base: Drivers (n=2,520)

3.2.3 Other driving behaviours

In this section, several behaviours are examined that are unrelated to the DBI but provide additional insight into the everyday driving behaviours that people engage in.

Respondents were asked a series of questions about how frequently they conduct a variety of positive and negative behaviours on the road.

Table 5 highlights the percentage of respondents who said they 'always' engaged in different safety-conscious driving behaviours over time.

Compared with previous years, respondents were less likely to have always left 1.5 metres between their vehicle and cyclists in 60 km/h speed zones. The proportion of respondents who always left their car at home as a preventative measure to drink driving was consistent with prior years.

Table 5 Safety-conscious driving behaviours (% 'always') by year

	2022	2023	2024
Leave the car at home when you know you are going to drink	71%	70%	70%
Leave at least 1.5 metres between your vehicle and cyclists in 60 km/h speed zones	58%	61%	55% ↓
Base	*2,402*	*2,319*	*2,486*

PND1 How often do you [...]?
Base: Drivers

Table 6 highlights the percentage of respondents who 'never' performed unsafe driving behaviours over time. Both of the measured unsafe driving behaviours saw similar results compared with previous years, with 70% of respondents reporting that they 'never' tailgate other vehicles and 74% that they never run red lights.

Table 6 Unsafe driving behaviours (% 'never') by year

	2022	2023	2024
Tailgate other vehicles	69%	72%	70%
Run red lights, either intentionally or unintentionally	70%	72%	74%
Base	*2,402*	*2,336*	*2,485*

PND1 How often do you [...]?
Base: Drivers

Consistent engagement in safety conscious-driving behaviours correlated with a lower likelihood of having an extremely high DBI. Similarly, consistent avoidance of the unsafe driving behaviours measured correlated with a lower likelihood of having an extremely high DBI.

As shown in Table 7, respondents who reported never tailgating other vehicles were least likely to have an extremely high DBI (0.4 times as likely) of the safety conscious behaviours.

Table 7 Safety-conscious and unsafe driving behaviours by Extremely High DBI propensity

	Extremely high DBI (37+)	Ratio of Extreme vs Total
Total	**4.0%**	**-**
Never: Tailgate other vehicles	1.6%	0.4
Never: Run red lights, either intentionally or unintentionally	2.3%	0.6
Always: Leave the car at home when you know you are going out to drink	2.5%	0.6
Always: Leave at least 1.5 metres between your vehicle and cyclists	2.6%	0.6

PND1 How often do you [...]?
Base: Drivers (n=2,452-2,486)

3.3 Underlying contributors to DBI score

In this section we examine underlying attitudes, social norms, control over behaviours and perceptions of risk relate to the DBI. We also examine whether these underlying contributors have changed over time.

3.3.1 Contribution of underlying factors to DBI

To understand the general relationship between the Driver Behaviour Index (DBI) and related factors, correlations were analysed across several areas measured in the RSM. Each area was assessed differently:

- DBI: Scored from 0 to 100. A score of 0 means the driver reported no risk-increasing behaviours, while 100 indicated reporting all risky behaviours at the maximum frequency.
- Perceived control: Assessed by asking all drivers how strongly they agree that sometimes they must perform risk-increasing behaviours (rated from 1 ‘strongly disagree’ to 5 ‘strongly agree’)
- Attitudes: Drivers indicated their level of agreement with statements about road safety in Victoria (from 1 'strongly disagree' to 5 'strongly agree').
- Social norms: Drivers rated how embarrassed they'd feel if friends or family knew they were caught doing risk-increasing behaviours (rated from 1 'not at all embarrassed' to 5 'completely embarrassed').
- Perceived danger: Drivers rated how dangerous they believe certain behaviours are (from 0 'not dangerous at all' to 10 'extremely dangerous').

The results showed varied relationships with DBI scores (see Table 8). Overall, correlations were moderate at most (<±0.5).

Perceived control had the strongest positive correlations among the factors, meaning drivers who felt they had less control over certain risk-increasing behaviours tended to have higher DBI scores. Perceived danger had moderate negative correlations, indicating that drivers who viewed certain behaviours as more dangerous were somewhat less likely to have engaged in risk-increasing behaviours. Social norms had mixed results, showing both weak and moderate relationships to DBI scores – norms around speeding had a moderate relationship, while others were only weakly related. Attitudes were weakly correlated, with the strongest (relative to other attitudes) correlation observed on the single enforcement-supportive item.

Table 8 Correlations of underlying factors to DBI

Factor category	Statement	Correlation co-efficient (Spearman's rho)
Perceived control	Drive even though you are very tired	+0.44
Perceived control	Drive over the speed limit	+0.41
Perceived control	Drive even though you might be over your legal BAC	+0.18
Attitudes	Speeding penalties are just revenue raising	+0.14
Perceived control	Travel in a car without wearing a seatbelt	+0.12
Attitudes	There should be fewer restrictions on drivers	+0.12
Attitudes	Most injuries and fatalities on the road are caused by reckless drivers	-0.10
Social Norms	While over your legal BAC	-0.14
Social Norms	While not wearing a seatbelt	-0.22
Attitudes	Mobile phone and seatbelt cameras should operate in Victoria	-0.23
Perceived danger	Drive with a Blood Alcohol Content (BAC) over 0.05	-0.25
Perceived danger	Drive soon after having one standard alcoholic drink	-0.30
Perceived danger	While using a mobile phone in your hand	-0.30
Perceived danger	Drive at 63 km/h in a 60 km/h speed limit zone	-0.31
Perceived danger	Drive while very tired	-0.32
Social Norms	63 km/h in a 60 km/h speed limit zone	-0.33
Social Norms	70 km/h in a 60 km/h speed limit zone	-0.36
Perceived danger	Glance at a mobile phone for a couple of seconds while actively driving	-0.37
Perceived danger	Drive at 110 km/h in a 100 km/h speed limit zone	-0.37

Base: Drivers 2024; maximum base size (n=2,520)
Spearman; Partial data included

3.3.2 Trends in underlying contributors over time

To assess respondents' attitudes toward a range of road safety topics, they were asked to what extent they agree or disagree with statements reflecting opinions on road safety matters.

In 2024, respondents' agreement with several statements about road safety matters increased. As shown in Table 9, the proportion who agreed that 'speeding penalties are just revenue raising' increased from 32% in 2022 to 40% in 2024. Similarly, agreement with the statement 'most injuries and fatalities on the road are caused by reckless drivers' increased from 66% in 2022 to 74% in 2024. More also agreed that 'there should be fewer restrictions on drivers' (19%).

Table 9 Agreement with road safety statements by year

NET: Agree (%)	2022	2023	2024
Most injuries and fatalities on the road are caused by reckless drivers	66%	71%	74% ↑
Speeding penalties are just revenue raising	32%	35% ↑	40% ↑
There should be fewer restrictions on drivers*	-	15%	19% ↑
Base	*2,329*	*2,245*	*2,452*

ATD1 To what extent do you agree or disagree that [...]? (Scale from 1 'strongly disagree' to 5 'strongly agree')
Base: Drivers
**Base: Drivers, 2023 (n=1,027), 2024 (n=2,428)*

Respondents were asked to rate how dangerous they believe four driving behaviours are on a scale of 0 to 10, where 0 is 'not at all dangerous' and 10 is 'extremely dangerous'.

While results between 2022 and 2023 were stable, significant declines occurred in the perception of danger of two behaviours and increased in one other. Distracted driving, 'glancing' at a mobile phone for a couple seconds while actively driving', and 'driving while very tired' were perceived as less dangerous than in prior years. Driving after drinking ('soon after having one alcoholic drink') was perceived as more dangerous than in prior years, however.

Table 10 Perceived danger of driving behaviours by year

Average (0-10)	2022	2023	2024
Drive with a Blood Alcohol Content (BAC) over 0.05	9.0	9.0	8.9
Drive while very tired	8.5	8.4	8.1 ↓
Glance at a mobile phone for a couple of seconds while actively driving	8.4	8.3	8.0 ↓
Drive at 110 km/h in a 100 km/h speed limit zone*	-	6.6	6.6
Drive soon after having one standard alcoholic drink	5.4	5.4	5.8 ↑
Drive at 63 km/h in a 60 km/h speed limit zone	4.6	4.8	4.6
Base	*2,410*	*2,339*	*2,507*

RI1 How dangerous do you think it is to [...]? (Scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers
**Base: Drivers, 2023 (n=1,058); 2024 (n=2,504)*

Respondents were asked to rate their perceived control over engaging in certain behaviours. They were presented with 5-point agreement scale, where 1 was 'strongly disagree' and 5 was 'strongly agree'.

As shown in Table 11, perceived control over driving while very tired and over the legal BAC remained stable between 2022 and 2024. Perceived control over driving over the speed limit improved slightly year-on-year, however, decreasing from an average rating out of 5, from 1.7 to 1.6 (noting that ratings closer to 1 indicate higher perceived control).

Table 11 Perceived control by year

Average (1-5)	2022	2023	2024
Drive while very tired	1.7	1.7	1.7
Drive while over your legal BAC	1.1	1.1	1.1
Drive over the speed limit	1.7	1.7	1.6 ↓
Base	*2,355*	*2,284*	*2,467*

PC1 To what extent do you agree or disagree that sometimes you have to [...]? (Scale from 1 'strongly disagree' to 5 'strongly agree')
Base: Drivers

Respondents' perceptions of social norms were measured by presenting them with a scenario to understand how embarrassed they would be informing friends and relatives that they had been caught performing an illegal driving behaviour. They were asked to respond on a scale from 1 to 5, where 1 was 'not at all embarrassed' and 5 was 'completely embarrassed'.

As shown in Table 12, respondents reported consistent levels of embarrassment for each behaviour under social norms between 2022 and 2024, indicating little to no change on influences to corresponding behaviours.

Table 12 Social norms by year

Average (1-5)	2022	2023	2024
Driving 63 km/h in a 60 km/h speed limit zone	2.5	2.6	2.6
Driving 70 km/h in a 60 km/h speed limit zone	3.7	3.7	3.6
Driving over your legal BAC	4.6	4.7	4.6
Driving while using a mobile in your hand	4.1	4.2	4.2
Base	*2,390*	*2,316*	*2,492*

ACC1 How embarrassed would you be to tell your friends and family that you had been caught by police [...]? (Scale from 1 'not at all embarrassed' to 5 'completely embarassed')
Base: Drivers

3.4 Speeding

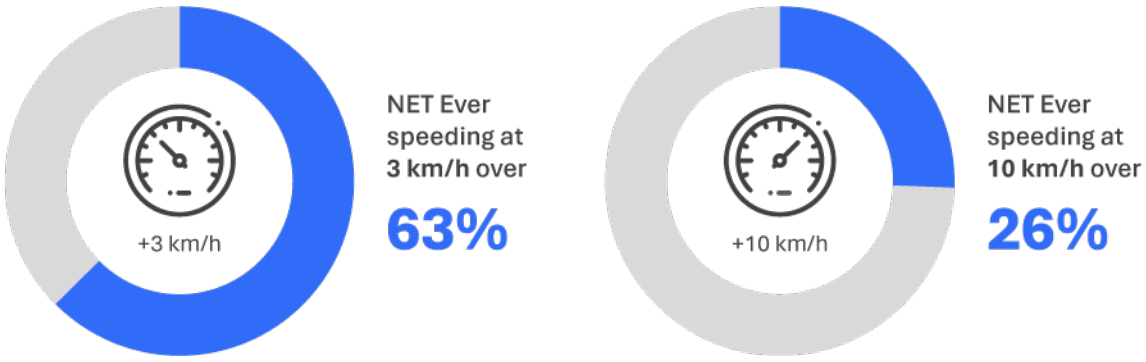
This section aims to understand the prevalence of speeding in the community, attitudes, beliefs, and behaviours towards speeding, the risk profile of drivers relating to speeding and how speeding behaviours can be explained.

3.4.1 Prevalence of intentional speeding

In the RSM for 2024, there were several questions that asked how frequently respondents exceeded the speed limit. These were separated into categories of different speeding zones and different speeding levels. In terms of zones where people speed, the RSM asked how often people exceeded the speed limit in 40 km/h, 50 km/h, 60 km/h, and 100 km/h zones. In terms of speeding levels, the RSM asked how often they exceeded the speed limit by 3 km/h or more in each zone.

Considering the prevalence of speeding across all four speed limit zones, low-level speeding was more common than high-level speeding. Just under two-thirds of drivers (63%) had driven 3 km/h or more above the posted limit in any of the three speed limit zones, and a quarter (26%) of all drivers also had driven 10 km/h or more above the same posted speed limits.

Figure 4 Prevalence of intentional speeding behaviours

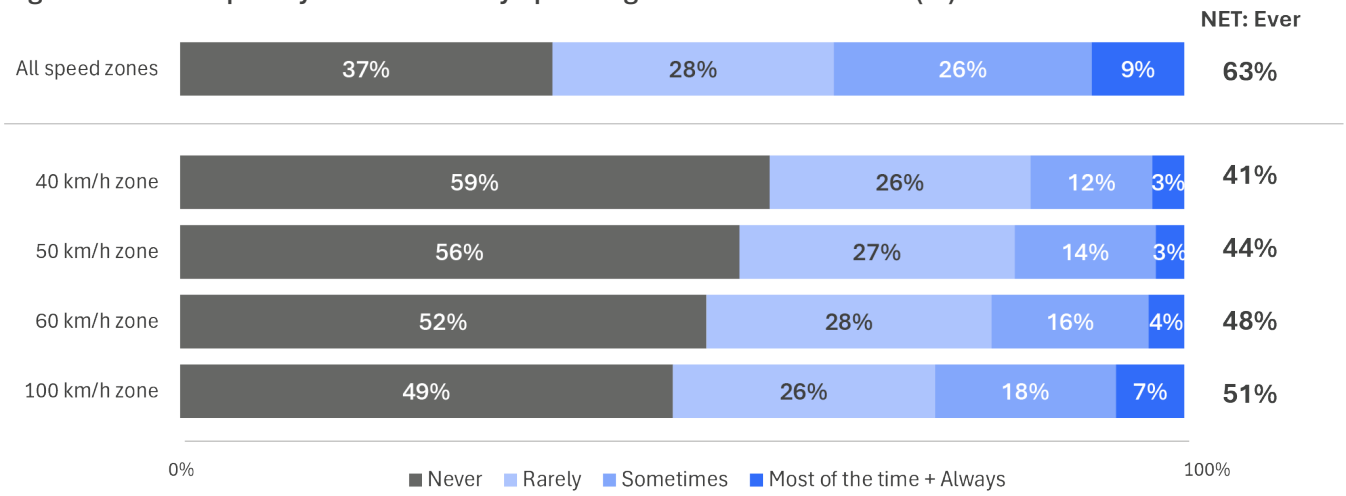


DB2 In the last three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers (n=2,483)
DB4 In the last three months, how often did you intentionally drive 10 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers (n=2,481)

Drivers' propensity to engage in low-level speeding increased on roads with higher speed limits. As shown in Figure 5, driving 3 km/h above the limit was most prevalent in 100 km/h zones (51%), followed by 60 km/h zones (48%), and was least prevalent in 40 km/h zones (41%).

- Across all speeding zones combined, those who had driven over the speed limit by 3 km/h or more were most likely to have done so 'sometimes' (26%) or 'rarely' (28%).
- The frequency of low-level speeding also increased on roads with higher speed limits. In 40 km/h zones, one in ten (12%) had driven 3 km/h above the limit 'sometimes', while in 100 km/h zones, one-in-five (18%) had driven 3 km/h above the limit 'sometimes'.

Figure 5 Frequency of intentionally speeding 3 km/h over the limit (%)

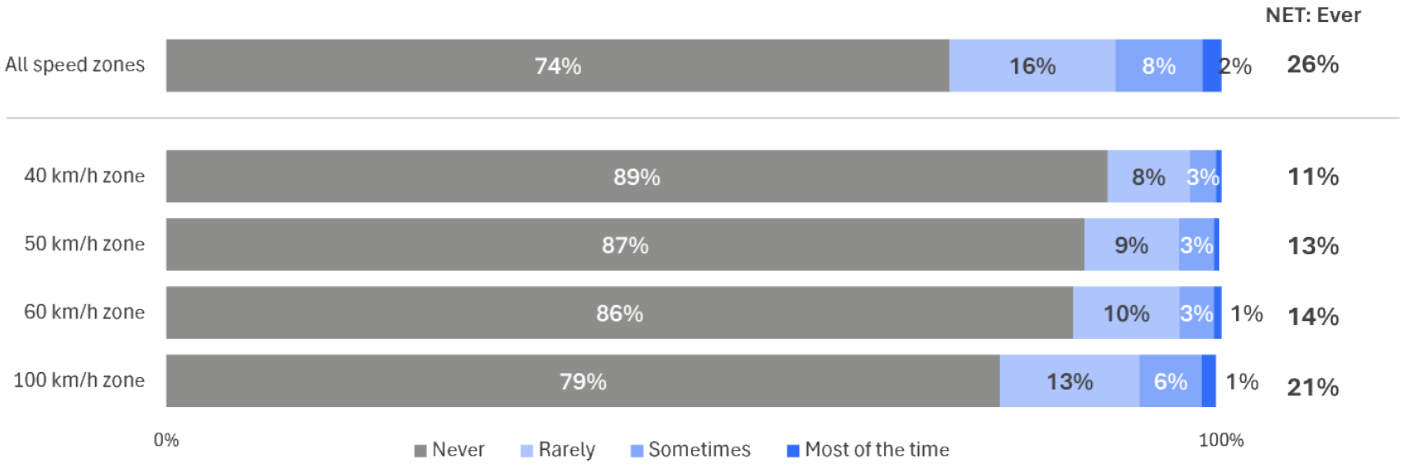


DB2 In the last three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers (n=2,462-2,483);

Similarly, drivers' tendency to engage in high-level speeding also increased on roads with higher speed limits (Figure 6). For instance, the prevalence of driving 10 km/h above the limit was highest in 100 km/h zones (20%), followed by 60 km/h zones (14%) and 50 km/h zones (12%), and was lowest in 40 km/h zones (11%).

- Across all speeding zones combined, those who had driven over the speed limit by 10 km/h or more were most likely to have done so 'rarely' (16%).
- This was similar across 40 km/h, 50 km/h and 60 km/h speed zones, with intentional speeding 10 km/h over the limit in 40 km/h zones done 'rarely' by 8%, and in 50 km/h and 60 km/h zones by one in ten 'rarely' (9% at 50 km/h, 10% at 60 km/h).
- In 100 km/h zones, most of those who intentionally engaged in high-level speeding did so 'rarely' (13%), however, the percentage of drivers speeding 10 km/h above the limit 'sometimes' (6%) was double compared to speeding at other speed limits (3%).

Figure 6 Frequency of intentionally speeding 10 km/h over the limit (%)

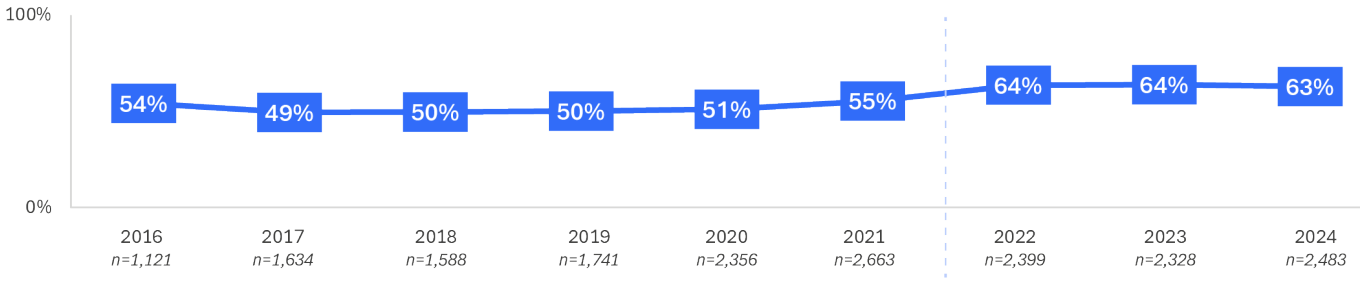


DB4 In the last three months, how often did you intentionally drive 10km/h or more above the limit in the following [speed limit zone]?
Base: Drivers (n=2,456-2,481)

Figure 7 shows the historical trend for intentionally engaging in low-level speeding. Low-level speeding is defined as 'ever driving over the speed limit by 3 km/h or more over the past three months'. It is important to note that results from 2022 cannot be directly compared to previous years. Before 2022, the lowest frequency respondents could select was 'some of the time', whereas from 2022, respondents could select 'rarely'. Additionally, before 2022, only two speed limits were included (60 km/h and 100 km/h). A third speed limit was added in 2022 (50 km/h) and a fourth limit was added in 2023 (40 km/h).

Over time, there has been a noticeable shift in low-level speeding behaviour. This prevalence remained stable until 2021, where an increase to 55% was recorded. Although the changes in measurement must be considered, the increase in low-level speeding appears to have continued in 2022 and then appears to have stabilised at 64% in 2023. In 2024 low level speeding saw a minor decrease to 63%.

Figure 7 Low-level speeding (3 km/h+) by year: 'ever' at any speed limit (%)

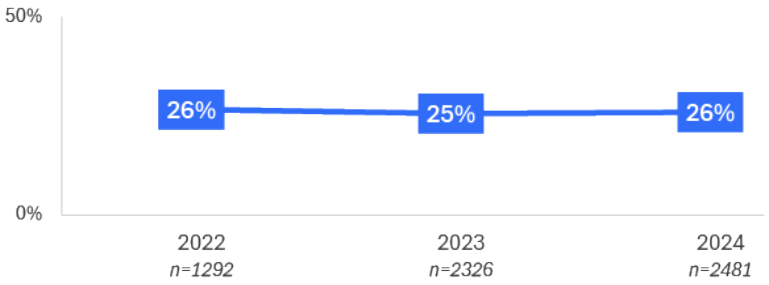


DB2ABC In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
Base: Drivers

Figure 8 shows the historical trend for intentionally engaging in high-level speeding, that is, speeding at 10 km/h or more above the posted speed limit.

High-level speeding has remained relatively stable in the last 3 years, with an overall prevalence of 26% in 2024, 25% in 2023 and 26% in 2022.

Figure 8 High-level speeding (10 km/h+) by year: 'ever' at any speed limit (%)



DB4 In the last three months, how often did you intentionally drive 10 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers

3.4.2 Demographic characteristics

Across demographic groups, males were more likely to have sped intentionally over the limit by both 3 km/h (66%) and 10 km/h or more (28%), compared to females (59% and 22%), as shown in Table 13. Additionally, those aged 26-39 were most likely to have sped by 3 km/h (69%) and by 10 km/h (28%), while those aged 61–90 were least likely to have driven over the speed limit by 3 km/h (53%) and 10 km/h (19%).

Table 13 Prevalence of speeding among demographics

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
Had driven 3 km/h over the limit	63%	64%	69%↑	64%	53% ↓	66% ↑	59% ↓	62%	66%	61%
Had driven 10 km/h over the limit	26%	31%	28%↑	26%	19% ↓	28% ↑	22% ↓	25%	26%	27%
Base	*2481*	*423*	*749*	*756*	*553*	*1221*	*1260*	*1290*	*841*	*350*

DB2 In the last three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
DB4 In the last three months, how often did you intentionally drive 10 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers

Speeding – Demographic Interactions

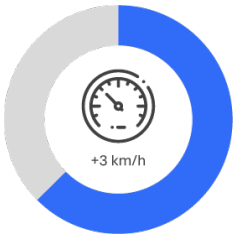
This section details demographic groups with higher, moderate, and lower propensities to engage in speeding. The analysis uses classification and regression decision trees (CART) to identify the demographic characteristics of those most likely to speed. The intent is to provide more nuanced demographic findings; however, some reported subgroups identify smaller subsets of the overall population and should be interpreted with caution.

The results in this section are a summary of the full analysis. They serve to highlight high or low propensity groups and are shown against the population average to indicate the relative difference in propensity.

Low-level speeding

Low-level speeding was most prevalent among a broad range of males (aged 18–59: 69%) in all locations. Females aged 26-39 across all locations exhibited a similar prevalence (68%) as did females aged 18-25 or 40-59 living in other urban locations (70%). Those aged 61–90, irrespective of gender and location, were least likely to have sped at low levels (53%).

Figure 9 Prevalence of speeding at 3 km/h by demographic interactions

Prevalence among the average driver	Propensity	Age	Gender	Location	Ever (%)
 NET Ever speeding at 3 km/h over **63%**	Higher	18-25 40-59	Female	Other Urban	**70%**
	Higher	18–59	Male	All	**69%**
	Higher	26-39	Female	All	**68%**
	Lower	61–90	All	All	**53%**

DB2 In the last three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers (n=2,483) (3 km/h over)

High-level speeding

There were no significant differences for high level speeding beyond what was found in the discrete demographic comparisons (Table 13).

3.4.3 DBI profile

This section explores the relationship between DBI and speeding behaviours. This provides an overview of how dangerous speeders were on average, across all dangerous driving behaviours.

To analyse speeding as a behaviour, respondents were categorised by their most extreme speeding behaviour at any limit for this section. This means that if respondents exceeded the speed limit by 3 km/h in any zone, they were categorised as a speeder at 3 km/h (low-level), and if they exceeded the speed limit by 10 km/h in any of the zones, they were then categorised as a speeder at 10 km/h (high-level). If respondents did not speed in any of the limits, they were categorised as someone who did not speed.

As shown in Table 14, just under three in five respondents who had driven 10 km/h over the speed limit had very high (44%) or extremely high DBIs (13%). Comparatively, those who had driven 3 km/h over the limit were more likely to be in the 'high' or 'medium' DBI categories. However, those who did not speed at either level, had a much higher tendency to be in the 'low' or 'medium' DBI categories.

This demonstrates a strong relationship between high-level speeding and the propensity to engage in other dangerous driving behaviours.

Table 14 Speeding behaviour by DBI membership

Row %	Low	Medium	High	Very High	Extremely High
10 km/h over the speed limit	0% ↓	10% ↓	33% ↑	44% ↑	13% ↑
3 km/h over the speed limit	12% ↓	30% ↑	32% ↑	25% ↑	2% ↓
Did not speed	66% ↑	25%	7% ↓	1% ↓	0% ↓
Total	30%	23%	23%	21%	4%
Base	*691*	*580*	*564*	*554*	*131*

DBI Summary
Base: Drivers n=2,520

3.4.4 Behavioural insights

To explore factors potentially related to speeding behaviour, we asked participants a series of questions about their:

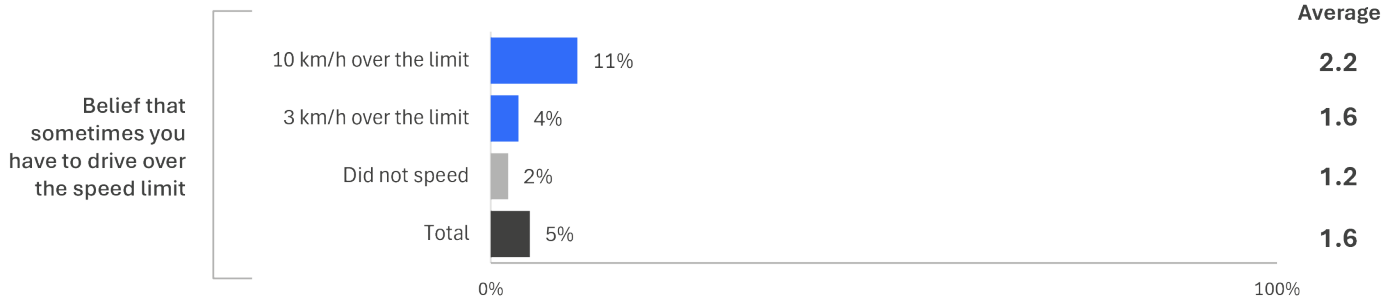
- perceived control over speeding
- perceptions of the danger associated with speeding
- social norms around speeding enforcement
- attitudes toward speed enforcement
- perceived risk of encountering enforcement
- self-perceptions of how safe they are as a driver.

Perceived control

To assess respondents' level of perceived control over speeding, they were asked to what extent they agreed (4–5) or disagreed (1–2) with the statement 'sometimes I have to drive over the speed limit'. Respondents were also provided with a neutral option (3).

Those who drove 10 km/h over the limit were nearly three times as likely to agree that they sometimes have to drive over the speed limit than those who drove 3 km/h over the speed limit (11% vs 4%), and nearly six times more likely than non-speeders to agree (11% vs 2%).

Figure 10 Sometimes have to drive over the speed limit (% agree 4–5)



PC1C To what extent do you agree or disagree that sometimes you have to drive over the speed limit? (Scale from 1 – strongly disagree to 5 – strongly agree)
Base: Drivers (n=2,467)

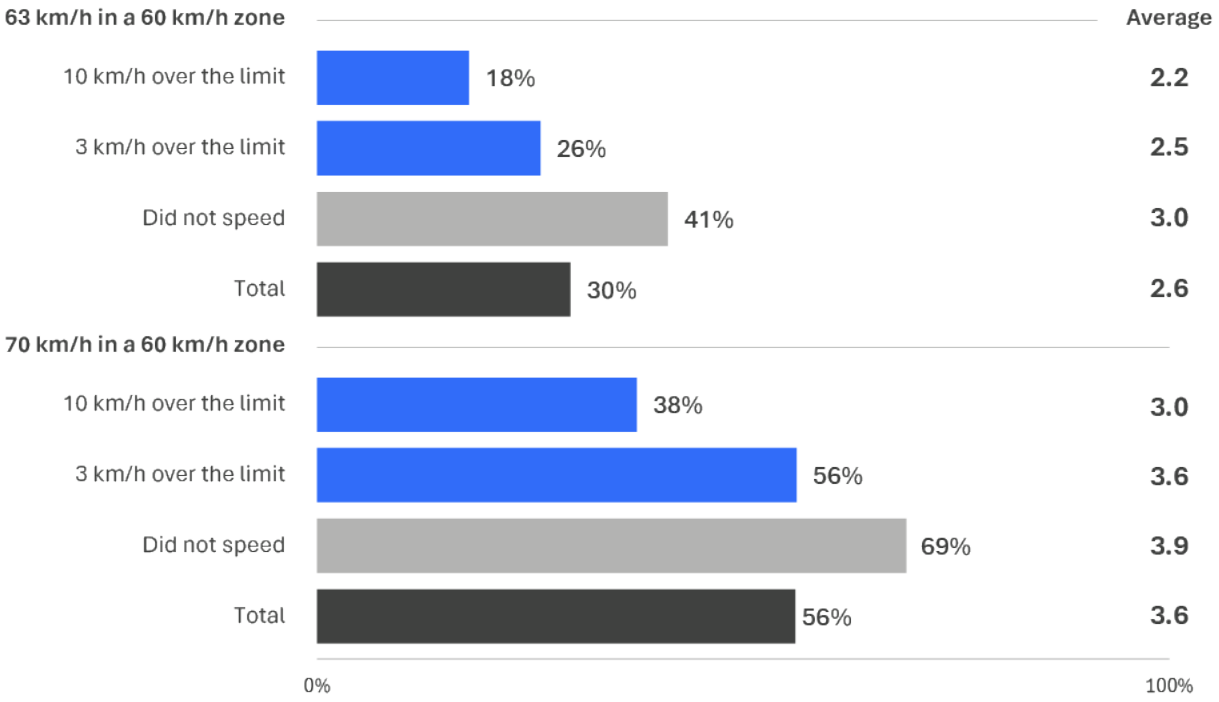
Social norms

To assess the impact of social norms on respondents' perceptions, respondents were asked two questions on their perceived level of embarrassment if they told their friends that they had been caught: 'speeding at 63 km/h in a 60 km/h zone' and 'speeding at 70 km/h in a 60 km/h zone. Questions were answered on a scale from 1 (not at all embarrassed) to 5 (extremely embarrassed).

The impacts of speeding-related social norms also differed between those who were low-level and high-level speeders. High-level speeders were less likely than low-level speeders to feel embarrassed to tell their friends they had been caught driving marginally or substantially over the speed limit in a 60 km/h zone (18% vs 26% for speeding at 63 km/h, 38% vs 56% for speeding at 70 km/h).

Those who were non-speeders were affected more by social norms than speeders (at both high and low levels). The proportion of non-speeders who would feel embarrassed (rated 4–5) telling their friends they had been caught driving 3 km/h or 10 km/h over the limit in a 60 km/h zone is about double the proportion of high-level speeders (41% vs 18% for speeding at 63 km/h, 69% vs 38% for speeding at 70 km/h).

Figure 11 Embarrassment being caught speeding by speeding behaviours (% 4–5 'embarrassed')



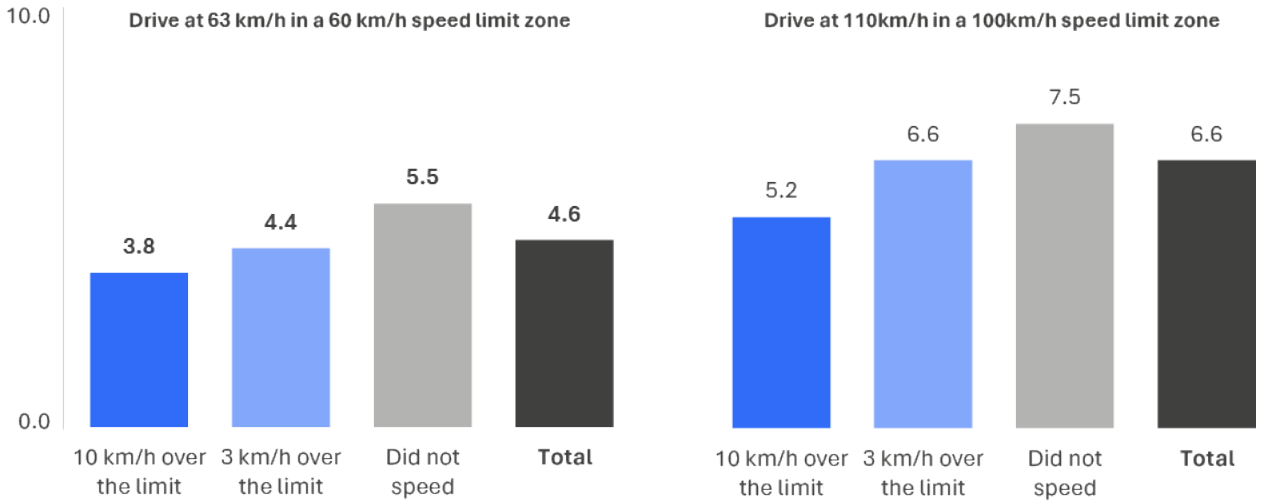
ACC1A How embarrassed would you be to tell your friends that you had been caught driving 63 km/h in a 60 km/h zone?
ACC1B How embarrassed would you be to tell your friends that you had been caught driving 70 km/h in a 60 km/h zone?
(Scale from 1 'not at all embarrassed' to 5 'extremely embarrassed')
Base: Drivers (n=2,488)

Perceived danger

Respondents were asked to rate their perceived level of danger while 'speeding at 63 km/h in a 60 km/h zone' and 'speeding at 110 km/h in a 100 km/h zone'. Questions were answered on a scale from 0 (not at all dangerous) to 10 (extremely dangerous).

Respondents who had driven at least 10 km/h over the limit rated the danger of speeding lowest among the groups. Speeding 3 km/h over the limit in a 60 km/h zone saw an average rating among this group of 3.8 out of 10, while those who did not speed rated this as substantially more dangerous (5.5). A more extreme difference was observed in the perceptions of how dangerous it is to drive at 110 km/h in a 100 km/h zone. Those who had driven 10 km/h or more over the limit rated this behaviour as 5.2 out of 10 on average, versus those who did not speed, rating this behaviour as 7.5 out of 10 on average.

Figure 12 Perceived danger of speeding by speeding behaviour



RI1 How dangerous do you think it is to[...]? (scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (n=2,501-2,504)

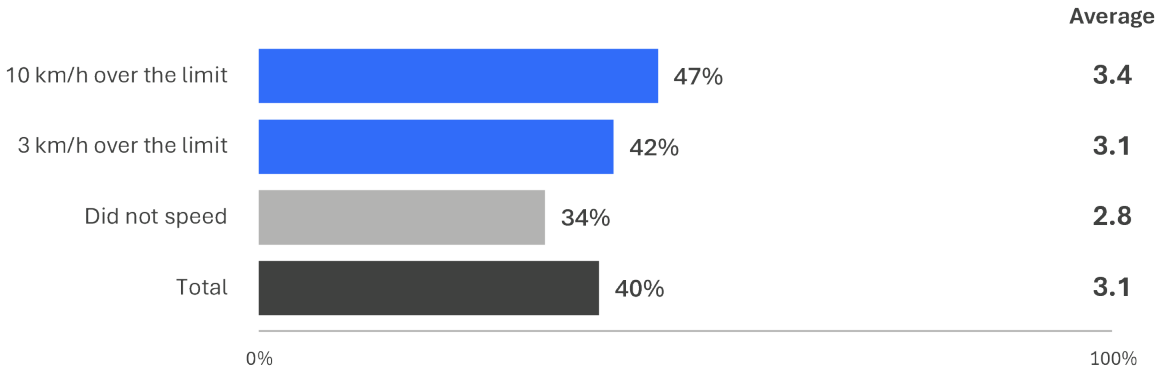
Attitudes toward enforcement

Attitudes towards speeding-related enforcement were mixed, with high-level speeders being the most likely to display cynical attitudes about the purpose of speeding enforcement and those who did not speed being the least likely.

To gauge attitudes toward speeding enforcement, respondents were asked to what extent they agree (4–5) or disagree (1–2) with the statement 'speeding penalties are just revenue raising'. Respondents were also provided with a neutral option (3).

As shown in Figure 13, two in five of all respondents (40%) agreed with this attitude regarding speeding penalties. Considering respondents' speeding behaviours, those who drove 10 km/h over the limit (47%) were most likely to agree with this sentiment, while those who did not speed were least likely (34%).

Figure 13 Speeding penalties are 'revenue raising' by speeding behaviour (% agree (4–5))



ATD1A The following are some statements about the state of driving in Victoria. Please tell us the extent to which you agree or disagree that speeding penalties are just revenue raising? (Scale from 1 – strongly disagree to 5 – strongly agree)
Base: Drivers (n=2,452)

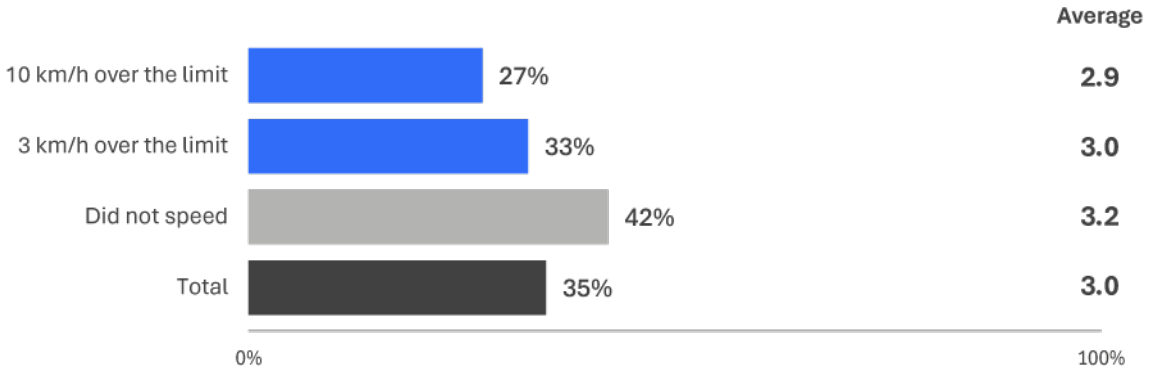
Perceived enforcement risk

On average, speeders perceived a lower likelihood of being caught by police for violating road rules than non-speeders. The perceived enforcement risk between low-level and high-level speeders was similar.

To understand the perceived risk of enforcement, respondents were asked how likely they believe they are to get caught by the police for breaking any road rule on a scale of 1 to 5, where 1 was not at all likely, and 5 was extremely likely.

About one-third of both low-level (33%) and high-level (27%) speeders believed that they were likely to be caught. Non-speeders were most likely to believe (42%) they would be likely to get caught.

Figure 14 Perceived enforcement risk by speeding behaviour (% feel they are likely (4–5) to get caught)



EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (% likely) (Scale from 1 'not at all likely' to 5 'extremely likely')
Base: Drivers (n=2,352)

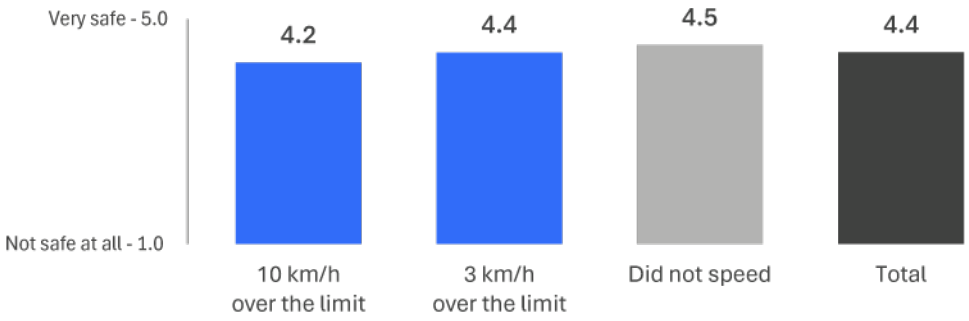
Self-perceptions of driving safely

Overall, self-perceptions of driving safely were similar among those who are speeders and non-speeders.

To understand drivers' self-perceptions of their safety on the road, respondents were asked on a 5–point scale, with 5 being 'very safe', and 1 being 'not at all safe'.

High-level speeders (4.2) were slightly less likely than low-level speeders (4.4) to perceive themselves as safe drivers. Low-level speeders rated their driving safety at almost the same level as non-speeders (4.5).

Figure 15 Self-perceptions of driving safely by speeding behaviour (average score 1–5)



OB1 How safe a driver would you say you are? (Scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,454)

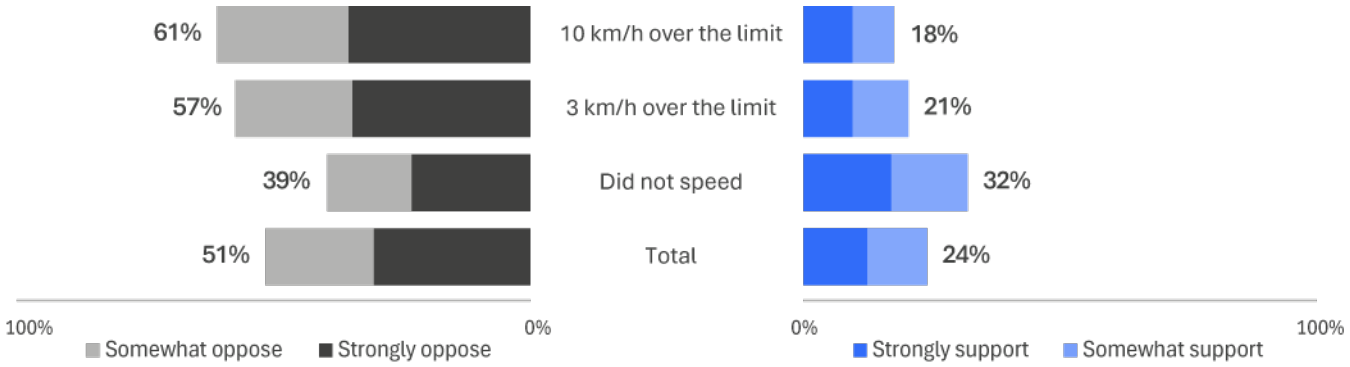
3.4.5 Other speeding-related findings

This section explores other speeding-related findings that were captured in the RSM, with a particular focus on support and opposition toward hypothetical policy changes. Respondents were asked whether they would support, oppose or be ambivalent toward hypothetical policy changes relating to reducing residential speed limits from 50 km/h to 40 km/h and reducing narrow country road speeds from 100 km/h to 80 km/h.

On balance, drivers did not support a reduction of the residential speed limit from 50 km/h to 40 km/h (24% supported, 51% opposed and 24% were neutral). However, drivers were more favourable towards the hypothetical lowering of the speed limit on narrow country roads (44% supported, 34% opposed and 22% were neutral).

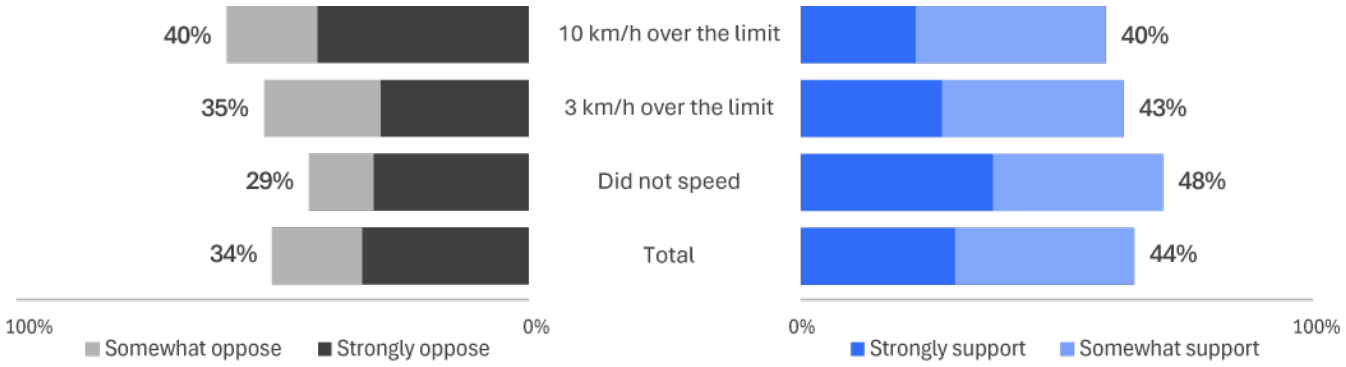
Drivers who exceeded the speed limit, especially at high levels, were more likely to oppose reduced speed limits than non-speeders. High-level speeders were least likely to support the hypothetical 10 km/h speed limit reduction to 40 km/h on residential roads, with fewer than one in five (18%) supporting it, whereas one in five (21%) of low-level speeders and over a third (32%) of non-speeders supported this hypothetical reduction. Two in five of high-level speeders (40%) and low-level speeders (43%) were more likely to support the hypothetical 20 km/h speed limit reduction on narrow country roads, compared to almost half (48%) of non-speeders.

Figure 16 Support and opposition for reducing residential road speed limit from 50 km/h to 40 km/h



DFC1A In terms of changes to current policy and regulations, how strongly would you oppose or support the following hypothetical scenarios with current road rules... the default speed limit on residential roads being changed from 50 km/h to 40 km/h?
Base: Drivers (n=595)

Figure 17 Support and opposition for reducing narrow country roads speed limit from 100 km/h to 80 km/h



DFC1B In terms of changes to current policy and regulations, how strongly would you oppose or support the following hypothetical scenarios with current road rules... the default speed limit on narrow country roads being changed from 100 km/h to 80 km/h?
Base: Drivers (n=597)

3.5 Drink driving

This section explores alcohol consumption, driving after drinking, and attitudes towards drink driving in the community.

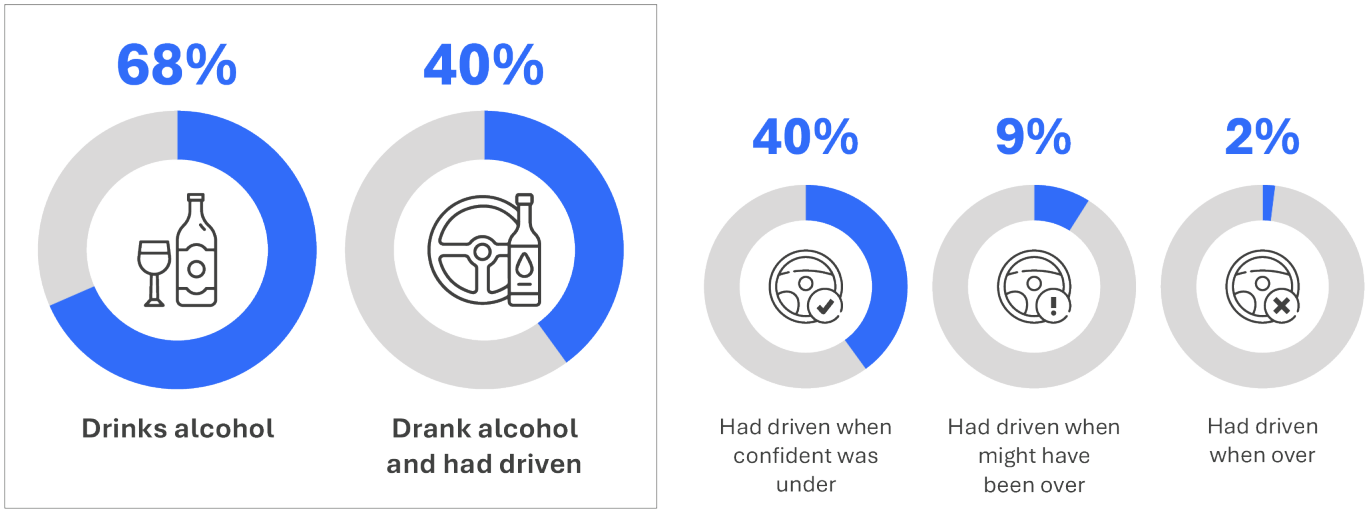
3.5.1 Prevalence of drinking and drink driving

To understand the prevalence of drinking and drink driving behaviour in the community, respondents were first asked how often they consumed any alcoholic drinks. Those who consumed alcohol were then asked to indicate how often they had driven after drinking in three scenarios: where they were sure they were under the legal BAC limit, when they might have been over the BAC limit, and when they were certain they were over the BAC limit. Please note, the results have been re-proportioned to include respondents who did not drink alcohol in the drink–driving scenario calculations for an overall survey population measurement.

About two-thirds (68%) of respondents had consumed alcohol in the previous 12 months.

Considering the prevalence of drink driving behaviour across all three scenarios, legal drink driving had the highest prevalence (driving after drinking alcohol when confident of being under the legal BAC limit: 40%). One-in-ten respondents had driven when they might have been over the legal BAC limit (9%), and a smaller percentage had driven when they were certain they were over the legal BAC limit (2%).

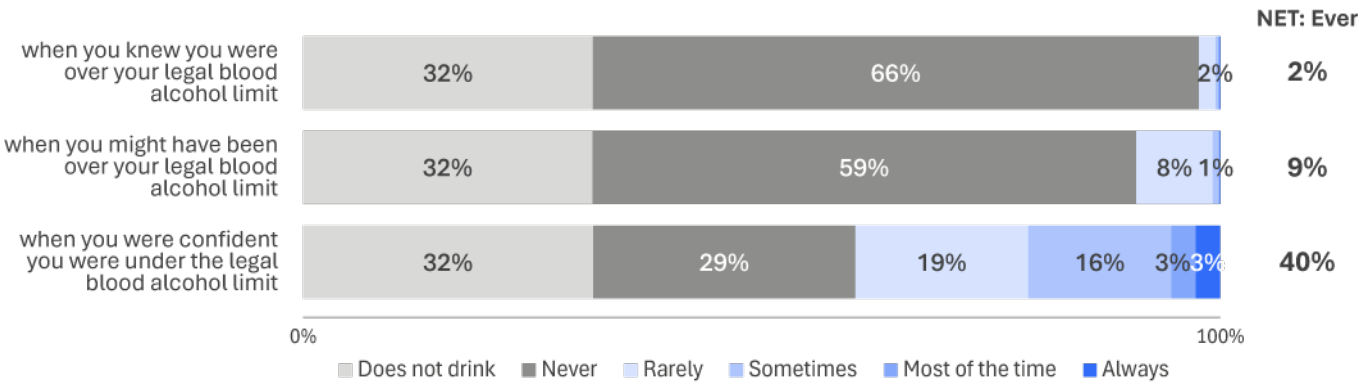
Figure 18 Prevalence of drinking and drink driving



DK1 In the last 12 months, on average, how often did you have an alcoholic drink of any kind?
Base: All respondents (n=2,472)
DB3ABC In the last 12 months, how often did you [drink driving behaviour]?
Base: Drivers (n=2,468-2,471)

Considering the frequency of drinking alcohol and driving, driving after drinking when confident they were under the legal BAC limit was common. Driving after drinking, when people might have been or were over the legal BAC, was less common. As well as being the most prevalent drink driving behaviour, driving under the legal BAC limit is also the most frequent behaviour. Most of those who engaged in this behaviour did so 'rarely' (19%) or 'sometimes' (16%), whereas driving when 'might have been over' or 'definitely over' the legal BAC tended to be reported as 'rare' occurrences (8% and 2% respectively).

Figure 19 Frequency of drinking and driving (%)

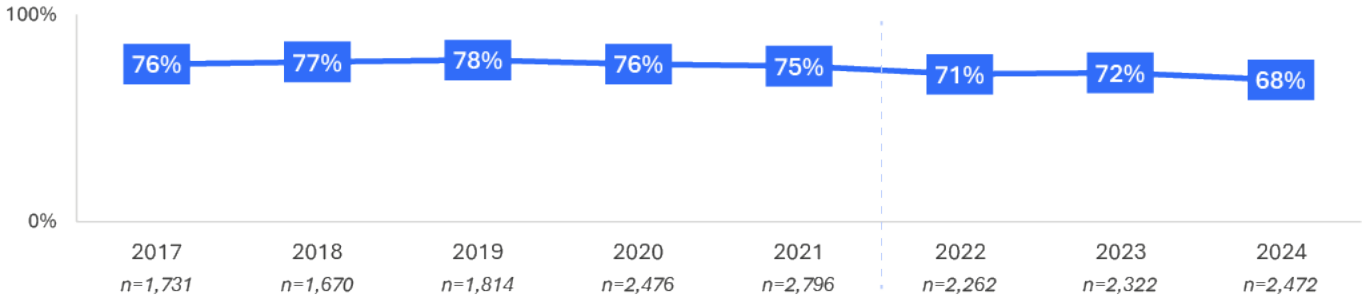


DB3ABC In the last 12 months, how often did you...?
Base: Drivers (n=2,472)

Figure 20 shows the historical trend for alcohol consumption. It is important to note that results prior to 2022 cannot be directly compared to previous years due to a change in how this question was asked.

Alcohol consumption has been relatively stable over the past six years. The prevalence of alcohol consumption among respondents increased from 76% in 2017 to 78% in 2019. From 2020 it has decreased yearly from 76% to 68% in 2024.

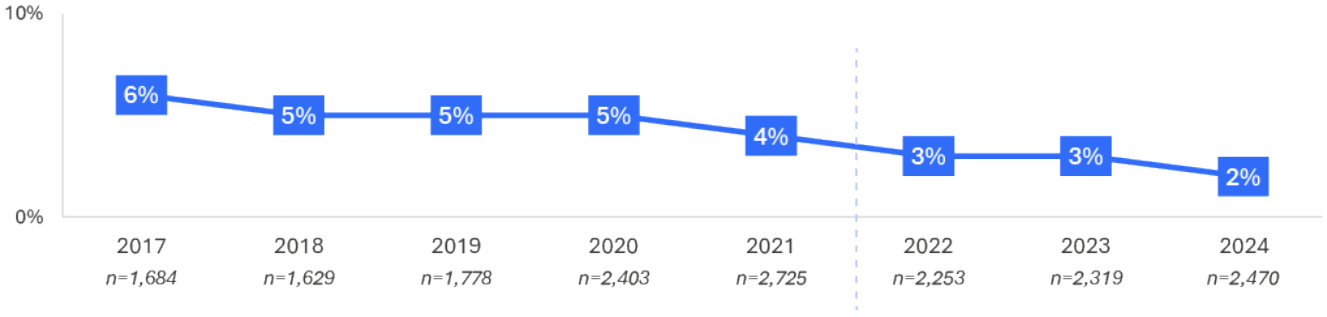
Figure 20 Alcohol use by year: 'ever' (%)



DK1 In the last 12 months, on average, how often did you have an alcoholic drink of any kind?
Base: Drivers (n=2,472)
Note: Due to substantial changes in instrument design, any data changes between 2021 and 2022 should be interpreted with caution.

Figure 21 shows the time series for the frequency of driving over the legal BAC limit between 2017 and 2024. The overall incidence of drink driving decreased from 6% in 2017 to 5% in 2018 and remained consistent up to 2020. Results remained low in 2022 and 2023 (both 3%). Results in 2024 reached a new yearly low, reaching 2% overall prevalence.

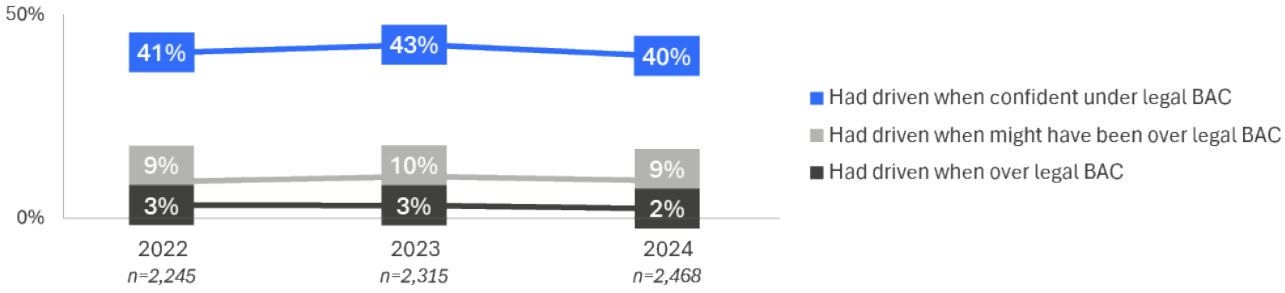
Figure 21 Drink driving when over the legal BAC limit by year: 'ever' (%)



DB3A In the last 12 months, how often did you drive a vehicle when you knew you were over your legal blood alcohol limit?
Base: Drivers (n=2,472)
Note: Due to a break in the time-series data between 2021 and 2022, any inferences drawn from the data during this period should be interpreted with caution.

Figure 22 shows the prevalence of driving after drinking at levels other than over the BAC in the last three years – drinking while driving over the legal BAC has been used only as a referential measure. The prevalence of drink driving while under the legal BAC limit remained almost consistent between 2022 (41%) and 2023 (43%), with 2024 recording the lowest prevalence (40%). Similarly, driving when respondents 'might have been over the limit' was consistent between 2022 (9%) and 2023 (10%), and remained at the same level in 2024 (9%).

Figure 22 Drink driving when under, might have been over and over by quarter and year 'ever' (%)



DB3ABC In the last 12 months, how often did you drive a vehicle when you [knew you were over][might have been over][were confident you were under] your legal blood alcohol limit?
Base: Drivers (n=2,472)

3.5.2 Demographic Characteristics

Across demographic groups, males and those aged 40 to 59 had the highest propensity to engage in drink driving behaviour.

- Males were more likely than females to report driving when they were under the legal BAC limit (45% vs 36%), when they might have been over the limit (11% vs 7%), and when they were over the limit (3% vs 1%).
- Almost half of those aged 40–60 (48%) were likely to report having driven after drinking alcohol compared to about a quarter (28%) of those aged 18-25.

Table 15 Prevalence of drinking and driving behaviours among demographics

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
NET had drunk alcohol and had driven	**40%**	**28% ↓**	**40%**	**48% ↑**	**36%**	**45% ↑**	**36% ↓**	**40%**	**43%**	**41%**
Had driven when confident was under	40%	27% ↓	40%	47% ↑	36%	44% ↑	35% ↓	39%	43%	40%
Had driven when might have been over	9%	11%	8%	10%	9%	11% ↑	7% ↓	9%	11%	9%
Had driven when over	2%	2%	2%	3%	2%	3% ↑	1% ↓	2%	2%	3%
Base	*2468*	*430*	*747*	*750*	*541*	*1222*	*1246*	*1290*	*834*	*344*

DB3ABC In the last 12 months, how often did you [drink and drive behaviour]?
Base: Drivers (n=2,468)

Drink driving – Demographic Interactions

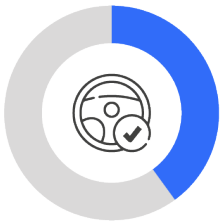
This section details demographic groups with higher, moderate, and lower propensities to engage in drink driving. The analysis uses classification and regression decision trees (CART) to identify the demographic characteristics of those most likely to drink and drive. The intent is to provide more nuanced demographic findings, although it is worth noting that the reported subgroups will tend towards smaller subsets of the overall population.

The results in this section are a summary of the full analysis and serve to highlight high or low propensity groups and are shown against the population average to indicate the relative difference in propensity.

Driving after drinking when 'confident they were under the legal limit'

Driving after drinking was most prevalent among males aged 40-59 (47%), and least prevalent among females aged 18-25 or 60 and over (27%).

Table 16 Prevalence of driving after drinking under the legal BAC by demographic interactions

Prevalence among the average driver	Propensity	Age	Gender	Location	
 Had driven when confident was under **40%**	Higher	40–59	Male	All	**47%**
	Lower	18–25 60+	Female	All	**27%**

DB3C In the last 12 months, how often did you drive a vehicle after drinking alcohol when you were confident you were under the legal blood alcohol limit?
Note: Respondents of different ages (particularly under age 22), and with different restrictions, will have different interpretations of what the legal blood alcohol limit is. Their specific legal BAC was not stated for respondents answering this question.
Base: Drivers (n=2,470)

3.5.3 DBI profile

This section explores the relationship between DBI and drink driving behaviours. This provides an overview of how dangerous those who had driven after drinking were on average, when compared with overall dangerous driving behaviours.

There were several questions that asked how frequently respondents had driven while under the influence of alcohol. These questions were separated into categories of severity. They were asked whether, and how frequently, they had driven when they were: 'confident they were under the legal limit', 'might have been over the legal limit', and 'definitely were over the legal limit'.

For the purposes of this section and the next, drink-driving behaviour has been separated into four distinct categories. The four categories are: those who don't drink, those who didn't drink and drive, those who did drink and drive only when under the legal limit, and those who did drink and drive when they might have been or were over the legal limit. For example, a person who reported having driven when they were confident they were below the limit, and also having driven when they knew they were over the limit, were assigned to the more severe latter category. These categories are also examined across the full sample of respondents.

Table 17 shows that most respondents who had driven when they might have been or were over the limit had DBIs overrepresented in very high (51%) and extremely high (22%) categories. Those who had driven after drinking when confident they were under the limit had higher representation in both high (33%) and very high (34%) DBI categories. Those who did not drink and drive had higher representation in the low category (32%) and lower representation in both 'very' (18%) and 'extremely' high (2%) categories. Those who did not drink alcohol were overrepresented in the low DBI category (39%) and underrepresented in high (23%), very high (15%) and extremely high (2%) categories.

These results demonstrate a strong relationship between any type of driving after drinking and the propensity to engage in other dangerous driving behaviours, in particular, driving when over the limit, or when might have been over the limit. The results also demonstrate that respondents who had driven when they may have been or certainly were, over their legal limit are engaged in other risk-increasing road behaviours.

Table 17 Drink driving behaviour by DBI membership

Row %	Low	Medium	High	Very High	Extremely High
Had driven when might have been/were over the limit	1% ↓	10% ↓	22%	45% ↑	22% ↑
Had driven when under the limit	12% ↓	23%	29% ↑	32% ↑	3%
Did not drink and drive	40% ↑	25%	22%	12% ↓	1% ↓
Does not drink	45% ↑	25%	18% ↓	11% ↓	1% ↓
Total	**29%**	**23%**	**23%**	**21%**	**4%**
Base	*663*	*567*	*559*	*552*	*131*

DBI Summary
Base: Drivers (n=2,472)

3.5.4 Behavioural insights

To explore factors potentially related to drink-driving behaviour, participants were asked a set of questions about:

- their perceived control over drinking and driving
- their perceptions of the dangers associated with drinking and driving
- the social norms of their group regarding drinking and driving
- their level of support or opposition towards lowering the legal BAC limit.

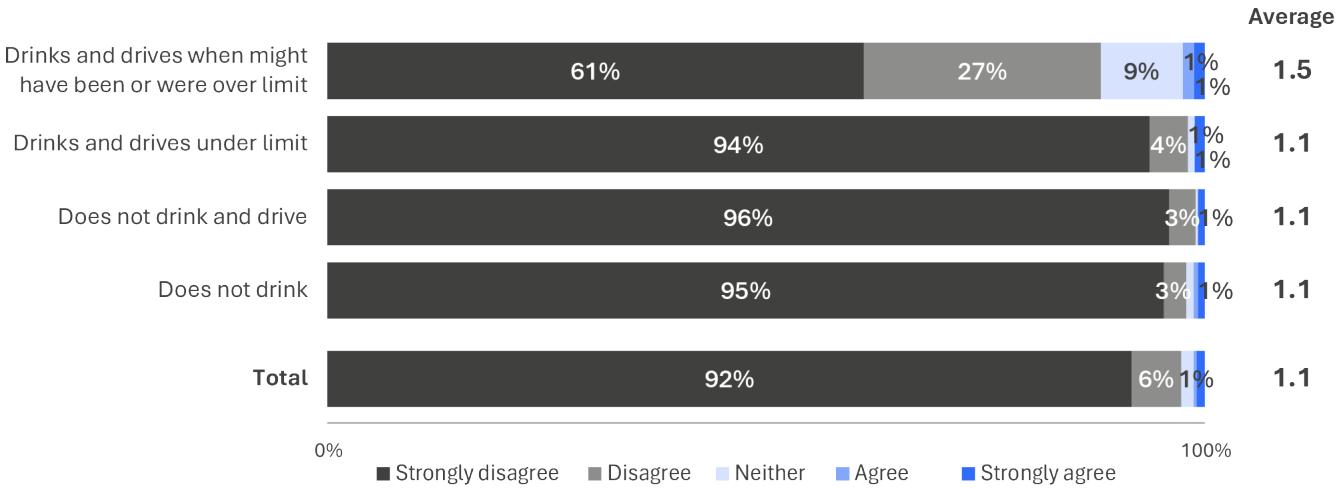
Perceived control

Although the vast majority of respondents believed they had control over driving after drinking, perceived control over drinking and driving was somewhat lower among those who had driven when they might have been or were over the legal limit.

To assess perceived control over drink driving, respondents were asked the extent to which they agree (4–5) or disagree (1–2) with the statement ‘sometimes I have to drive, even if I might be over the legal BAC’. Respondents were also provided with a neutral response option (3).

Overall, 1% of respondents agreed that they might have to drive when they were over the legal BAC limit, and hence perceived that they had control over this behaviour. However, those who had driven while they might have been, or were, over the limit had a lower level of perceived control; their average rating was 1.5 out of 5, compared with 1.1 out of 5 in all other groups. Additionally, the strength of disagreement was lower in this group, with 61% strongly disagreeing that sometimes they had to drive versus 94% to 96% in the other categories.

Figure 23 Perceived control over drink driving



PC1B To what extent do you agree or disagree that sometimes you have to drive even though you might be over your legal BAC? (% agree)
(Scale from 1 – strongly disagree to 5 – strongly agree)
Base: Drivers (n=2,398)

Perceived danger

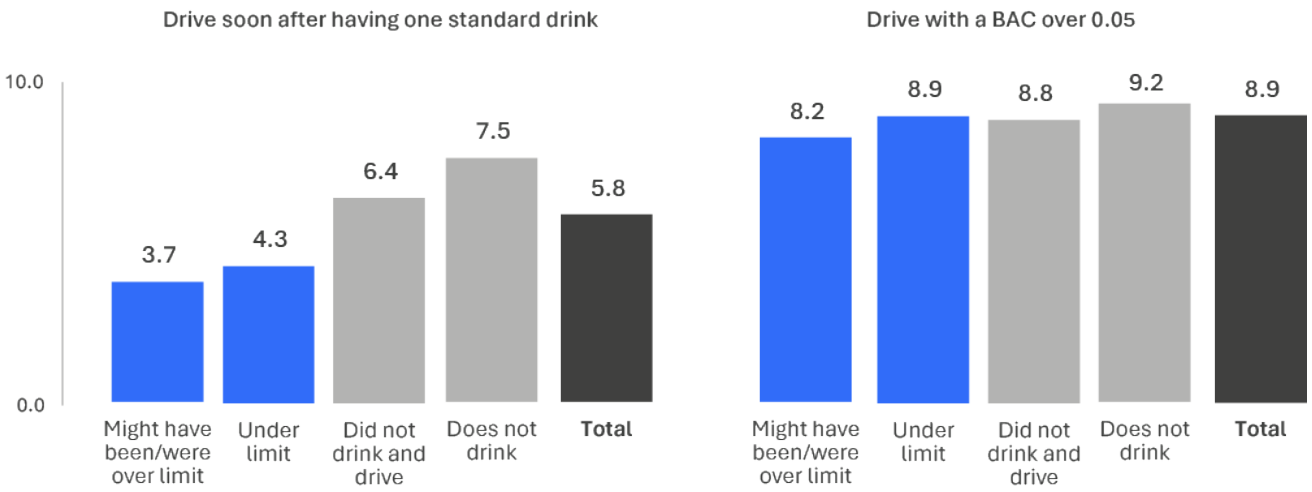
Driving with BAC over the legal limit is perceived to be high-risk relative to other dangerous driving behaviours among most respondents.

To assess perceived danger, respondents were asked to rate how dangerous it is to drive with a BAC over 0.05, or to drive soon after one drink. Responses were made on an 11–point scale, with 0 being 'not at all dangerous' and 10 being 'extremely dangerous'. The average scores for different groups of respondents are presented below.

The perceived danger of driving with a BAC over 0.05 was lower for people who had driven when they might have been or were over the limit (8.2), compared to those who had driven only while under the limit (8.9), those who do not drink and drive (8.8) and those who did not drink (9.2).

Driving soon after consuming one standard alcoholic drink was perceived to be less dangerous compared to driving over the legal BAC limit. Similar to previous results, this behaviour was perceived as less dangerous by those who had driven when they might have been or were over the limit (3.7), compared to people who had driven when under the limit (4.3), those who did not drive after drinking (6.4), and those who did not drink at (7.5).

Figure 24 Perceived danger of drink driving at different BAC levels among drink driving categories



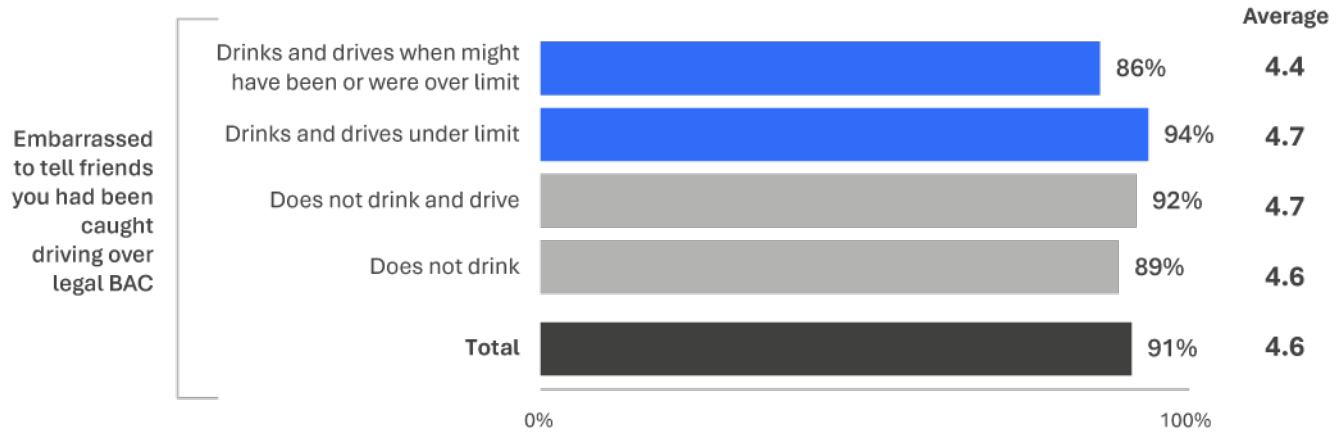
RI1C How dangerous do you think it is to drive with a BAC over 0.05? (scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (n=2,445)
RI1B How dangerous do you think it is to drive soon after having one standard alcoholic drink? (scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (n=2,415)

Social norms

To assess social norms related to drink driving, respondents were asked how embarrassed they would feel to tell their friends or family that they had been caught driving while over the legal limit.

The highest levels of embarrassment were reported by people who had driven when they were confident that they were under the limit (94%), compared with other cohorts. Those who had driven when they might have been or were over the limit were less likely to report they would be embarrassed (86%).

Figure 25 Social norms (% embarrassed 4-5) towards drink driving among drink driving categories



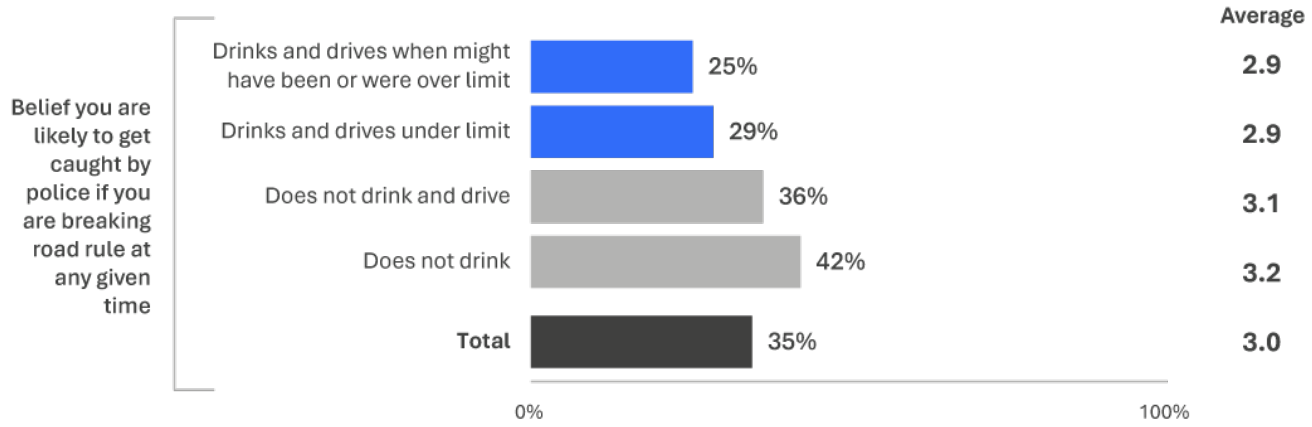
ACC1C How embarrassed would you be to tell your friends that you had been caught driving over your legal BAC? (% embarrassed)
(Scale from 1 'not at all embarrassed' to 5 'extremely embarrassed')
Base: Drivers (n=2,308)

Perceived risk of enforcement

To understand the perceived risk of enforcement, respondents were asked how likely they believe they are to get caught by the police for breaking any road rule at any given time.

Those who had driven after drinking perceived themselves as less likely on average to get caught by the police for breaking any road rules, compared with those who did not drink and drive and did not drink. A quarter (25%) of those who had driven when they might have been or were over the limit believed they were likely to be caught, compared to 29% of those who had driven when under the limit. In contrast, among those who did not drink and drive, 36% believed they were likely to be caught and among those who do not drink, 42% believed they were likely to be caught.

Figure 26 Perceived enforcement risk (% likely (4-5) to be caught) among drink driving categories



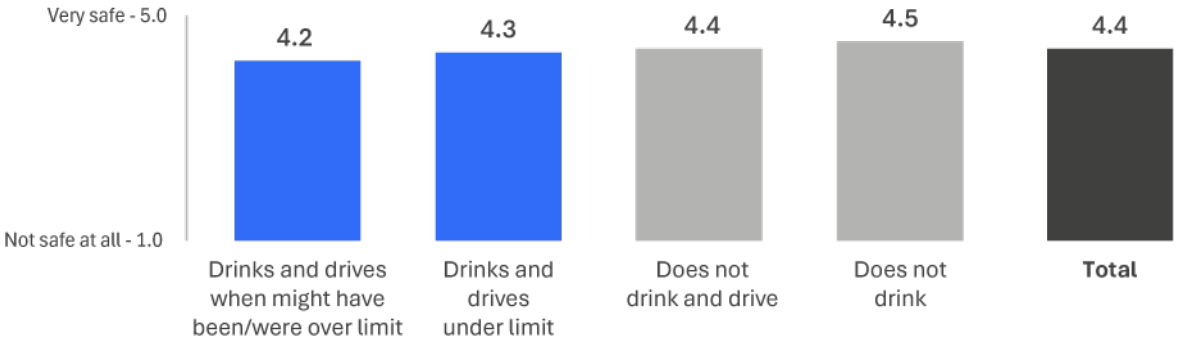
EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (Scale from 1 'not at all likely' to 5 'extremely likely')
Base: Drivers (n=2,309)

Self-perceptions of driving safely

Respondents were asked to consider how safe they are as a driver, on a scale of 1 (not at all safe) to 5 (very safe).

Considering drink driving behaviours, those who had driven when they might have been or were over the legal limit rated their driving safety at an average of 4.2 out of 5, compared to those who had driven when under the limit (4.3).

Figure 27 Self-perceptions of driving safely among drink driving categories



OB1 How safe a driver would you say you are? (scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,411)

3.6 Distracted driving

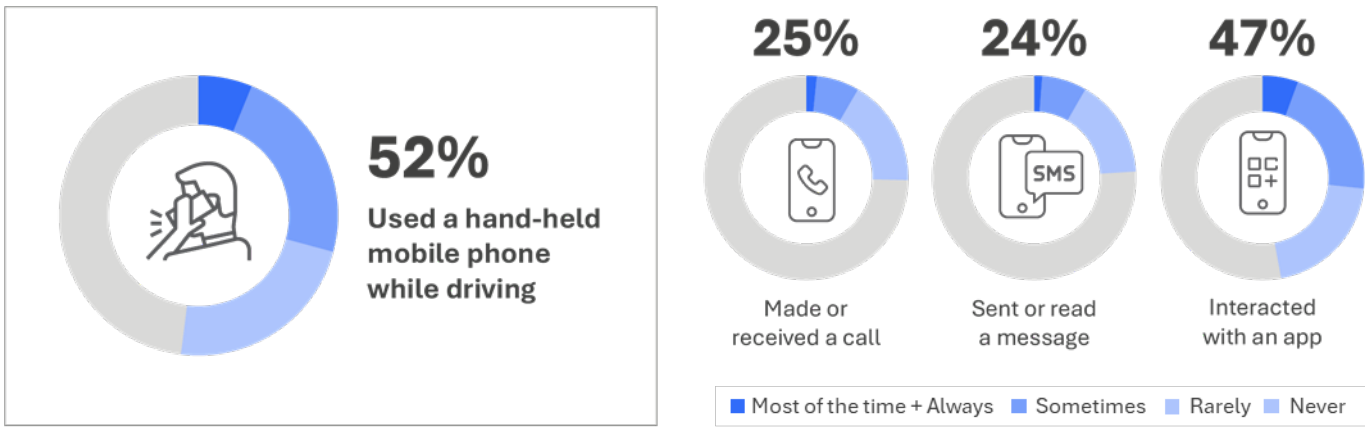
This section explores distracted driving, specifically the use of hand-held mobile phones while driving.

3.6.1 Prevalence of illegal mobile phone use

The prevalence of illegal mobile phone use was measured by asking respondents how frequently they had driven while using a mobile phone in their hand to 'make or receive a call', 'send or read a message', or 'interact with an app' in the past month.

Interacting with an app while driving was almost twice as prevalent as making phone calls or messaging while driving. Overall, just over half (52%) of respondents had driven while using a mobile phone in their hands for any purpose. Almost half of respondents used a mobile phone while driving to 'interact with an app' (47%), while a quarter 'made or received a call' (25%) or 'sent or read a text message' (24%).

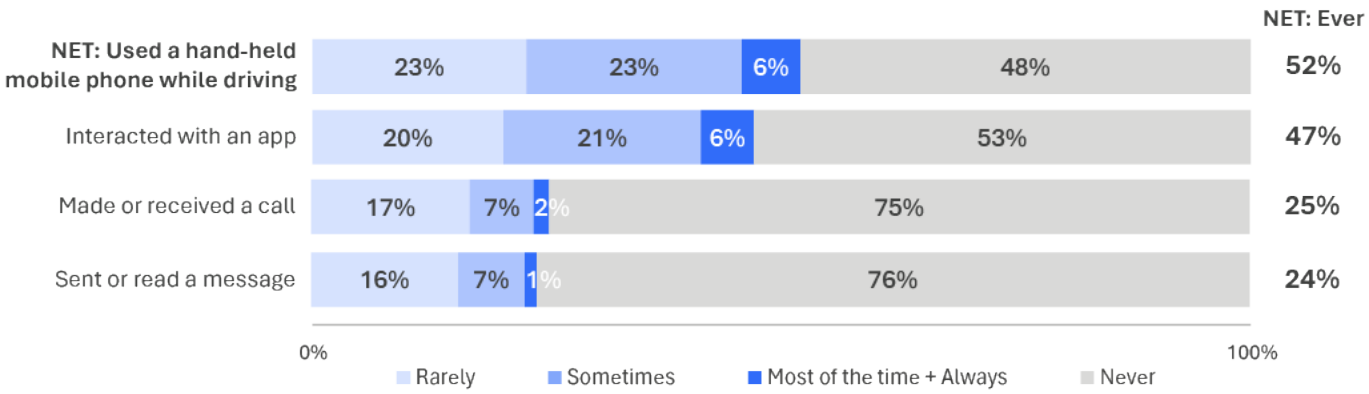
Figure 28 Prevalence of hand-held mobile phones use while driving



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,452-2485)

'Interacting with an app' had the highest prevalence and highest frequency among distracted driving behaviours involving a handheld mobile phone. Over a quarter of drivers (27%) interacted with an app (such as navigation, music or something else) while driving 'sometimes' or more frequently, which is three times the number of drivers who reported 'making or receiving a call' (9%) or 'sending or reading a message' (8%) 'sometimes' or more frequently.

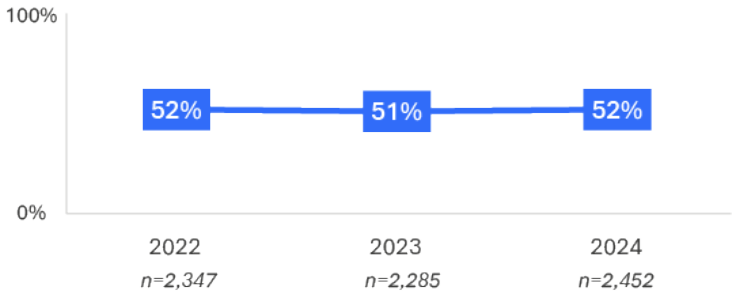
Figure 29 Frequency of activities performed on mobile phones while driving (%)



DB1ABC In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,452-2485)

Figure 30 shows the use of a hand-held mobile phone for any reason while driving between 2022 and 2024. The prevalence of this driving behaviour remained stable over the last 3 years, at 52% in both 2022 and 2024.

Figure 30 Hand-held mobile phone use while driving by year: 'ever' (%)



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers

3.6.2 Demographic characteristics

Across demographics groups, drivers aged 26–39 were most likely to have used a hand-held mobile phone while driving. Drivers aged 26–39 (64%) were almost twice as likely as those aged 61–90 (35%) to drive while using a hand-held mobile phone for any purpose. Drivers aged 26–39 were also more likely to have used a hand-held mobile phone across each of the three different types of phone usage. After drivers aged 26-39 (37%), those aged 18-25 were the next most likely to make or receive a call while driving (33%). Drivers aged 60+ were the least likely to have used a hand-held mobile phone across all types of phone usage.

Table 18 Hand-held mobile phone use among demographics

NET Ever %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
Used a handheld mobile phone for any reason	**52%**	**56%**	**64% ↑**	**55%**	**35% ↓**	**52%**	**52%**	**53%**	**50%**	**50%**
Make or receive a call	25%	33% ↑	37% ↑	24%	12% ↓	28%	23%	25%	25%	27%
Send or read a message	24%	28%	35% ↑	26%	8% ↓	24%	24%	24%	23%	24%
Interact with an app	47%	53%	60% ↑	48%	29% ↓	47%	47%	48%	44%	44%
Base	*2452*	*419*	*747*	*745*	*541*	*1209*	*1243*	*1281*	*828*	*343*

DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,452-2,485)

Distracted Driving – Demographic Interactions

Used a mobile phone in hand while driving

No noteworthy interaction effects were found beyond the discrete demographic comparisons

3.6.3 DBI profile

This section explores the relationship between DBI and distracted driving behaviours. This provides an overview of how likely those who had driven while distracted are to engage in other dangerous driving behaviours, as well as the frequency of such incidents.

There were several questions that asked how frequently respondents had driven while using a mobile phone in their hand that have been combined into a single dichotomous variable: respondents that used a mobile phone in their hand while driving, and those who did not.

Table 19 shows that seven-in-ten (71% vs 48% in total) respondents who had driven while using a mobile phone in hand had high (28%), very high (35%) and extremely high (8%) DBIs.

In contrast, 0.1% of respondents who did not use a mobile phone while driving had extremely high DBIs. Furthermore, respondents who did not use a mobile phone while driving were less likely than the average driver to have a very high DBI (5% vs 21% total) or a high DBI (17% vs 23% total). Compared to net total representation of high, very high and extremely high (48%), this group of respondents was represented in these groups substantially less often (22%).

These results indicate that driving while using handheld mobile phones has moderately strong links to engaging in other risk-increasing behaviours. Non-use of handheld mobile phones while driving, when compared to the total, saw far lower propensities to engage in other risk-increasing behaviours.

Table 19 Distracted driving behaviour by DBI Membership

Row %	Low	Medium	High	Very High	Extremely High
Used mobile phone while driving	8% ↓	20% ↓	28% ↑	35% ↑	8% ↑
Did not use mobile phone while driving	52% ↑	26% ↑	17% ↓	5% ↓	0.1% ↓
Total	**29%**	**23%**	**23%**	**21%**	**4%**
Base	*674*	*569*	*561*	*550*	*131*

DBI Summary
Base: Drivers (n=2,485)

3.6.4 Behavioural insights

To explore factors potentially related to distracted driving (using a hand-held mobile phone while driving), respondents were asked two questions about:

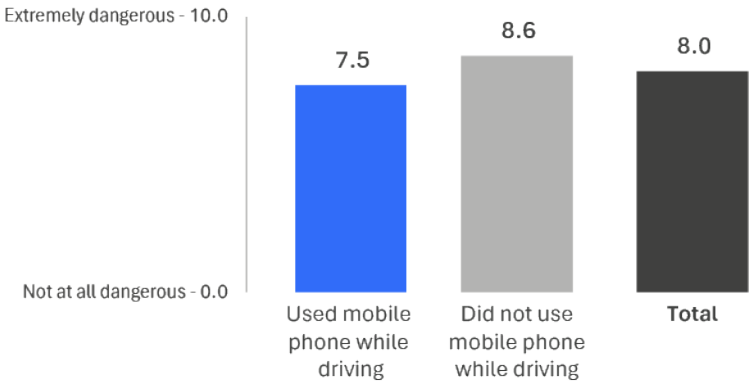
- their perceptions of the danger associated with using a mobile phone while driving
- the social norms of their group regarding driving while using a hand-held mobile phone

We also explore the relationship between distracted driving behaviours and general road safety enforcement risk, and self-perceptions of driving safely.

Perceived danger

- Respondents were asked to rate how dangerous it is to glance at a mobile phone for a couple of seconds while actively driving on an 11–point scale, with 0 being 'not at all dangerous' and 10 being 'extremely dangerous'. The average scores for different groups of respondents are presented below.
- Those who had driven while using a hand-held mobile phone tended to rate the danger of glancing at a mobile phone while driving as less dangerous than those who had not driven while using a hand–held mobile phone (7.5 vs 8.6).

Figure 31 Perceived danger of using a hand-held mobile phone while driving



RI1G How dangerous do you think it is to glance at a mobile phone for a couple of seconds while actively driving? (Scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (n=2,471)

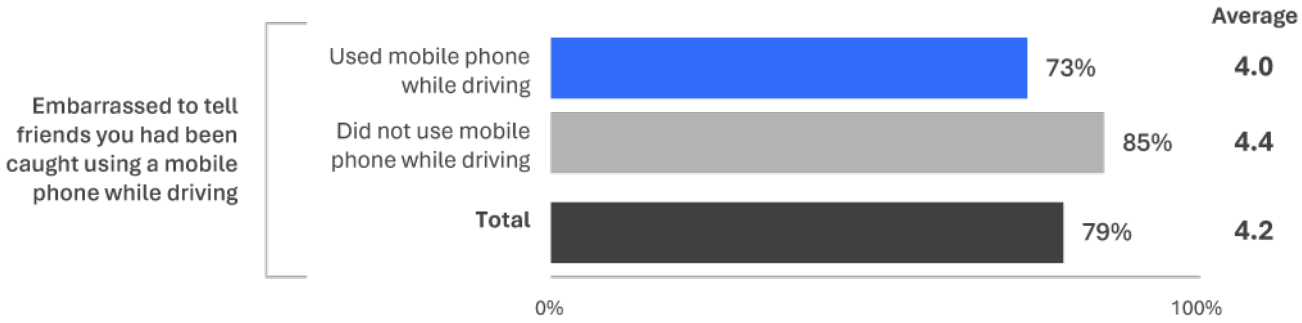
Social norms

Most drivers reported that they would feel embarrassed informing their friends that they had been caught using a mobile phone illegally while driving, but this social influence was felt to a lesser extent among those who do use a phone illegally while driving.

To assess these social norms, respondents were asked how embarrassed they would feel to tell their friends or family that they had been caught using a mobile phone in their hand while driving.

Nearly three-quarters of those who had driven while using a hand-held mobile phone (73%) would be embarrassed to tell their friends that they had been caught driving with a phone in their hand, compared to 85% of those who did not drive while using a hand-held mobile phone.

Figure 32 Social norms for using a hand-held mobile phone while driving



ACC1D How embarrassed would you be to tell your friends that you had been caught while using a mobile phone in your hand? (Scale from 1 'not at all embarrassed' to 5 'extremely embarrassed'). Chart shows percentage of drivers who responded 4 to 5 on the scale.
Base: Drivers (n=2,405)

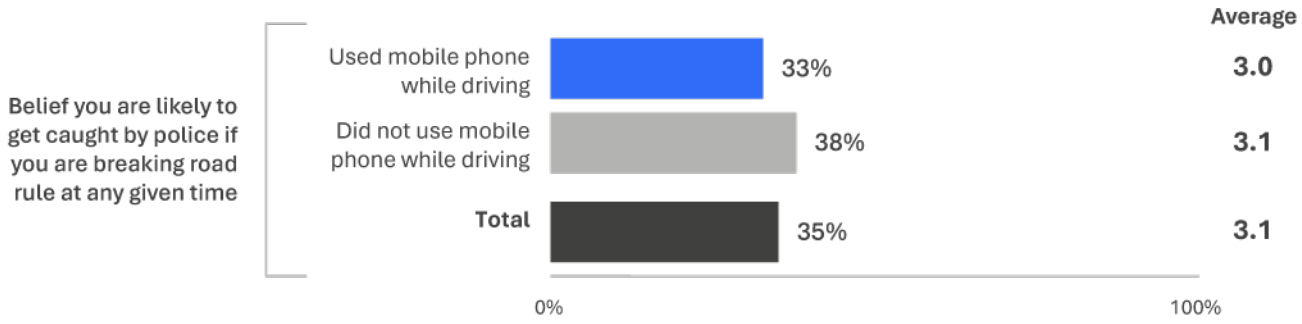
Perceived risk of enforcement

The perceived likelihood of being caught by police for breaking any road rule was lower among those who had driven while using a hand-held mobile phone than it was among those who had not driven while using a hand-held mobile phone.

To understand the perceived risk of enforcement, respondents were asked how likely it is that they would get caught by the police for breaking any road rule at any given time.

One-third (33%) of respondents who had driven while using a hand-held mobile phone believed they would be likely to get caught, compared to 38% of those who did not drive while using a hand-held mobile phone.

Figure 33 Perceived enforcement risk by hand-held mobile phone use categories



EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (Scale from 1 'not at all likely' to 5 'extremely likely') Chart shows percentage of drivers who responded 4 to 5 on the scale.
Base: Drivers (n=2,321)

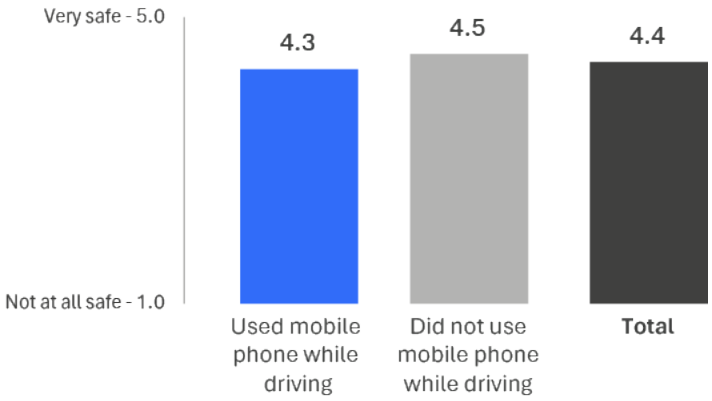
Self-perceptions of driving safely

Respondents who had driven while using a hand-held mobile phone rated themselves as less safe drivers than those did not drive using a hand-held mobile.

To understand drivers' self-perceptions of how safe they are as a driver, respondents were asked on a 5–point scale how safe they are as a driver, with 5 being 'very safe', and 1 being 'not at all safe'.

Self-perceptions of driving safely were lower among respondents who had driven while using a hand–held mobile phone (average of 4.3) compared to those who did not (4.5).

Figure 34 Self-perceptions of driving safely by hand-held mobile phone use categories



OB1 How safe a driver would you say you are? (Scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,425)

3.6.5 Other distracted driving findings

Respondents who reported using a mobile phone in their hand while driving and interacting with an app were asked what types of apps they interacted with.

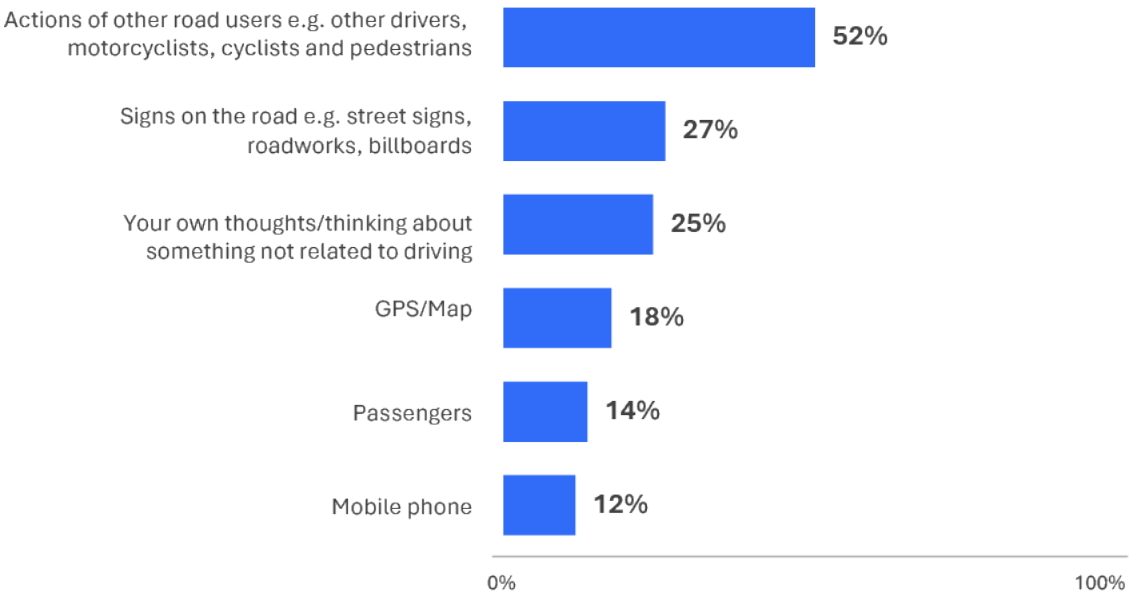
Nine in ten (90%) reported having used a map or navigation app, while a little under six in ten (57%) used a music app. Fewer respondents reported having used a messaging app while driving (12%).

Figure 35 Mobile phone apps used while driving

DB1X What type of apps did you interact with while driving
Base: Drivers that used a mobile phone to interact with an app (Q1 to Q3) (n=922)

Respondents were also asked as to what type of distractions they experienced while driving in the last week. More than half (52%) cited the actions of other road users e.g. other drivers, motorcyclists, cyclists and pedestrians. Just over a quarter mentioned signs on the road e.g. street signs, roadworks, billboards (27%). A quarter (25%) also mentioned being distracted by their own thoughts (thinking about something unrelated to driving). Just under one in five (18%) mentioned their GPS/map, while 14% mentioned passengers and 12% mentioned their mobile phone.

Figure 36 Common distractions experienced while driving



DIS1 In the last week, have you been distracted while driving by any of the following
Base: Drivers (Q2 & Q4 only) (n=1,351)

3.7 Tired driving

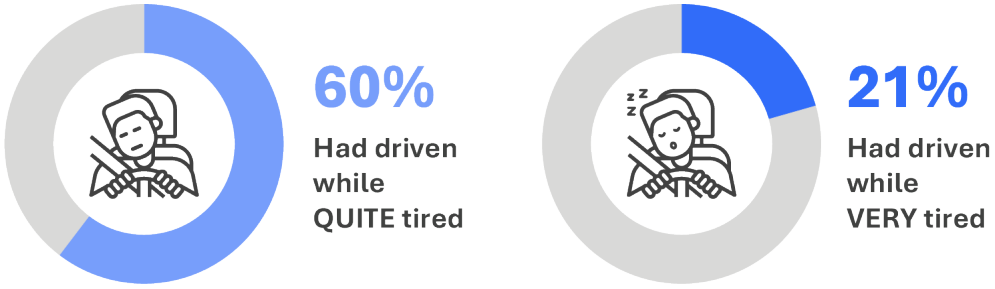
This section explores tired driving behaviours, measures taken to avoid tired driving, and why people drive when tired.

3.7.1 Prevalence of tired driving

Driving while tired is explored with consideration of different levels of tiredness: driving while 'quite tired', and driving while 'very tired, so tired one cannot open their eyes'. Drivers were asked how often they had driven while feeling quite tired (moderate level of fatigue) or very tired (high level of fatigue) in the last 12 months.

The prevalence of driving at all in the last 12 months with a moderate level of fatigue was three times higher than that of driving with a high level of fatigue – two in five (60%) respondents reported driving while 'quite' tired, whereas one in five (21%) had driven while 'very' tired.

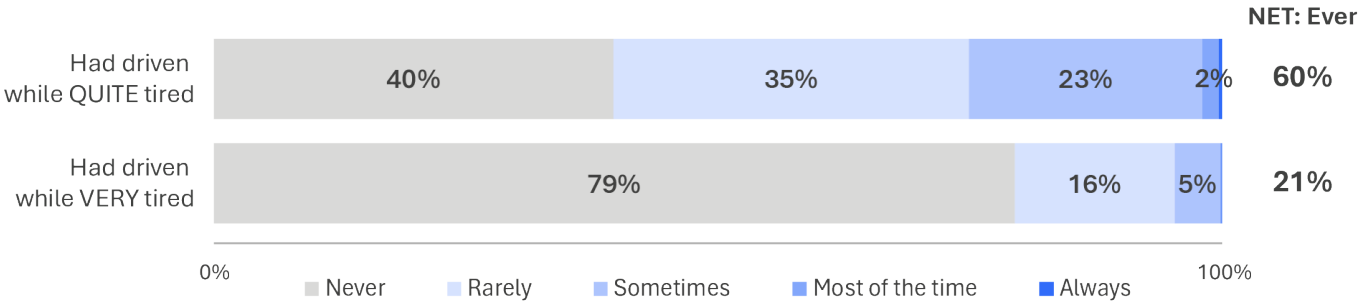
Figure 37 Prevalence of tired driving



DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,509-2,511)

The frequency of driving ‘very tired’ is lower than the frequency of driving while ‘quite tired’. Among drivers who had driven while feeling ‘quite’ tired (60%), almost a quarter do so both ‘sometimes’ (23%) or more frequently (2%). In comparison, among the 21% of the drivers who had driven while ‘very’ tired, only one-in-five (5% out of 21%) do so ‘sometimes’.

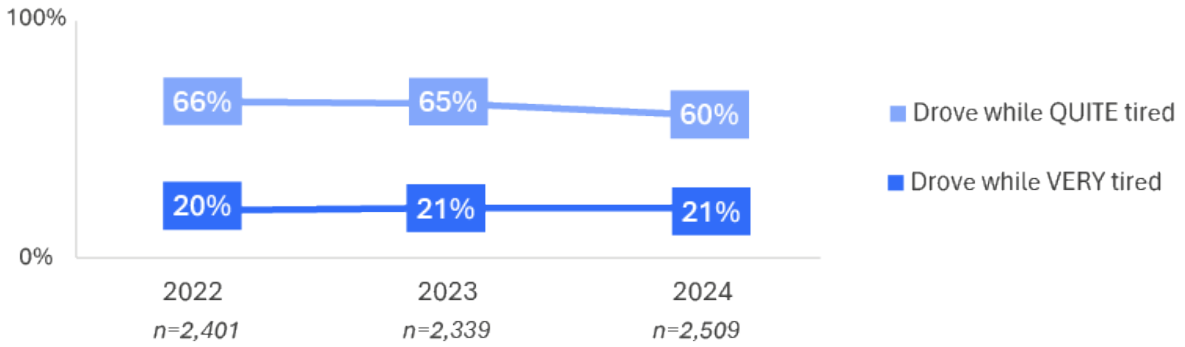
Figure 38 Frequency of tired driving



DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,509-2,511)

Figure 40 shows an overview for driving while ‘very tired’ and ‘quite tired’ over the last three years. The proportion of respondents who had driven while quite tired declined from 66% in 2022 to 60% in 2024. Driving while very tired remained at similar levels to those seen in 2022 and 2023.

Figure 39 Driving while quite tired and very tired by year: ‘ever’ (%)



DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers 2024 (n=2,509-2,511)
Note: Due to a substantial change in instrument design and metric measurement, any data changes between 2021 and 2022 should be interpreted with caution.

3.7.2 Demographic characteristics

Propensity to drive while being either quite or very tired deceased with age, especially among those aged 61–90. Driving while very tired was more prevalent among those living in other urban locations and males compared to other drivers.

- Drivers aged 18–25 and 26–39 (69%) were more likely than those aged 61–90 (43%) to drive while quite tired.
- Drivers aged 18–25 (29%) and 26–39 (27%) were also more likely than those aged 61–90 (11%) to have driven while very tired.
- Drivers in rural areas were more likely than those in major urban areas to have driven while very tired (26% vs 19%) and while quite tired (67% vs 59%).
- Males (23%) were more likely than females (18%) to have driven while very tired and quite tired (63% vs 58%)

Table 20 Prevalence of tired driving among demographics

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
Had driven while very tired	21%	29% ↑	27% ↑	19%	11% ↓	23% ↑	18% ↓	19% ↓	25% ↑	26% ↑
Had driven while quite tired	60%	69% ↑	69% ↑	64%	43% ↓	63% ↑	58% ↓	59% ↓	66% ↑	67% ↑
Base	*2509*	*435*	*754*	*762*	*558*	*1242*	*1267*	*1307*	*851*	*351*

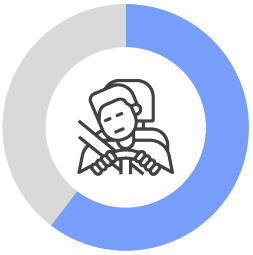
DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,509-2,511)

Driving tired – demographic interactions

Driving while 'quite tired'

Considering the interactions between demographic features of respondents, driving while quite tired was most prevalent among those aged 18–59 in other urban and rural areas (74%). Only 43% of those aged 60 and over had driven while quite tired, which did not differ significantly by gender or location.

Table 21 Prevalence of driving quite tired by demographic interactions

Prevalence among the average driver	Propensity	Age	Gender	Location	
 **60%** **Had driven while QUITE tired**	Higher	18–59	All	Other Urban / Rural	**74%**
	Moderate	18–59	All	Major urban	**64%**
	Lower	60+	All	All	**43%**

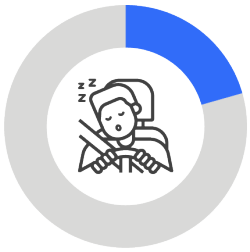
DB3G In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,509)

Driving while 'very tired'

Considering combinations of key demographic characteristics, driving while very tired was most prevalent among drivers of all genders aged 18-39 in other urban areas (36%) as well as male drivers aged 40-59 also in other urban areas (34%). Male drivers aged 60 and over in rural areas also exhibited a relatively high prevalence (28%).

Among the lower prevalence groups were female drivers aged 60+ in major urban (6%) and other urban areas (10%), and male drivers aged 60+ in major and other urban areas (13%).

Table 22 Prevalence of driving very tired by demographic interactions

Prevalence among the average driver	Propensity	Age	Gender	Location	
 **21%** **Had driven while VERY tired**	Higher	18–39	All	Other Urban	**36%**
	Higher	40–59	Male	Other Urban	**34%**
	Higher	60+	Male	Rural	**28%**
	Lower	60+	Male	Major Urban Other Urban	**13%**
	Lower	60+	Female	Other Urban	**10%**
	Lower	60+	Female	Major Urban	**6%**

DB3H In the last 12 months, how often did you drive while very tired, so tired you struggled to keep your eyes open?
Base: Drivers (n=2,511)

3.7.3 DBI profile

This section explores the relationship between DBI and tired driving behaviours. This provides an overview of how likely and frequently those who had driven while very tired, or quite tired, were to engage in other dangerous driving behaviours.

There were two questions that asked how frequently respondents had driven while quite tired, and very tired. For the purposes of this section, respondents have been separated into their most severe behaviours when it comes to tired driving. These segments are, in order of severity, those who did not drive tired at all, those who only had driven while quite tired, and those who had driven while very tired.

Overall, those who had driven while very tired had a substantially higher risk profile in general, while those who had driven while quite tired had a slightly higher, but mixed, risk profile.

Those who had driven while ‘very tired’, were disproportionately to the total incidence in very high (44%) or extremely high (16%) risk profiles. Those who had driven while ‘quite tired’ were split somewhat equally between medium’ (23%), high (29%), and very high (25%) DBI categories but had lower representation in the extremely high category (2%). Eight in ten (81%) of those who did not drive while tired had low (54%) or medium (27%) DBI scores.

These results indicate that driving while very tired has a strong association with higher propensity to engage in other risk-increasing driving behaviours. Conversely, avoidance of driving while tired translated to a substantially lower propensity to engage in other risk-increasing driving behaviours.

Table 23 Tired driving behaviour by DBI membership

Row %	Low	Medium	High	Very High	Extremely High
Had driven while very tired	0% ↓	15% ↓	25%	44% ↑	16% ↑
Had driven while quite tired	20% ↓	23%	29% ↑	25% ↑	2% ↓
Did not drive while tired	54% ↑	27% ↑	15% ↓	4% ↓	0% ↓
Total	**29%**	**23%**	**23%**	**21%**	**4%**
Base	684	577	564	554	131

DBI Summary
Base: Drivers (n=2,510)

3.7.4 Behavioural insights

This section explores some potential reasons as to why people drive while tired. The parameters measured for this section include:

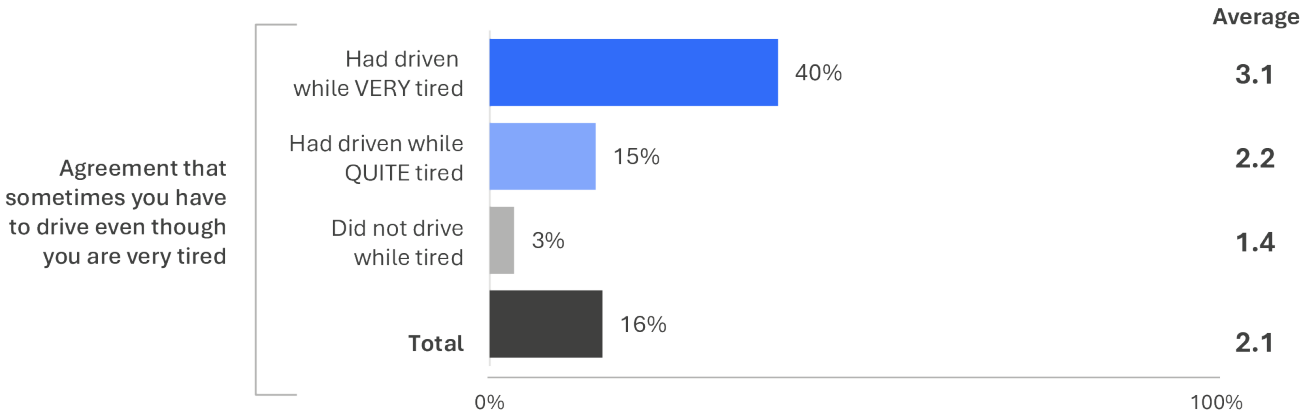
- perceived control over fatigued driving
- perceptions of the danger associated with fatigued driving
- self-perceptions of how safe their driving is.

Perceived control over fatigued driving

To assess respondents' perceived control over tired driving, respondents were asked to what extent they agree or disagree with the statement 'sometimes you have to drive, even if you are very tired' from 1 – strongly disagree to 5 – strongly agree.

Four in ten (40%) of those who had driven while very tired agreed that sometimes they have to drive even if they are very tired. In contrast, 15% of those who had driven while quite tired agreed that sometimes they have to drive even if they are very tired, and just 3% who did not drive while tired agreed with this statement.

Figure 40 Perceived control over tired driving (% agree)



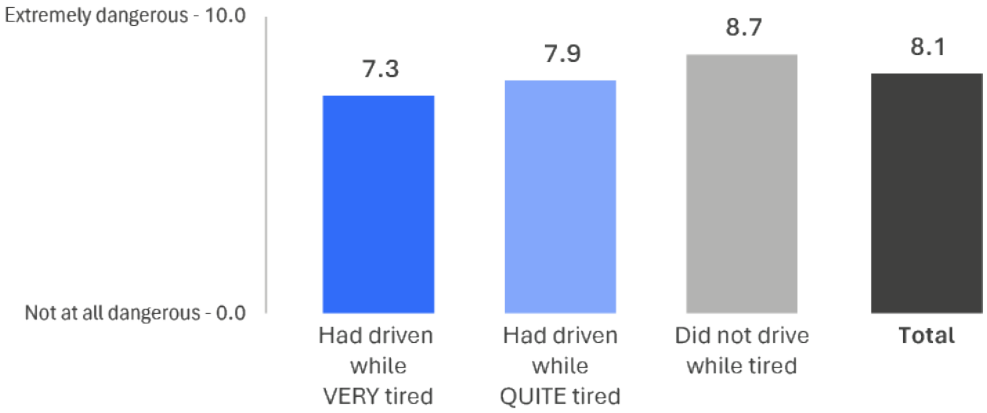
PC1A To what extent do you agree or disagree that sometimes you have to drive even though you are very tired? (Scale from 1 – strongly disagree to 5 – strongly agree)
Base: Drivers (n=2,447)

Perceived danger of fatigued driving

Respondents were asked to rate how dangerous it is to drive while very tired, on an 11–point scale, with 0 being 'not at all dangerous' and 10 being 'extremely dangerous'. The average scores for different groups of respondents are presented below.

Respondents who did not drive while tired at all (8.7) perceived the danger of driving while very tired as higher than those who had driven while quite tired (7.9) and very tired (7.3).

Figure 41 Perceived danger of driving while very tired



RI1F How dangerous do you think it is to drive while very tired? (scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (n=2,500)

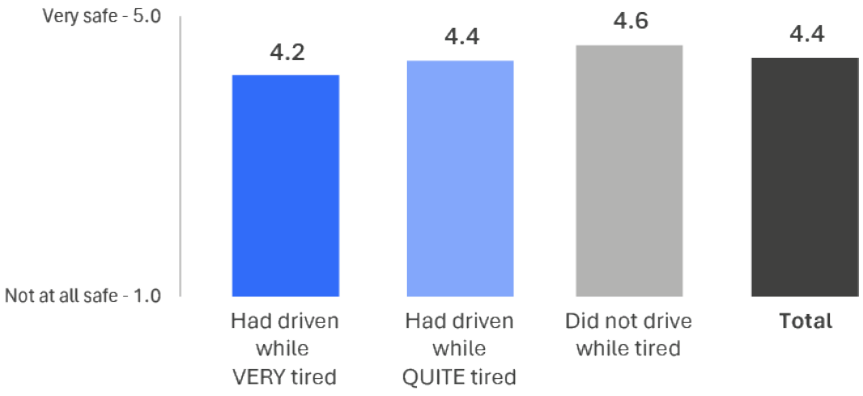
Self-perceptions of driving safely

Respondents who had driven while tired perceived themselves as less-safe drivers compared to those who did not drive while tired.

To understand drivers' self-perceptions of how safe they are as a driver, respondents were asked on a 5–point scale how safe they are as a driver, with 5 being 'very safe', and 1 being 'not at all safe'.

When asked to rate how safe they believe they are as a driver, respondents who had not driven while tired rated themselves at 4.6, higher than respondents who had driven while quite tired (4.4) or those who had driven while very tired (4.2).

Figure 42 Self-perceptions of driving safely by tired driving categories



OB1 How safe a driver would you say you are? (scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,447)

3.8 Drug driving

This section explores illegal drug usage, drug driving behaviour, and attitudes towards drug driving in the community.

3.8.1 Prevalence of illegal drug use and drug driving

Illegal drug use has a low prevalence in the community, and the prevalence of driving a vehicle after using illegal drugs is lower.

Prevalence was measured by asking how often respondents illegally used drugs in the last 12 months. Drivers who reported having illegally used drugs were then asked how often they had driven a vehicle after using illegal drugs in the last 12 months*.

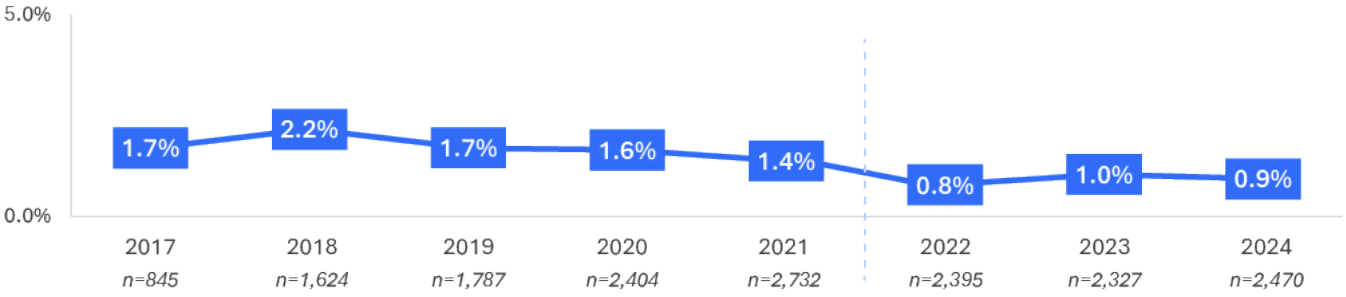
One-in-twenty (5%) respondents used illegal drugs in the past 12 months, while a small percentage of drivers (0.9%) reported that they had driven a vehicle after using illegal drugs.

Figure 43 Prevalence of illegal drug use and drug driving

DG1 In the last 12 months, how often did you illegally use drugs?
Base: All respondents (n=2,470)
DB3D In the last 12 months, how often did you drive a vehicle after using illegal drugs?
Base: Drivers (n=2,470)
**DB3D has been re-based to include all drivers to measure the overall prevalence of drug-driving*

Figure 45 shows the time series for drug driving between 2017 and 2022. There has been a consistent downward trend in drug driving behaviour since 2018. The prevalence of drug driving decreased from a peak of 2.2% in 2018. From 2022 the frequency of drug driving continued to be stable at around 1%, continuing up to 2024 (0.9%).

Figure 44 Drug driving by year: 'ever' (%)



DB3D In the last 12 months, how often did you drive a vehicle after using illegal drugs?
Base: Drivers n=2,470

Note: Due to substantial changes in survey instrument design and metric measurement, changes in prevalence between 2021 and 2022/23 should be interpreted with caution.

3.8.2 Demographic characteristics

Across demographic groups, illegal drug use was more prevalent among those aged 18–25 and 26–39.

- Those aged 18–25 (11%) and 26–39 (9%) were the most likely to have used illegal drugs, with use being most common less often than monthly (7% and 6%) or monthly (3% and 2%).

Table 24 Prevalence of illegal drug use among demographics

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
I have never illegally used drugs	87%	82% ↓	79% ↓	89%	96% ↑	85%↓	89%↑	86%↓	88%	93% ↑
Not in last 12 months, but did illegally use drugs more than 12 months ago	8%	7%	13% ↑	7%	4% ↓	9%	7%	8%	9%	5%
Less often than monthly	3%	7% ↑	6% ↑	3%	0% ↓	3%	4%	4% ↑	2% ↓	2%
Monthly	1%	3% ↑	2% ↑	0% ↓	0% ↓	1% ↑	0% ↓	1%	1%	0%
Weekly	1%	1%	1%	1%	0%	1%	0%	1%	1%	0%
Daily	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NET: In last 12 months	**5%**	**11% ↑**	**9% ↑**	**3%**	**1% ↓**	**5%**	**5%**	**6% ↑**	**3% ↓**	**2% ↓**
Base	*2470*	*420*	*736*	*755*	*559*	*1220*	*1250*	*1283*	*842*	*345*

DG1. In the last 12 months, how often did you illegally use drugs?
Base: Drivers (n=2,470)

Although there are apparent differences in prevalence of drug driving among different demographic groups – for instance, this behaviour appeared to be higher among males and among those living in major cities – only those aged above 60 years (0.1%) were significantly less likely than the average respondent (0.9%) to have used illegal drugs and driven.

Table 25 Prevalence of drug driving among demographics

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
NET: Used drugs & had driven	**0.9%**	**1.2%**	**1.3%**	**1.2%**	**0.1%↓**	**1.1%**	**0.8%**	**1.1%**	**0.5%**	**0.4%**
Base	*2470*	*420*	*736*	*755*	*559*	*1220*	*1250*	*1283*	*842*	*345*

DB3D In the last 12 months, how often did you drive a vehicle after using illegal drugs?
Base: Drivers and Drug Driving (n=2,470)

3.8.3 DBI profile

This section explores the relationship between DBI and drug use and drug driving behaviours. This provides an overview of how likely and frequently those who used drugs, or used drugs and had driven, were to engage in other dangerous behaviours.

For this section and the following, respondents have been categorised into 3 distinct behaviours. These categories are, those who used drugs and had driven, those who used drugs but did not drive after using them, and those who did not use drugs at all.

Those who used drugs and had driven were disproportionately likely to have extremely high DBI, with about a half (47%) versus the total incidence of just 4%. Many of those who used drugs and did not drive also saw disproportionate DBIs relative to total incidence rates, with six-in-ten cumulatively (61%), having very high (35%) and extremely high (26%) DBIs.

These results suggest that using drugs, despite not driving after, has a strong relationship with engagement in other dangerous driving behaviours. The results also show that driving after using drugs has an exceptionally strong relationship with engaging in other dangerous driving behaviours.

Table 26 Drug use and drug driving by DBI membership

Row %	Low	Medium	High	Very High	Extremely High
Used drugs and had driven	0% ↓	7%	5% ↓	41% ↑	47% ↑
Used drugs but did not drive after	3% ↓	11% ↓	26%	35% ↑	26% ↑
Did not use drugs	31% ↑	24% ↑	23%	20% ↓	3% ↓
Total	**29%**	**23%**	**23%**	**21%**	**4%**
Base	672	572	556	544	126

DBI Summary
Base: Drivers (n=2,470)

3.8.4 Behavioural insights

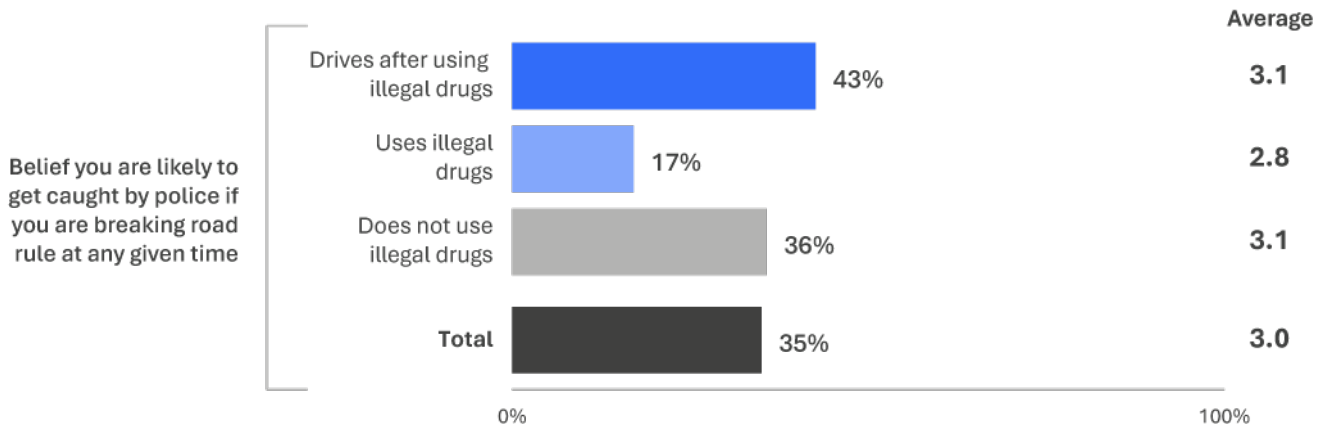
This section explores drug driving behaviour by responses to questions about enforcement risk and self-assessment as a safe driver.

Perceived enforcement risk

To understand the perceived risk of enforcement, respondents were asked how likely they believe they are to get caught by the police for breaking any road rule on a scale of 1 to 5, where 1 was not at all likely, and 5 was extremely likely.

As shown in Figure 46, respondents who used illegal drugs and had driven (43%) were the most likely to believe that they would be caught by police for breaking any road rule, followed by those who do not use illegal drugs (36%). In contrast, respondents who used illegal drugs but did not drive after consumption were least likely to believe that they would be caught (17%).

Figure 45 Perceived enforcement risk among drug driving categories



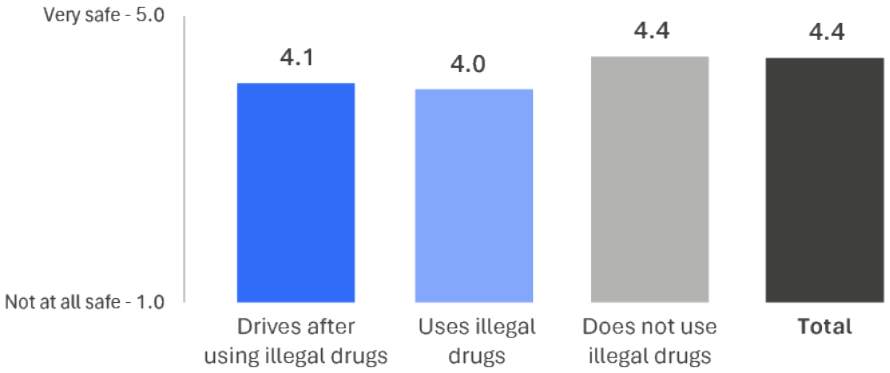
EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (Scale from 1 'not at all likely' to 5 'extremely likely')
Base: Drivers (n=2,310)

Self-perceptions of driving safely

To understand drivers' self-perceptions of how safe they are as a driver, respondents were asked on a 5–point scale how safe they are as a driver, with 5 being 'very safe', and 1 being 'not at all safe'.

Those who used illegal drugs and had driven (4.1) perceived themselves as less-safe drivers compared to those who did not use illegal drugs (4.4). Those who used illegal drugs but did not drive, however, perceived themselves to be the least safe drivers on average (4.0).

Figure 46 Self-perceptions of driving safely among drug driving categories



OB1 How safe a driver would you say you are? (Scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,407)

3.9 Seatbelt use

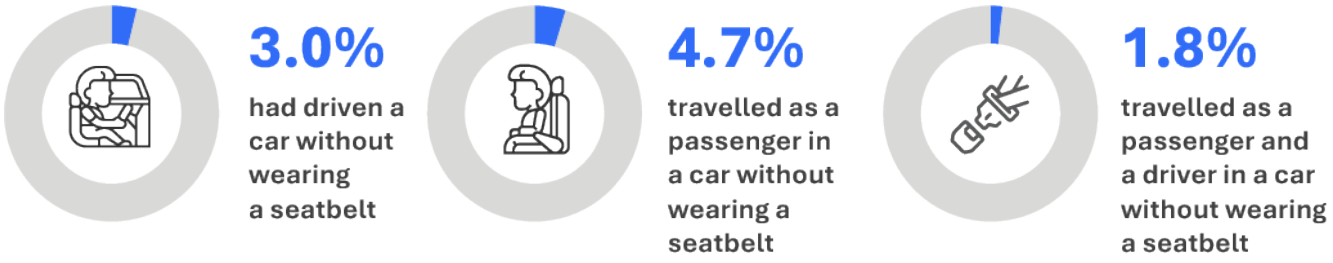
This section explores seatbelt use among drivers and passengers.

3.9.1 Prevalence of seatbelt use

Two seatbelt compliance scenarios were examined in this survey. Drivers were asked how often they had driven a vehicle while not wearing a seatbelt and all respondents were asked how often they travelled in a car as a passenger while not wearing a seatbelt.

The prevalence of seatbelt use was high. Only 3% of drivers had driven without wearing a seatbelt, while 4.7% of all respondents travelled as passengers without a seatbelt on. Just 1.8% of drivers did not wear a seatbelt while travelling in a car as both a driver and passenger.

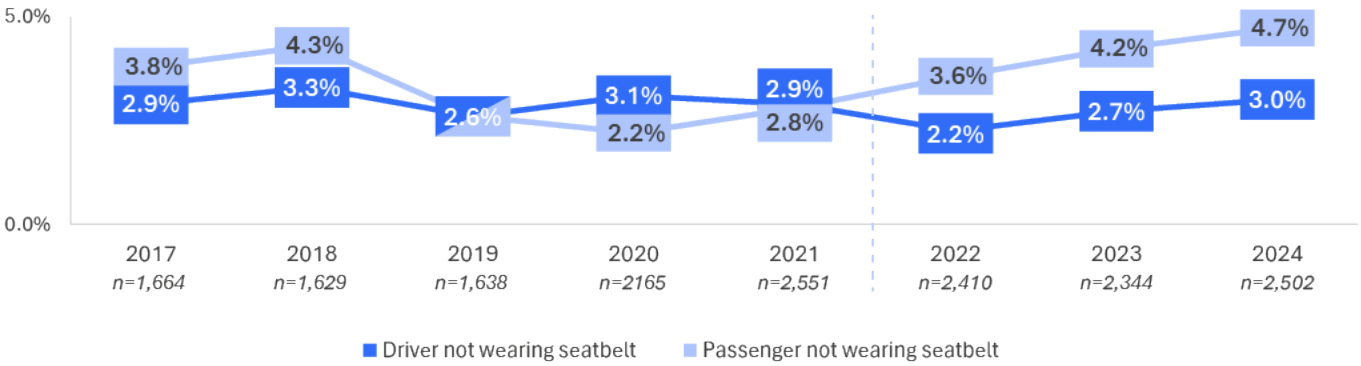
Figure 47 Prevalence of seatbelt noncompliance among drivers and passengers



DB3E In the last 12 months, how often did you travel in a car without wearing a seatbelt?
Base: Drivers (n=2,507)
DB3F In the last 12 months, how often did you travel in a car as a passenger without wearing a seatbelt?
Base: All respondents (n=2,562)

Figure 49 displays the historical trend for seatbelt noncompliance among both drivers and passengers. Since 2022, prevalence rates of seatbelt noncompliance have seen slight increases year-on-year and should continue to be monitored given its high potential for harmful consequences. It should be noted that comparisons between 2024, 2023 and 2022 all landed within margins of error, and may not represent real changes in prevalence.

Figure 48 Noncompliance with seatbelt use by year: 'ever' (%)



DB3E In the last 12 months, how often did you travel in a car without wearing a seatbelt?
Base: Drivers - 2024 (n=2,507)
DB3F In the last 12 months, how often did you travel in a car as a passenger without wearing a seatbelt?
Base: All respondents – 2024 (n=2,562)

3.9.2 Demographic characteristics

Those living in rural and other urban areas had the highest prevalence of driving while not wearing a seatbelt. Those aged 18–25 were the most likely to drive (6.4%) or travel as passengers (10.5%) while not wearing a seatbelt. Drivers aged 40-59 were the least likely (1.4%) to ever drive while not wearing a seatbelt. Respondents in rural areas were more likely than those in major urban areas to drive while not wearing a seatbelt (7.2% vs 2.5%). Those aged 18–25 (3.6%) and those in rural areas (4.7%) were most likely to have travelled as a driver and passenger without a seatbelt. Those aged 40-59 (0.9%) and those in major urban areas (1.5%) were least likely to have travelled as a driver and passenger without a seatbelt.

Table 27 Prevalence of noncompliance with seatbelt use among demographics

Column %		Age Group				Gender		Location		
	Total	18–25	26–39	40–59	60+	Male	Female	Major Urban	Other Urban	Rural
Drive a car while not wearing a seatbelt	3.0%	6.4% ↑	3.3%	1.4% ↓	3.0%	3.4%	2.6%	2.5% ↓	3.0%	7.2% ↑
Travel as a passenger while not wearing a seatbelt	4.7%	10.5% ↑	4.4%	3.0% ↓	4.5%	4.5%	4.9%	4.7%	3.1%	8.0% ↑
Had driven car **and** travelled as passenger without a seatbelt	1.8%	3.6%	1.9%	0.9%	2.2%	2.2%	1.5%	1.5%	1.9%	4.7% ↑
Base	*2502*	*432*	*754*	*760*	*556*	*1239*	*1263*	*1303*	*849*	*350*

DB3E In the last 12 months, how often did you travel in a car without wearing a seatbelt?
Base: Drivers (n=2,502)
DB3F In the last 12 months, how often did you travel in a car as a passenger without wearing a seatbelt?
Base: All respondents (n=2,562)

3.9.3 DBI profile

This section explores the relationship between DBI and seatbelt use. For this section and the following, respondents have been categorised into two distinct segments, those who always wore a seatbelt as a passenger and driver, and those who did not, either as a passenger, driver or both.

Overall, these results indicate that seatbelt non-use is strongly related to other dangerous driving behaviours. As shown in Table 28, those who did not always wear a seatbelt were considerably more likely to have ‘very high’ (44%) and ‘extremely high’ (32%) DBIs. In contrast, those who always wore a seatbelt were similar to drivers in total in their DBI membership proportions, since always wearing a seatbelt is a common behaviour.

Table 28 Seatbelt use by DBI membership

Row %	Low	Medium	High	Very High	Extremely High
Did not wear a seatbelt as a passenger and/or driver	0% ↓	6% ↓	13% ↓	43% ↑	38% ↑
Always wore a seatbelt	31% ↑	24% ↑	23% ↑	20% ↓	2% ↓
Total	29%	23%	23%	21%	4%
Base	*683*	*573*	*562*	*554*	*130*

DBI Summary

Base: Drivers (n=2,502)

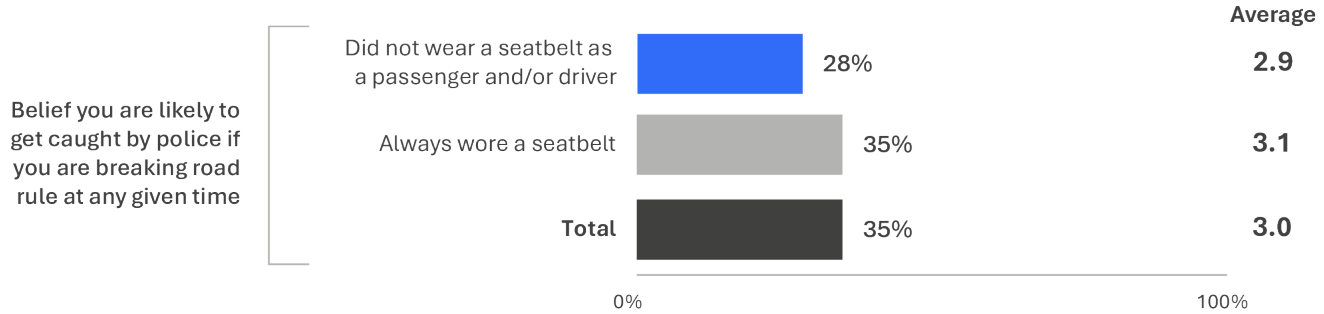
3.9.4 Behavioural insights

While respondents were not asked directly about why they do not always wear a seatbelt, some insights can be gained by exploring how seatbelt wearing behaviour relates to other measures. These analyses showed that perceived enforcement risk and self-perceptions of safe driving differed slightly among those who always wear a seatbelt versus those who did not always wear one.

To understand the perceived risk of enforcement, respondents were asked how likely they believe they are to get caught by the police for breaking any road rule on a scale of 1-to-5, where 1 was not at all likely, and 5 was extremely likely.

Respondents who did not wear a seatbelt were less likely to believe that they would be caught by police if breaking a road rule, compared to those who always wore a seatbelt (28% vs 35%).

Figure 49 Perceived enforcement risk among seatbelt wearing categories (% likely)



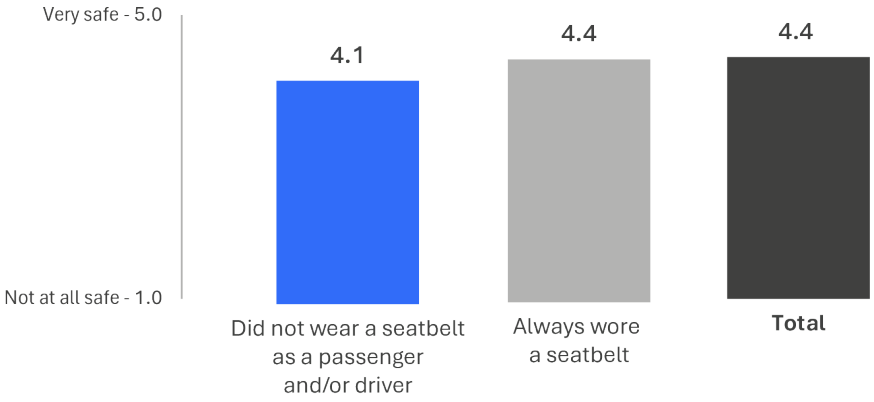
EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (Scale from 1 'not at all likely' to 5 'extremely likely'). Chart shows percentage of drivers who responded 4 to 5 on the scale.
Base: Drivers (n=2,339)

The most common reason cited for not wearing a seatbelt was that they were going on a short trip (24%) followed by that they forget to wear a seatbelt when travelling in the backseat (8%). A considerable proportion said they did not know why (16%) or preferred not to say (14%).

To understand drivers' self-perceptions of how safe they are as a driver, respondents were asked on a five–point scale how safe they are as a driver, with 1 being 'not at all safe' and 5 being 'very safe'.

Drivers who did not always wear a seatbelt had some understanding of their elevated level of risk and perceived themselves as less safe drivers when compared to those who always wore a seatbelt (4.1 vs 4.4).

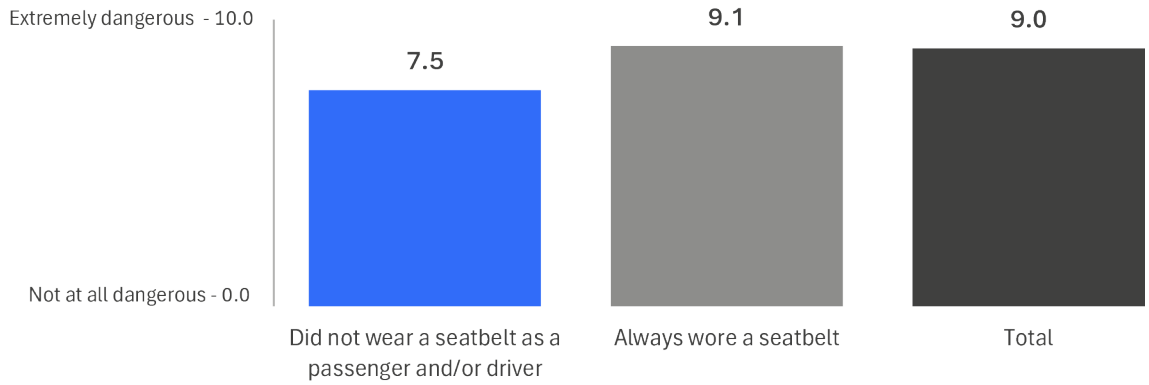
Figure 50 Self-perceptions of driving safely among seatbelt wearing categories



OB1 How safe a driver would you say you are? (Scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,440)

Drivers were asked, on a 0-to-10 scale, how dangerous they thought it was to not wear a seatbelt. As seen in Figure 52, drivers who always wore a seatbelt (9.1) rated it more dangerous to not wear a seatbelt on average compared to those who sometimes did not wear a seatbelt as a driver and/or passenger (7.5).

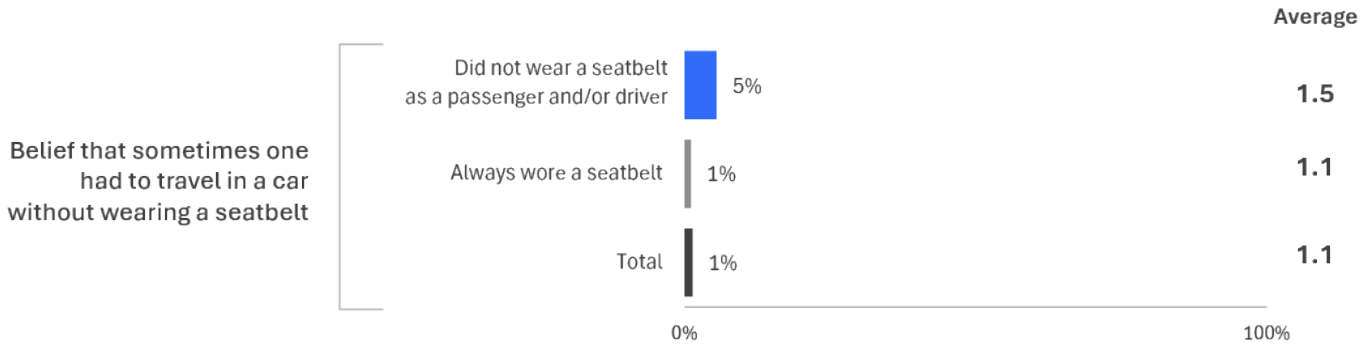
Figure 51 Risk Perceptions of traveling in a car without wearing a seatbelt



RI1_M How dangerous do you think it is to travel in a car without a seatbelt? (Scale from 0 'not at all dangerous' to 10 'extremely dangerous').
Base: Drivers – Q3 and Q4 2024 only (n=1,280)

Drivers were asked, on a 1-to-5 scale, to what extent they agreed that sometimes one had to travel in a car without wearing a seatbelt. Drivers who always wore a seatbelt (1%) were less likely to agree compared to those who did not wear a seatbelt as a driver and/or passenger (5%).

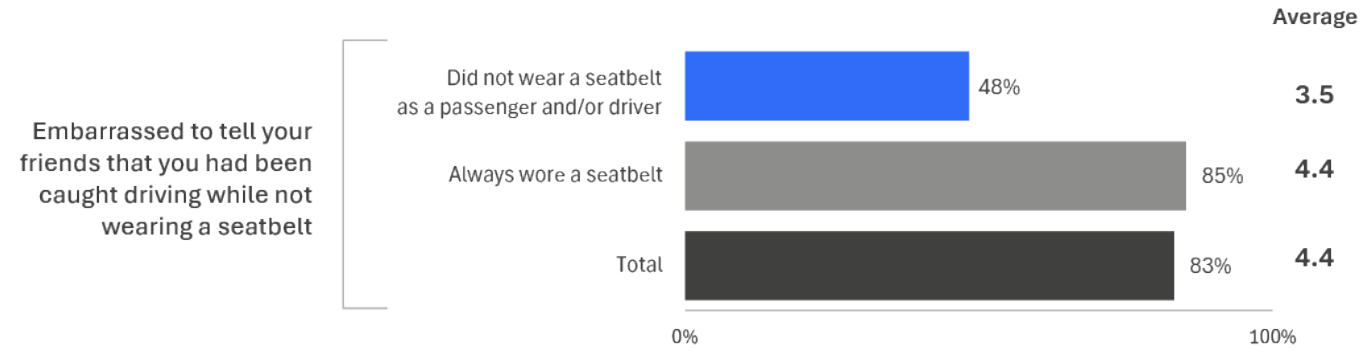
Figure 52 Perceived control over seatbelt use



PC1 To what extent do you agree or disagree that sometimes you have to travel in a car without wearing a seatbelt? (Scale from 1 'strongly disagree' to 5 'strongly agree').
Base: Drivers – Q3 and Q4 2024 only (n=1,266)

Drivers were asked, on a 1-to-5 scale with labelled ends, how embarrassed they would be to tell their friends that they had been caught driving while not wearing a seatbelt, where 1 was 'not at all embarrassed', and 5 was 'completely embarrassed'. As shown in Figure 54 who always wore a seatbelt were far more likely to report that they would be embarrassed (85%) versus those who did not wear a seatbelt as a passenger and/or driver (48%).

Figure 53 Social norms towards seatbelt use



ACC1 How embarrassed would you be to tell your friends that you had been caught driving while not wearing a seatbelt? (Scale from 1 'not at all embarrassed' to 5 'completely embarrassed').
Base: Drivers – Q3 and Q4 2024 only (n=1,245)

3.10 Transport use

This section explores how people travel on the road by using various vehicles and other means of transportation.

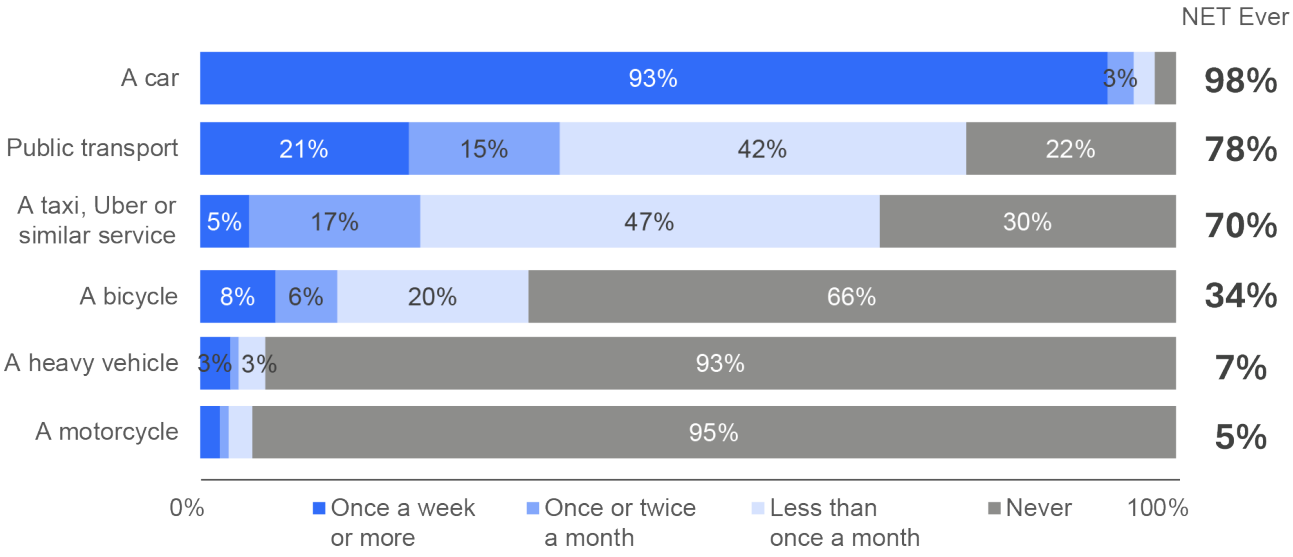
3.10.1 Modes of transport

Although driving a car remained the primary mode of transport used by Victorians, several other modes of transport are widespread.

To explore trends in transport usage, respondents were asked how often they travel by six transport modes in the last 12 months, including private transport modes (car, bicycle, heavy vehicle, or motorcycle), and shared transport modes (public transport, taxi, Uber or similar service). Driving a car was the most prevalent and frequently used transport mode (98%). Nine in ten respondents had driven a car once a week or more (93%). Other personal transport modes were used to a lesser extent, with a third riding a bicycle (34%) and one in fourteen driving a heavy vehicle (7%). Riding a motorcycle was the mode of transport least used by respondents (5%).

Considering shared and public transport, over three quarters used public transport (78%), with two in ten having used it weekly (21%). Seven in ten used a taxi, Uber or similar service (70%), with 5% having used these services weekly.

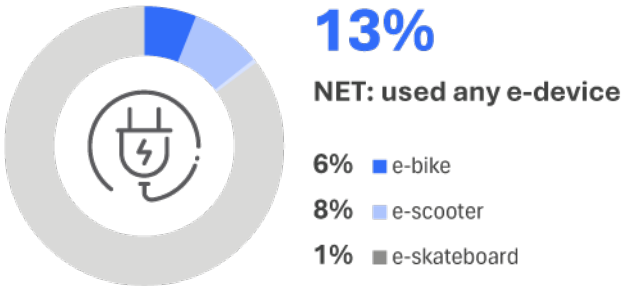
Figure 54 Frequency of transport mode use



M2ABCD How often did you drive/ride each of the following [transport modes] on the road in the last 12 months?
M1AB How often did you go somewhere by each of the following [transport modes] in the last 12 months?
Base: All respondents (n=2,440-2,571)
**Numbers below 3% have been omitted from this figure.*

E-rideable devices have gained popularity over the past few years but their usage on Victoria's roads remains low; only one-in-fourteen respondents reported having used an e-scooter (8%), and even fewer an e-bike (6%), and a minority an e-skateboard (1%) in the past year.

Figure 55 Prevalence of E-device use



M3 Did you ride any of the following [e-devices] on the road in the last 12 months?
Base: All respondents (n=2,578)

3.10.2 Demographic characteristics

Car usage was similar across most demographic groups, with an overall prevalence of 98%, but there was a slightly higher prevalence among those living in rural areas (99%). Around one-third of respondents used a bicycle (34%), but usage was more common in males (41%) than females (26%) and was higher in those aged 26–39 (39%) and those aged 40–60 (39%). Motorcycle usage was also more common in males (9%) than in females (2%). Heavy vehicle driving was more prevalent in males (10%) compared to females (3%), and higher among those in rural areas (21%) compared to those in Major urban areas (5%).

Shared transport modes were more commonly used by respondents aged 18–25 (83%) and 26-39 (79%), and those residing in major urban areas (74%). Public transportation use was more prevalent in major urban areas (81%), and among those aged 18–25 (93%) and 26–39 (85%) compared to the overall prevalence of 78%.

Table 29 Prevalence of transport use among demographics

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
A car	98%	96%	98%	99%	97%	99% ↑	97% ↓	98%	98%	99%
Public transport	78%	93% ↑	85% ↑	80%	63% ↓	79%	78%	81% ↑	71% ↓	66% ↓
Taxi, Uber or similar service	70%	83% ↑	79% ↑	70%	52% ↓	71%	68%	74% ↑	56% ↓	51% ↓
Bicycle	34%	38%	39% ↑	39% ↑	18% ↓	41% ↑	26% ↓	35% ↑	31%	28%
Heavy vehicle	7%	6%	8%	7%	4% ↓	10% ↑	3% ↓	5% ↓	8%	21% ↑
Motorcycle	5%	6%	5%	6%	4%	9% ↑	2% ↓	4% ↓	7%	10% ↑
Base	*2571*	*449*	*771*	*773*	*578*	*1263*	*1308*	*1345*	*867*	*359*

M2ABCD How often did you drive/ride each of the following [transport modes] on the road in the last 12 months?
M1AB How often did you go somewhere by each of the following [transport modes] in the last 12 months?
Base: All respondents (n=2,440-2,571)

In general, individuals who used an e-device as a mode of transportation were younger. E-scooter usage was most prevalent in people aged 18–25 (24%), followed by people aged 26–39 (10%), compared to the overall prevalence of 8%. Moreover, e–scooters were more often used by males (10% vs. 7% of females). Overall, those aged 18–25 were twice as likely (28%) to have used an e–device on the road compared to the average respondent (13%).

Table 30 Prevalence of E–device use among demographics

Column %	Total	Age group				Gender		Location		
		18–25	26–39	40–60	61–90	Male	Female	Major Urban	Other Urban	Rural
NET: Any e–device	**13%**	**28% ↑**	**14%**	**12%**	**5% ↓**	**15% ↑**	**11% ↓**	**14%**	**10%**	**10%**
An e-scooter	8%	24% ↑	10%	7%	1% ↓	10%	7%	9% ↑	6%	6%
An e-bike	6%	11% ↑	6%	6%	5%	7%	5%	7%	5%	6%
An e-skateboard	1%	1%	0%	1%	0%	1%	0%	1%	0%	0%
Base	*2552*	*446*	*770*	*770*	*566*	*1258*	*1294*	*1336*	*857*	*359*

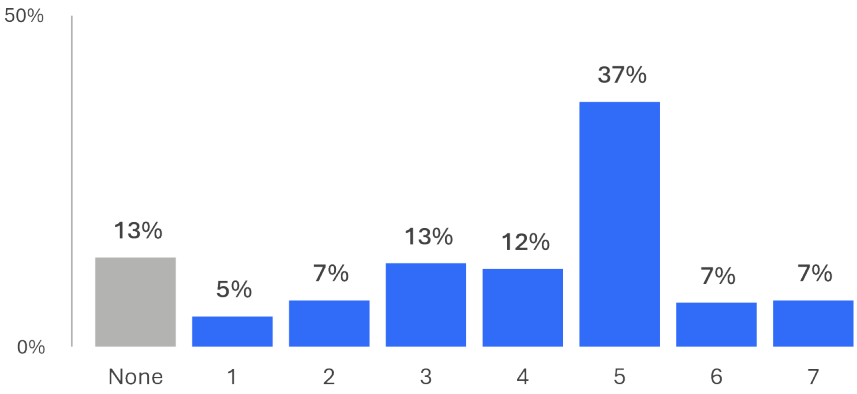
M3 Did you ride any of the following [transport modes] on the road in the last 12 months?
Base: All respondents (n=2578)

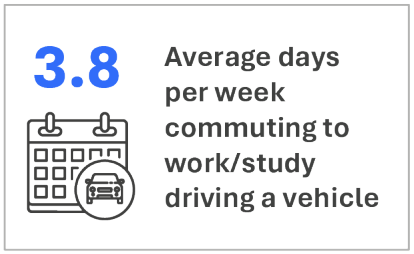
3.10.3 Driving for work

Respondents were asked how many days per week they commute to work or study driving a vehicle.

On average, employed drivers had driven an average of 3.8 days per week to work or study. Most commonly, people had driven 5 days per week (37%).

Figure 56 Days per week driving a vehicle for commuting

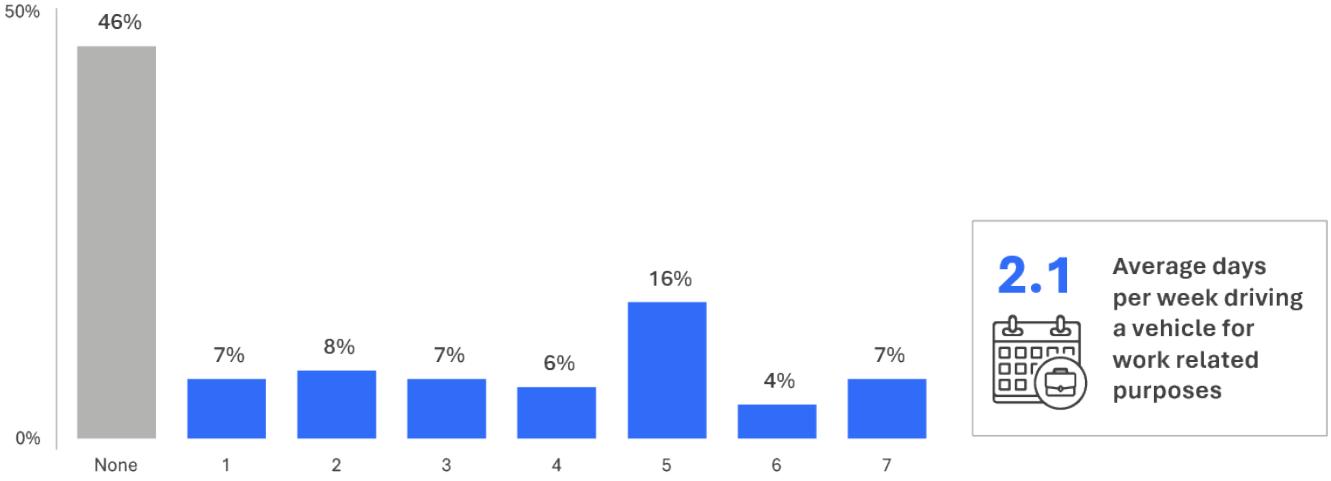




W0 How many days per week do you commute to work or study driving a vehicle?
Base: Employed drivers (n=1,728)

Among respondents who were employed and had used a driving vehicle, about one-in-five (16%) had driven a vehicle five days per week for work-related purposes aside from commuting. This equated to an average of 2.1 days per week among drivers who were employed.

Figure 57 Days per week driving a vehicle for work-related purposes besides commuting

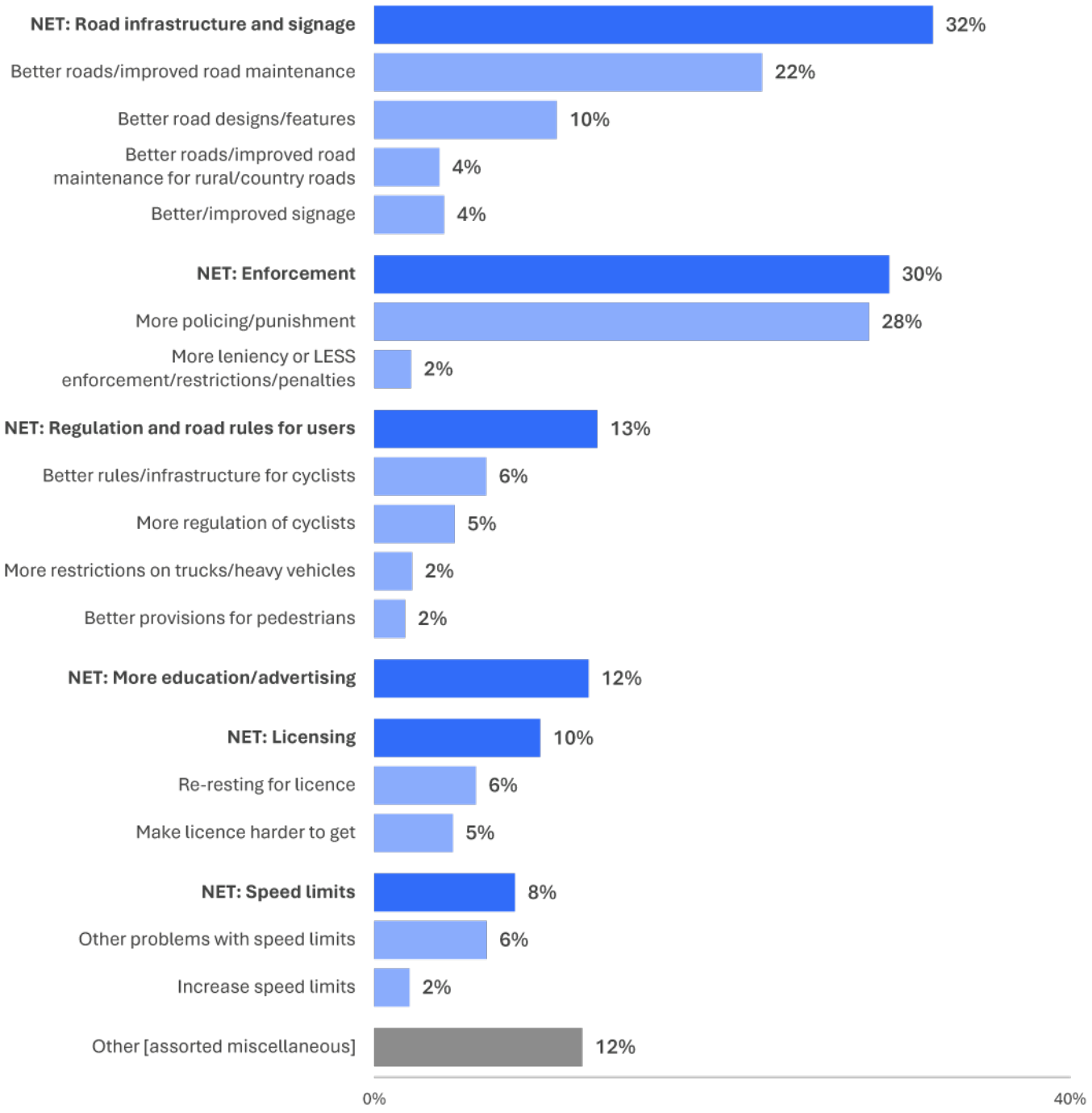


W1 How many days per week do you drive for work related purposes aside from commuting?
Base: Employed drivers (n=1,712)

3.10.4 Suggestions for changes to Victorian roads

Respondents were asked to describe, in their own words, what could be done to make Victorian roads safer. Across all respondents, road infrastructure and signage (32%), enforcement (30%), and regulations and rules for road users (13%) were mentioned most often.

Figure 58 Suggested changes to make Victorian roads safer

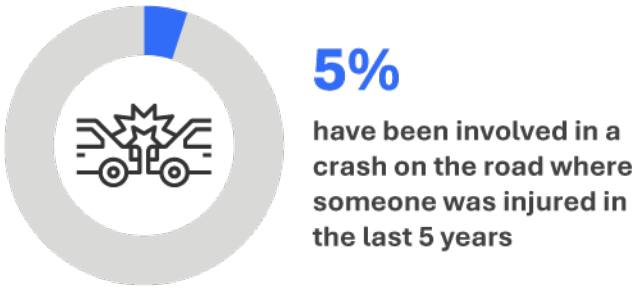


TOP1 What do you think should be done to make Victorian road safer?
Base: All respondents (n=2,578)

3.10.5 Crash prevalence

One-in-twenty (5%) respondents reported that they had been involved in a crash on the road where someone was injured in the last 5 years.

Figure 59 Crash prevalence



VS4 In the last five years, have you been involved in any crashes on the road as a driver or rider where someone was injured?
Base: All respondents (n=2,498)

3.11 Enforcement

The role of enforcement in mitigating dangerous driving behaviour has long been established as a core intervention to reduce road trauma. The RSM asks respondents about their interactions with police, whether they have been caught speeding and whether they have been pulled over by the police. Additionally, the RSM asks respondents how likely they believe they are to be caught if they break a road rule at any time.

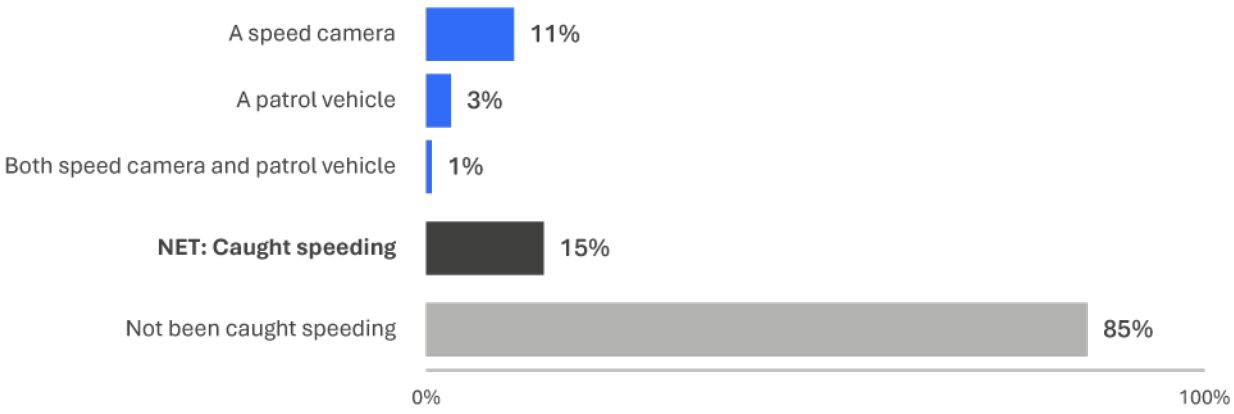
3.11.1 Prevalence of interactions with enforcement

To understand the prevalence of police enforcement regarding illegal driving behaviours, respondents were asked about their interactions with police and enforcement cameras in the last 12 months.

The prevalence of being caught for speeding was relatively low, with 15% of drivers and riders being caught in the last 12 months. The reported prevalence of intentionally speeding at least 3 km/h over the limit in the past 3 months was 63% and the prevalence of speeding 10 km/h or more over the limit was 26%. The prevalence of being caught for speeding remained the same as 2023 (15%).

Those caught speeding were most likely to have been caught by a speed camera (11%), while being caught by a patrol car was rare in comparison (3%). One per cent reported being caught by both a speed camera and a patrol car.

Figure 60 Prevalence of being caught speeding

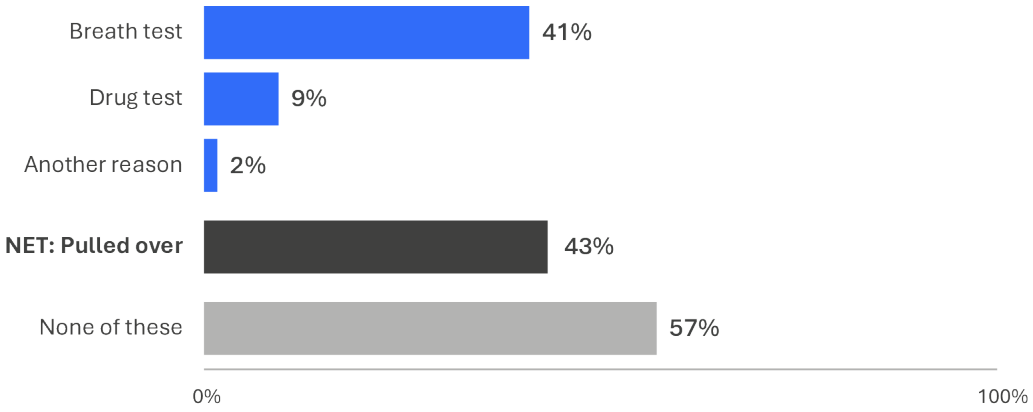


EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
Base: Drivers or riders (n=2,473)

Respondents were presented with options to report whether they had been pulled over by police in the last 12 months for a breath test, drug test, or for another reason.

The most common reason for being pulled over by police was for a breath test. Four-in-ten (41%) were pulled over for a breath test, whereas being pulled over for a drug test (9%) or another reason (2%) were less common. These results were superior to 2023 where only a third (32%) were pulled over for a breath test and only 7% were pulled over for a drug test.

Figure 61 Prevalence of being pulled over by the police



EN3 In the last 12 months, have you been pulled over by police for any of the following reasons?
Base: Drivers or riders (n=2,484)

Table 31 shows trends in experiences with enforcement over time – comparisons in this analysis are made across all groups. In 2024, aggregated interactions with enforcement increased to 50% from 44% overall in 2022. Breath and drug testing were more common face-to-face enforcement experiences.

Table 31 Enforcement experiences over time

Column %	2022	2023	2024
NET: Any experience with enforcement	**44%**	**48%**	**50%**
Pulled over for a breath test	34%	40% ↑	41%
Caught by a speed camera	13%	12%	11%
Pulled over for a drug test	6%	10% ↑	9%
Pulled over for another reason	3%	2%	2%
Caught by a patrol vehicle	2%	2%	3%
Caught by speed camera and patrol vehicle	1%	1%	1%
Base	*2,405*	*2,326*	*2,484*

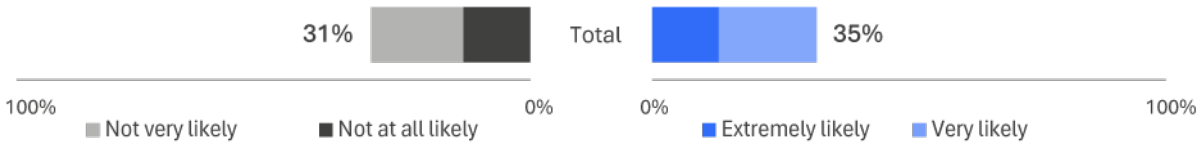
EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
Base: Drivers or riders (n=2,473)
EN3 In the last 12 months, have you been pulled over by police for any of the following reasons?
Base: Drivers or riders (n=2,484)

The proportion of drivers who thought they were likely to be caught by the police for breaking the road rules at any time was about the same as the proportion that thought it was unlikely.

Respondents were asked how likely they believed they are to get caught by the police for breaking a road rule at any given time on a 5–point scale, where 1 was ‘not at all likely’ and 5 was ‘extremely likely’. Results for this question have been condensed to unlikely (1–2) and likely (4–5).

The results showed that just under a third said they would be unlikely (31%) to be caught by the police for breaking any road rule at any time, compared to just over a third who said they would be likely (35%) to be caught.

Figure 62 Perceived enforcement risk of breaking road rules



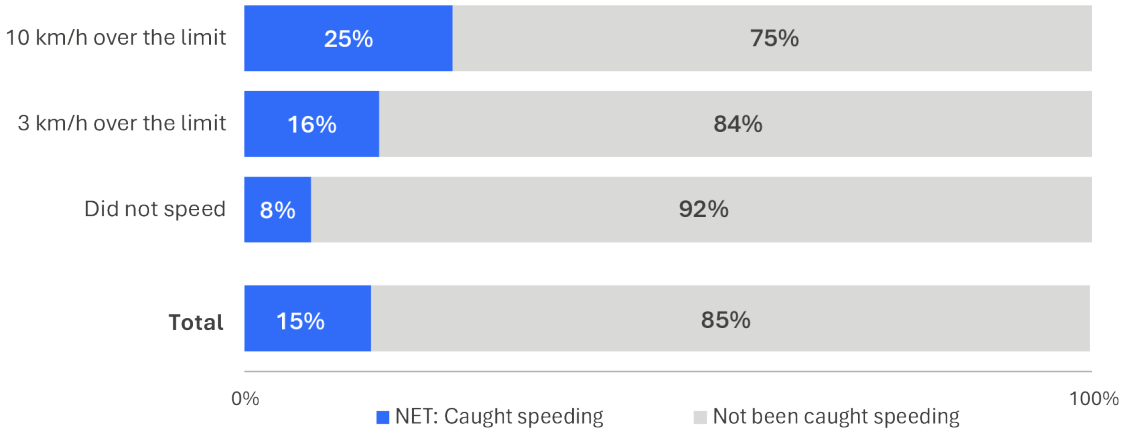
EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time?
Base: Drivers (n=2,352)

3.11.2 Behavioural insights

This section explores the interactions between dangerous driving behaviours, perceived enforcement risk and enforcement incidence.

Examining enforcement prevalence among those who had intentionally driven over the speed limit in the last 12 months reveals that those who drove 10 km/h or more above the limit (25%) were more likely to have been caught speeding than those who drove 3 km/h or more above the limit (16%) and those who did not speed (8%).

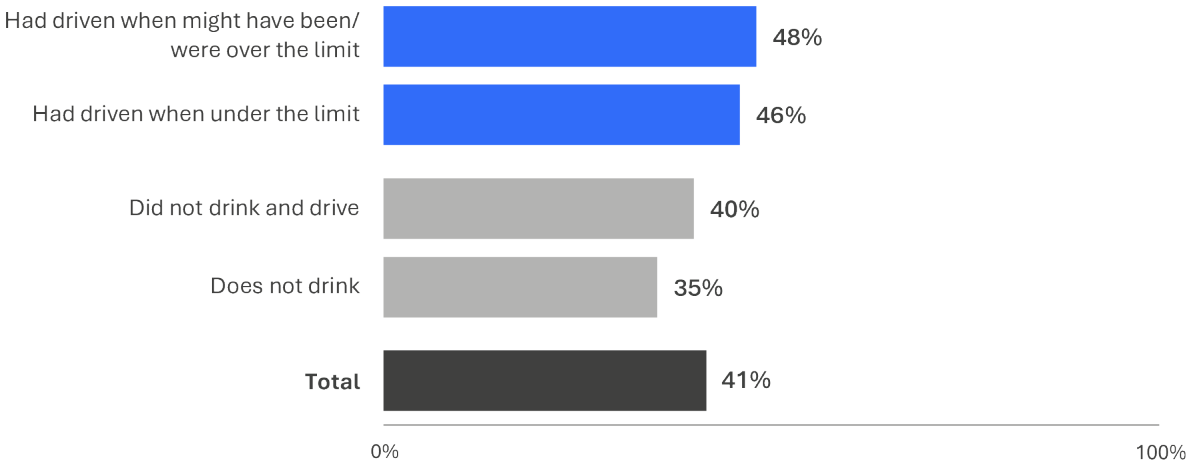
Figure 63 Caught speeding by intentional speeding categories



EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
Base: Drivers (n=2,473)

Examining those who had driven after drinking in the last 12 months reveals that those who had driven after drinking when they might have been or were over the limit (48%) and those who had driven when under the limit (46%) were more likely to have been pulled over for a breath test.

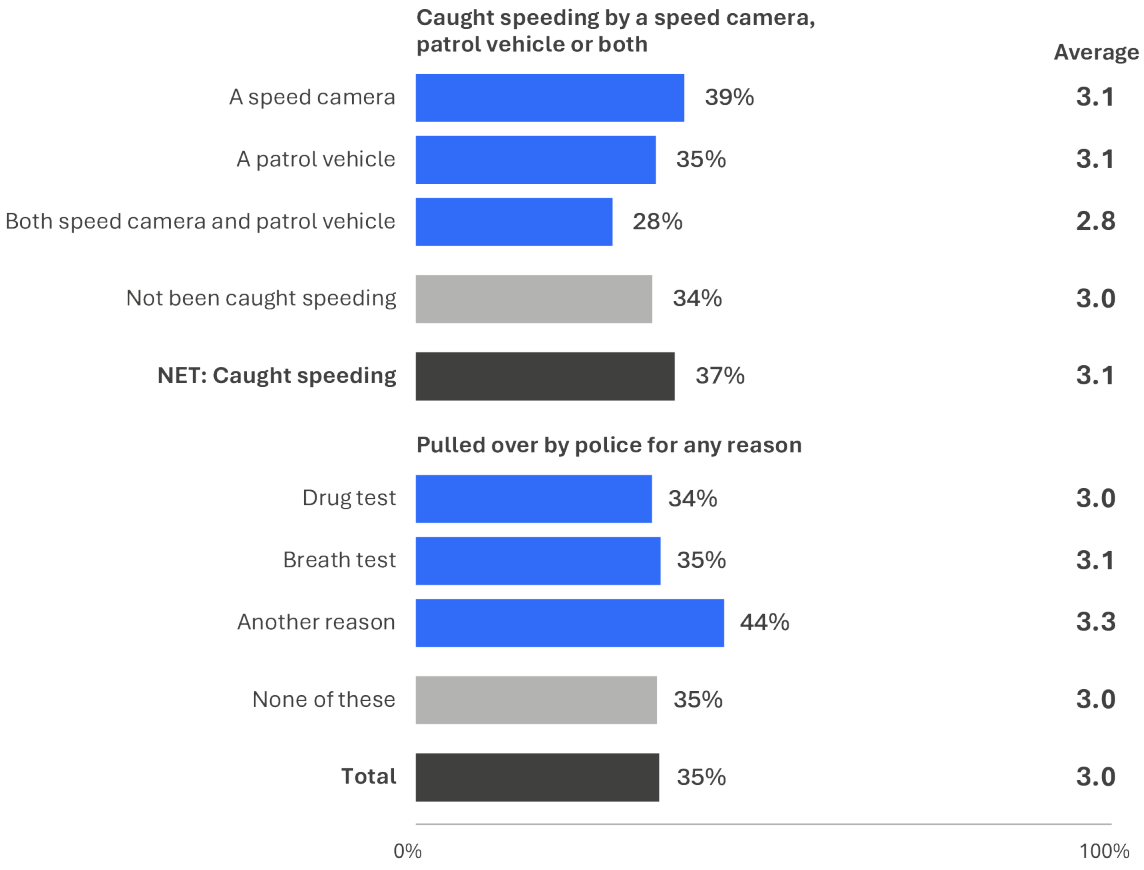
Figure 64 Pulled over for breath test by drink driving categories



EN3 In the last 12 months, have you been pulled over by police for any of the following reasons?
Base: Drivers (n=2,442)

As seen in Figure 66, perceptions of enforcement risk had no significant relationship with enforcement interactions of any time.

Figure 65 Perceived enforcement risk by enforcement experience (NET: Likely (4-5) %)



EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time (1 = not likely at all, 5 = extremely likely)?
EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
EN3 In the last 12 months, have you been pulled over by police for any of the following reasons?
Base: Drivers n=2,352

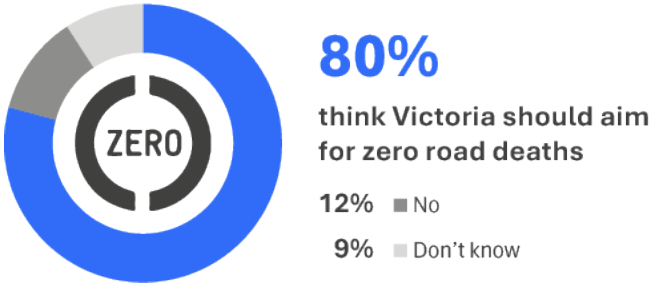
3.12 Towards Zero

In pursuit of TAC's objective to eliminate fatal crashes, TAC has collaborated with various governmental organisations to implement a range of road safety education initiatives and campaigns. These endeavours are aimed at realising the ultimate goal of zero fatalities and severe injuries.

3.12.1 Support for Toward Zero

Respondents were asked whether they think Victoria should aim for zero road deaths. Nearly eight-in-ten (80%) believed that the goal of zero fatal crashes should be aimed for, and around one-in-eight (12%) did not think Victoria should aim for zero road deaths.

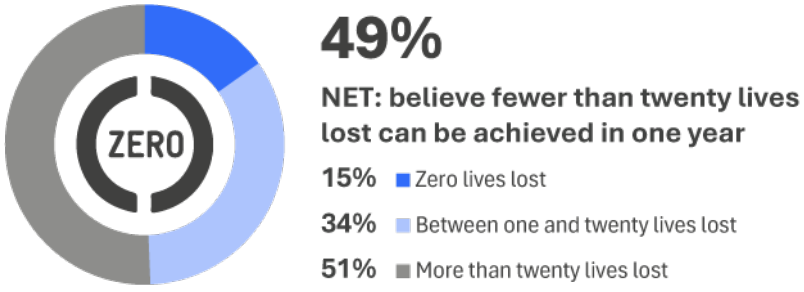
Figure 66 Support for Toward Zero (%)



TZ1 In 2002 there were 397 lives lost on Victorian roads, and last year 232 people were killed. Do you think Victoria should aim for zero road deaths?
Base: All respondents n=2,535

Respondents were then asked about their perceptions of what could be accomplished over the next 30 years in terms of the number of lives lost annually, with options ranging from zero fatalities to more than twenty. Half (49%) regarded a target of fewer than twenty lives lost to be achievable. Just over one in seven (15%) considered zero lives lost to be attainable.

Figure 67 Achievable number of lives lost in a single year



TZ8 Within the next 30 years, which of the following do you think can be achieved in one year?
Base: All respondents n=2,554

4 Research methodology

Sample and weighting

The sample for the survey is drawn from the VicRoads Registration and Licensing Database and includes Victorians with a licence (either learners' permit or full licence for any vehicle type) or a registration in their name (car, motorbike or trailer). The number of people approached from key demographic groups was scaled to proportions in the general population, and has a correction applied for known response rates from previous waves of the survey. After the first phase of sampling, sampling effort was boosted in regional areas to enable adequate subgroup comparisons based on region.

Weighting by location, age and gender was then applied to correct the sample to the known licence holder population as derived from the VicRoads Registration and Licencing Database.

Rim weighting was used to correct for sampling design, which includes correcting for a regional boost component of this research, which was used to allow for adequate subgroup comparisons based on region. After weighting the data back to the Victorian Population, the weighting efficiency was 79% (meaning there was an effective base size of 2,080 from a sample of 2,578 respondents).

Changes in methodology

This report contains some time series that cover periods in which the RSM employed different methodologies, dependent upon current research practice and available sample sources. In summary, the different methodologies employed over time included:

- 2001–2007: The RSM was conducted entirely via telephone;
- 2008–2009: After the conduct of a successful pilot in 2007, an online component was introduced to the study in 2008. This was run in combination with telephone;
- 2010–2013: The VicRoads registration and licencing database was made available to the TAC for research purposes, which allowed a refinement of the research methodology. From 2010 participation in the survey was allowed via paper, online or telephone;
- 2014–2015: A pulse survey was included to provide two measures per annum;
- 2016: The RSM was refined through a pilot phase over the first half of the year, with a view to moving to continuous tracking;
- 2017–2024: Continuous tracking with seven waves conducted over four quarters.

The current report includes data collected in all quarters of 2024. Quarterly measures are taken using a modular questionnaire to address road safety themes as well as maintain regular results for core measures.

Questionnaire

Respondents are mailed a questionnaire pack including a Primary Approach Letter (PAL) which allows hard copy or online completion. The PAL advises the sample member of:

- The purpose of the survey

- Eligibility
- How they were selected and where their contact details were sourced from
- Privacy details
- How to complete the survey
- Relevant dates such as the date that telephone calling will commence and the date that the survey closes
- Contact details including an email address and 1800 number
- Details of the prize draw including: that entry to the prize draw is voluntary, the number of prizes available, the amount and nature of the prize and the closing date for a separate 'early bird' prize draw and the date that the prize draw will be drawn.

Reminder SMS/letter

Two reminder SMS and one reminder letter were sent to each member of the sample who had not completed the survey in each wave. Following the initial mail/SMS approaches, a computer-assisted telephone interview (CATI) phase targeted non-responders with a valid phone number to maximise response.

Prize draw

All respondents are offered the opportunity to enter two prize draws, the main prize draw for $1,000, and an additional 'early completion' prize draw for $500, Prizes will be paid as either an Electronic Funds Transfer to a nominated bank account or as a GiftPay eGift card, as selected by the winner(s).

Fieldwork

The survey was launched in seven waves over the course of 2024.

Table 32 Fieldwork schedule

		Fieldwork Start	Fieldwork End
Quarter 1	Wave 1 + 2	15 January	28 March
Quarter 2	Wave 1 + 2	10 April	28 June
Quarter 3	Wave 1 + 2	24 July	30 September
Quarter 4	Wave 1	10 October	13 December

Sample performance

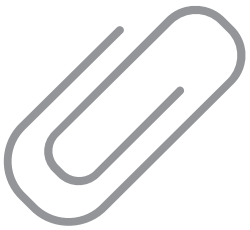
The 2024 survey period is comprised of responses from Victorians sampled from the VicRoads Registration and Licencing Database. In total, 7,481 people were selected from the database and invited to take part in the survey. This led to an overall cooperation rate of 34%.

Table 33 shows the response rate by key demographics overall and by mode. Consistent with previous iterations of the RSM, the response rate was generally higher among females (39%) compared to males (31%) and also higher among those aged 61-90 (44%). Overall response rate did not differ noticeably based on location category.

With regard to modes of survey completion, those aged 61-90 were more inclined to complete the survey via hardcopy while other age groups had a higher tendency to complete the survey online. The relative likelihood of completing the survey via hardcopy differed by location category, being highest for rural respondents (41%) and lowest for respondents from major urban areas (27%).

Table 33 Sample performance

		Sample Loaded	Completed Surveys	Response Rate	Online	Paper	Telephone
		#	#	Row %	Row %	Row %	Row %
	Total	***7,481***	***2,578***	**34**	**62**	**29**	**9**
Gender	Male	*4,143*	*1,266*	31	63	27	10
	Female	*3,338*	*1,312*	39	61	31	7
Age	18–25	*1,431*	*449*	31	72	10	18
	26–39	*2,476*	*773*	31	77	12	11
	40–60	*2,241*	*774*	35	68	26	6
	61-90	*1,333*	*582*	44	35	60	5
Location	Major Urban	*3,970*	*1,348*	34	65	27	8
	Other Urban	*2,484*	*870*	35	54	35	11
	Rural	*1027*	*360*	35	49	41	10



Appendix 1

Dangerous Behaviour Index (DBI)

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TAC

Appendix 1: Dangerous Behaviour Index (DBI)

This index is based on the frequency of engaging in behaviours which elevate risk of a crash while driving. The behaviours include drug driving, drink driving, speeding, distracted driving, tired/fatigued driving, and travelling without a seatbelt. The DBI provides an overall metric demonstrating a driver's relative level of risk when compared to other drivers surveyed for the RSM.

As behaviours do not have the same level of risk, some behaviours are upweighted and some are down weighted in terms of their contribution to the DBI. These weights are at present somewhat arbitrary, as the contribution to the level of risk a driver experiences is unknown. Implicit in the construction of this index is the compounding contribution to overall risk of performing more behaviours more frequently. However, the development of refined risk weighting is a possible direction for future development of the DBI.

It is important to note that the DBI is dependent on the behaviour questions which are included in each wave of the RSM. As these change over time, the calculation of the DBI and thus the distribution of scores on the index does change over time.

There are key breaks in time-periods due to design changes within the RSM which result in alternate DBI calculations, these are:

- 2016 to 2021: Historical period
- 2022 Q2: New DBI excluding driving 10 km/h over the speed limit
- 2022 Q3 onwards: New DBI including driving 10 km/h over the speed limit

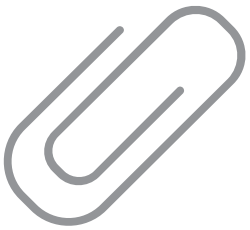
The table below denotes the construction of values from the DBI

How the DBI is scored

- Value range:
  - 2022 Q2: 0 to 34 (multiplied by 2.948 to scale to 100) *speeding behaviour has less weight
  - From 2022 Q3: 0 to 37 (multiplied by 2.703 to scale to 100)

Table 1 DBI Summary of Values

Behaviour	Variable	None	Low frequency	Moderate frequency	High frequency	Max score
Value		**Never (1) / Not applicable (97) / Not asked (NaN)**	**Rarely (2)**	**Sometimes (3)**	**Most of the time (4) / always (5)**	
Drug driving	**db3_d**	**0**	**4**	**6**	**8**	**8**
Driving when definitely under the BAC	db3_c	0	1	2	2	
Driving while under the BAC (might have been over)	db3_b	0	2	3	4	
Driving while over the BAC	db3_a	0	4	6	8	
Composite: Drink driving		**0**	**Highest value from drink driving**			**8**
Speeding 3 km/h (max in any speed zone)	db2_max	0	1	2	3	
Speeding 10 km/h (max in any speed zone)	db4_max	0	4	5	6	
Composite: Speeding		0	**Highest value from speeding**			**6**
Composite: Distractions	**db1_max**	**0**	**1**	**3**	**6**	**6**
Driving while quite tired	db3_g	0	1	2	2	
Driving while very tired	db3_h	0	3	4	5	
Composite: Fatigue		**0**	**Highest value from fatigue**			**5**
Seatbelt as driver	db3_e	0	3	4	5	
Seatbelt as passenger	db3_f	0	3	4	5	
Composite: Seatbelt		**0**	**Highest value from seatbelts (exclusive)**			**5**



Appendix 2

Subgroup reporting

Appendix 2: Sub-group reporting

Location sub-groups were changed in 2017. Until 2016, location was defined as either ‘Melbourne’ or ‘Elsewhere in Victoria’. From 2017, however, locations have been defined per ABS SOS definitions. The table below indicates how these locations are now defined.

Major Urban

Major Urban represents a combination of all urban centres with a population of 100,000 or more (for example, Melbourne, Geelong, Ballarat).

Other Urban

Other Urban represents a combination of all urban centres with a population between 1,000 and 99,999 (for example, Warrnambool, Sale, Benalla).

Rural

Rural represents the remainder of State/Territory and includes Bounded Localities (centres with population of between 200 and 999 (e.g. Taradale, Venus Bay, Fish Creek) and smaller centres.

In addition to demographic variables used to analyse differences between groups, results are regularly shown for seven driving behaviour sub-groups. The following table explains how each of these groups has been derived.

Speeding

Intentionally exceeding the posted speed limit by 3 km/h (DB2A, DB2B, DB2C, or DB2D) or 10 km/h (DB4A, DB4B, DB4C, or DB4D) ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’.

Drinking and drink driving

Driving a vehicle when definitely over the legal blood alcohol limit (DB3A), when might have been over the limit (DB3B), or when confident being under the limit (DB3C) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’. Drinking alcohol is defined as (DB3A, DB3B, and DB3C – Never) and DK1 is ‘Less often than monthly’, ‘Monthly’, ‘Weekly’, or ‘Daily’.

Drug driving

Driving after using illegal drugs (DB3D) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’. Used illegal drugs is DB3D – Never and DG1 is ‘Less often than monthly’, ‘Monthly’, ‘Weekly’, or ‘Daily’.

Mobile phone use

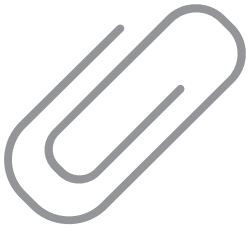
Using a hand-held mobile phone while driving to make or answer calls, send or read messages, or interact with an app (DB1A, DB1B, DB1C) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’.

Driving fatigued

Driving when feeling quite tired or very tired (DB3G, DB3H) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’.

Noncompliance with seatbelt use

Driving a car or travelling in a car as a passenger without wearing a seatbelt (DB3E, DB3F) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’.



Appendix 3

RSM Hardcopy Questionnaire

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TAC ROAD SAFETY SURVEY

Frequently asked questions

Is the information collected confidential?

Your individual responses will remain strictly confidential and will be reported only in aggregate form as part of the general findings from the survey. You can see examples of previous reports at: **www.tac.vic.gov.au/road-safety/statistics/about-tac-surveys/road-safety-and-marketing-surveys**

The only identifying feature on the questionnaire is an ID number which we use to avoid sending you reminders after you have returned the completed questionnaire.

The link between this ID and your name and address on this page is securely stored. Wallis Social Research is required to comply with applicable privacy laws, and takes all reasonable steps to protect any personal information from unauthorised access, use, disclosure or loss. You can view our privacy policy on our website at: **www.wallis.social/privacy**

Your personal information will not be disclosed to other organisations for marketing or research purposes. You can access your personal information held by Wallis Social Research by contacting them on **1800 113 444**.

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 policy, which can be viewed on their website by opening the 'Protecting your privacy brochure' at the bottom of this web page: **www.vicroads.vic.gov.au/website-terms/privacy**

More information can be found at **www.tac.vic.gov.au/road-safety/statistics/about-tac-surveys**, or you can contact the TAC on **1300 654 329**.

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.

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 we want to encourage people to choose the option which incurs less expense to the TAC. Other options are provided and these people are still given a chance to enter the main prize draw. This is done so that no one misses out on entering the prize draw if they can't or don't want to participate in the online survey.

The survey link isn't working. What do I do?

Please send us an email at **roadsafetysurvey@wallis.social** or call us on **1800 113 444** (free call) and someone will help you.

How to fill in this questionnaire

To answer most of the questions you only need to mark a box with a tick or cross:

☑ Answer ☒ Answer

Please mark the box which is closest to your view—there are no right or wrong answers.

If you make a mistake, colour the error box, like this: ■ and then mark the correct one.

Some boxes have instructions that look like this:

▶ Go to Question 2.1

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

If the instruction is **▶ Continue** then go to the next question.

Please read each question carefully. If you do not know exact information, please give the best answer you can.

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

How to send it back

Simply fill in the survey, use the reply paid envelope and mail to:

Wallis Social Research - Level 2, 273 Camberwell Road, Camberwell VIC 3124

TAC ROAD SAFETY SURVEY

Section 1

The following questions are about how often you do a number of things when driving, riding, or getting about in the last 12 months.

Note: Please provide the answer that best describes how often you do these things. We understand it can be difficult to be exact.

1.1 How often did you drive each of the following on the road in the last 12 months?

*Please tick **one** box per row*

		Never	Once in the last six months or less often	Every couple of months	About once a month	About once a fortnight	About once a week	2-4 days a week	5-7 days a week
A	A car	01	02	03	04	05	06	07	08
B	A heavy vehicle (e.g. semi-trailers, B-double freight trucks, road trains etc.)	01	02	03	04	05	06	07	08

1.2 How often did you ride each of the following on the road in the last 12 months?

*Please tick **one** box per row*

		Never	Once in the last six months or less often	Every couple of months	About once a month	About once a fortnight	About once a week	2-4 days a week	5-7 days a week
A	A motorcycle	01	02	03	04	05	06	07	08
B	A bicycle	01	02	03	04	05	06	07	08

If you mentioned at Question 1.2 [A] that you ride a motorcycle on the road ▶ **Continue to Question 1.3.**
If you **do not** ride a motorcycle on the road ▶ **Go to Question 1.4**

1.3 Where do you ride a motorcycle?

*Please tick **one** box only*

01 On public roads only 02 Off-road only 03 Both on public roads and off-road

1.4 Did you ride any of the following on the road in the last 12 months?

*Please tick **all** that apply*

01 An e-bike 02 An e-scooter 03 An e-skateboard 97 None of these

1.5 Now thinking about other ways you travel... How often did you go somewhere by each of the following in the last 12 months?

*Please tick **one** box per row*

		Never	Once in the last six months or less often	Every couple of months	About once a month	About once a fortnight	About once a week	2-4 days a week	5-7 days a week
A	Public transport	01	02	03	04	05	06	07	08
B	A taxi, Uber or similar service	01	02	03	04	05	06	07	08

If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 1.6.** If you **do not** drive a car, heavy vehicle or a motorcycle on the road ▶ **Go to Question 3.6 [F]**

1.6 What type of vehicle or vehicles do you mostly drive on the road?

*Please tick **all** that apply*

01 Car/Station wagon	04 Truck	07 Bus
02 SUV/4WD	05 Motorcycle/Scooter	95 Other *(please write in)*
03 Ute/Utility/Pickup	06 Commercial van	.....

TAC ROAD SAFETY SURVEY

Section 2

2.1 In the **last five years**, have you been involved in any crashes on the road as a driver or rider where someone was injured?

*Please tick **one** box only*

01 Yes 02 No 98 Prefer not to say

If you need to speak to someone for support, you can contact BeyondBlue on 1300 22 4636, or if you need urgent help, you can call LifeLine on 13 11 14. Alternative support can be provided by the Road Trauma Support Services in Victoria on 1300 367 797

Section 3

The next questions are about behaviour that may be illegal, such as speeding, drink and drug driving etc. Although you may decline to answer these questions if you do not feel comfortable answering them, please remember all your answers are confidential and will not be linked back to you.

If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 3.1.** If you **do not** drive a car, heavy vehicle or a motorcycle on the road ▶ **Go to Question 3.6 [F]**

3.1 In the **last month**, how often did you use a mobile phone in your hand while driving to...

*Please tick **one** box per row*

		Never	Rarely	Sometimes	Most of the time	Always	Not applicable	Prefer not to say
A	make or receive a call	01	02	03	04	05	97	98
B	send or read a message	01	02	03	04	05	97	98
C	interact with an app such as navigation, music or something else	01	02	03	04	05	97	98

3.2 In the **last three months**, how often did you **intentionally** drive 3km/h or more above the limit in the following...

*Please tick **one** box per row*

		Never	Rarely	Sometimes	Most of the time	Always	Not applicable	Prefer not to say
A	40km/h zone	01	02	03	04	05	97	98
B	50km/h zone	01	02	03	04	05	97	98
C	60km/h zone	01	02	03	04	05	97	98
D	100km/h zone	01	02	03	04	05	97	98

If you mentioned at Question 3.2 that you intentionally drove over the speed limit 'rarely', 'sometimes', 'most of the time' or 'always' in 40, 50, 60 or 100 km/h zones ▶ **Continue to Question 3.3**, otherwise ▶ **Go to Question 3.4**

3.3 In the **last three months**, how often did you **intentionally** drive 10km/h or more above the limit in the following...

*Please tick **one** box per row*

		Never	Rarely	Sometimes	Most of the time	Always	Not applicable	Prefer not to say
A	40km/h zone	01	02	03	04	05	97	98
B	50km/h zone	01	02	03	04	05	97	98
C	60km/h zone	01	02	03	04	05	97	98
D	100km/h zone	01	02	03	04	05	97	98

3.4 In the **last 12 months**, on average, how often did you drink alcohol? *Please tick **one** box only*

(Please note we are referring to all occasions you have drunk any alcohol, not only drinking before driving.)

- [97] I have never had alcohol
- [01] Not in the last 12 months, but I did drink alcohol more than 12 months ago
- [02] Less often than monthly
- [03] Monthly
- [04] Weekly
- [05] Daily
- [98] Prefer not to say

3.5 In the **last 12 months**, on average, how often did you illegally use drugs? *Please tick **one** box only*

(Please note we are referring to all occasions you illegally used drugs, not only illegally using drugs before driving. Remember that your responses will be completely confidential.)

- [97] I have never illegally used drugs
- [01] Not in the last 12 months, but I did illegally use drugs more than 12 months ago
- [02] Less often than monthly
- [03] Monthly
- [04] Weekly
- [05] Daily
- [98] Prefer not to say

3.6 In the **last 12 months**, how often did you...

*Please tick **one** box per row*

		Never	Rarely	Sometimes	Most of the time	Always	Not applicable	Prefer not to say
A	Drive a vehicle when you **knew** you were **over** your legal blood alcohol limit	01	02	03	04	05	97	98
B	Drive a vehicle when you **might have been over** your legal blood alcohol limit	01	02	03	04	05	97	98
C	Drive a vehicle **after drinking alcohol** when you were **confident you were under** the legal blood alcohol limit?	01	02	03	04	05	97	98
D	Drive a vehicle **after using illegal drugs**	01	02	03	04	05	97	98
E	Travel in a car **without wearing a seatbelt**	01	02	03	04	05	97	98
F	Travel in a car **as a passenger** without wearing a seatbelt	01	02	03	04	05	97	98
G	Drive **while quite tired**	01	02	03	04	05	97	98
H	Drive **while very tired**, so tired you struggled to keep your eyes open	01	02	03	04	05	97	98

If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 4.1.** If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you **do not** drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Go to Question 7.1**

TAC ROAD SAFETY SURVEY

Section 4

4.1 To what extent do you agree or disagree that sometimes you...

*Please tick **one** box per row*

		Strongly disagree 1	2	3	4	Strongly agree 5	Don't know	Prefer not to say
A	have to drive even though you are very tired	01	02	03	04	05	99	98
B	have to drive even though you might be over your legal BAC	01	02	03	04	05	99	98
C	have to drive over the speed limit	01	02	03	04	05	99	98
D	have to travel in a car without wearing a seatbelt	01	02	03	04	05	99	98

Section 5

5.1 How often do you...

*Please tick **one** box per row*

		Never	Rarely	Sometimes	Most of the time	Always	Not applicable	Don't know	Prefer not to say
A	Avoid driving if you are too tired	01	02	03	04	05	97	99	98
B	Leave the car at home when you know you are going out to drink	01	02	03	04	05	97	99	98
C	Tailgate other vehicles	01	02	03	04	05	97	99	98
D	Run red lights, either intentionally or unintentionally	01	02	03	04	05	97	99	98
E	Leave at least 1.5 metres between your vehicle and cyclists in speed limit zones above 60km/h	01	02	03	04	05	97	99	98
F	Find yourself reading pop-up notifications on smart devices (e.g. phone or car entertainment system) while driving	01	02	03	04	05	97	99	98

Section 6

6.1 How safe a driver would you say you are?

*Please tick **one** box only*

Not at all safe **01** 01 02 03 04 05 Very safe **05** | 99 Don't know

TAC ROAD SAFETY SURVEY

Section 7

7.1 Now please consider how dangerous it is to do a range of activities on the roads. Please think about someone doing these things in what you think is a typical setting. How dangerous do you think it is to...

*Please tick **one** box per row*

		Not at all dangerous ← 0	1	2	3	4	5	6	7	8	9	Extremely dangerous → 10	Don't know
A	Drive at 63km/h in a 60km/h speed limit zone	00	01	02	03	04	05	06	07	08	09	10	99
B	Drive at 110km/h in a 100km/h speed limit zone	00	01	02	03	04	05	06	07	08	09	10	99
C	Drive with a Blood Alcohol Content (BAC) over 0.05	00	01	02	03	04	05	06	07	08	09	10	99
D	Drive soon after having one standard alcoholic drink	00	01	02	03	04	05	06	07	08	09	10	99
E	Drive while very tired	00	01	02	03	04	05	06	07	08	09	10	99
F	Glance at a mobile phone for a couple of seconds while actively driving	00	01	02	03	04	05	06	07	08	09	10	99
G	Travel in a car while not wearing a seatbelt	00	01	02	03	04	05	06	07	08	09	10	99

Section 8

8.1 Imagine you were caught for any of the following road safety offences, even if they are things you wouldn't normally do. How embarrassed would you be to tell your friends that you had been caught driving...

*Please tick **one** box per row*

		Not at all embarrassed ← 1	2	3	4	Completely embarrassed → 5	Not applicable
A	63km/h in a 60km/h speed limit zone	01	02	03	04	05	97
B	70km/h in a 60km/h speed limit zone	01	02	03	04	05	97
C	over your legal BAC	01	02	03	04	05	97
D	while using a mobile phone in your hand	01	02	03	04	05	97
E	while not wearing a seatbelt	01	02	03	04	05	97

Section 9

9.1 The following are some statements about the state of driving in Victoria. To what extent do you agree or disagree that...

*Please tick **one** box per row*

		Strongly disagree ← 1	2	3	4	Strongly agree → 5	Don't know	Prefer not to say
A	mobile phone and seatbelt cameras should operate in Victoria	01	02	03	04	05	99	98
B	speeding penalties are just revenue raising	01	02	03	04	05	99	98
C	there should be fewer restrictions on drivers	01	02	03	04	05	99	98
D	most injuries and fatalities on the road are caused by reckless drivers	01	02	03	04	05	99	98

TAC ROAD SAFETY SURVEY

Section 10

10.1 In 2002 there were 397 lives lost on Victorian roads, and last year 295 people were killed. Do you think Victoria should aim for **zero** road deaths?

*Please tick **one** box only*

01 Yes | 02 No | 99 Don't know | 98 Prefer not to say

10.2 Within the next 30 years, which of the following do you think can be achieved in one year?

*Please tick **one** box only*

01 Zero lives lost | 02 Between one and 20 lives lost | 03 More than 20 lives lost

Section 11

11.1 In terms of changes to current policy and regulations, how strongly would you oppose or support the following **hypothetical scenarios** with current road rules?

*Please tick **one** box per row*

		Strongly oppose ← 1 — 2 — 3 — 4 — 5 → Strongly support					Don't know	Prefer not to say
A	The default speed limit on residential roads being changed from 50 km/h to 40 km/h	01	02	03	04	05	99	98
B	The default speed limit on narrow country roads being changed from 100 km/h to 80 km/h	01	02	03	04	05	99	98

Section 12

If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 12.1.** If you **do not** drive a car, heavy vehicle or a motorcycle on the road ▶ **Go to Question 13.1**

12.1 Have you been caught speeding in the **last 12 months** by a speed camera, a patrol vehicle or both of these?

*Please tick **one** box only*

01 Yes, a speed camera
02 Yes, a patrol vehicle
03 Yes, both of these
97 No, I have not been caught speeding in the last 12 months
98 Prefer not to say

12.2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time?

*Please tick **one** box only*

Not at all likely **01** ← 01 — 02 — 03 — 04 — 05 → Extremely likely **05** | 99 Don't know

12.3 In the **last 12 months**, have you been pulled over by police for any of the following reasons?
Please note that your answers are completely confidential.

*Please tick **all** that apply*

01 A breath test
02 A drug test
03 Some other reason .....
97 None of these
98 Prefer not to say

12.4 Thinking now about police presence on Victorian roads. Do you believe that compared to this time last year, there are fewer, more or the same number of police on the roads?

*Please tick **one** box only*

01 Fewer | 02 The same | 03 More | 99 Don't know

Section 13

13.1 What do you think should be done to make Victorian roads safer?

*Please **write** in the box below*

99 Don't know | 98 Prefer not to say

Section 14

If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 14.1.** If you **do not** drive a car, heavy vehicle or a motorcycle on the road ▶ **Go to Question 14.2**

14.1 In the **past year**, how many kilometres have you driven? If you are unsure, an estimate is okay.

*Please tick **one** box only*

01 0–4,999 (0 to 96km per week)
02 5,000–9,999 (97 to 192km per week)
03 10,000–14,999 (193 to 288km per week)
04 15,000–19,999 (289 to 385km per week)
05 20,000–29,999 (386 to 577km per week)
06 30,000+ (578km+ per week)

14.2 Do you speak a language other than English at home?

*Please tick **one** box only*

01 No | 02 Yes | 98 Prefer not to say

14.3 What is the postcode of the area you live in?

*Please **write** in postcode*

98 Prefer not to say

14.4 What is your current employment status?

*Please tick **one** box only*

01 Employed full-time	04 Student (not working)	07 Retired
02 Employed part-time or casual	05 Unemployed	98 Prefer not to say
03 Self-employed	06 Home duties	95 Other *(please write in)*

If you ticked 'Employed full-time', 'Employed part-time or casual', or 'Self-employed' ▶ **Continue to Question 14.5.** Otherwise ▶ **Go to Question 14.9**

14.5 How would you describe your main **PAID** occupation? (E.g. Foreman at workshop / Tax Advisor / Retail Manager / Sous Chef / Short Order Cook). *Note: Your main paid occupation is the one you work the most hours.*

*Please **write** in the box below*

If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 14.6.** Otherwise ▶ **Go to Question 14.9**

14.6 How many days per week do you usually drive a vehicle to commute to work or study?

*Please **write** in number of days per week* | 98 Prefer not to say

14.7 How many days per week do you usually drive a vehicle for work related purposes **aside from commuting**?

*Please **write** in number of days per week* | 98 Prefer not to say

If you specified that you drive a vehicle for work related purposes between **1 and 7 days a week aside from commuting purposes** ▶ **Continue to Question 14.8.** Otherwise ▶ **Go to Question 14.9**

14.8 What type of driving do you do for work?

*Please tick **one** box only*

01 Food delivery	04 Travelling to different work locations (meetings, site visits)
02 Commercial ride share (e.g. Taxi, Uber, Didi, Ola etc)	05 Mobile services (e.g. maintenance, locksmith, tow-truck driver, emergency services)
03 Transport of goods	98 Prefer not to say
95 Other *(please write in)*	

14.9 Do you have any children?

*Please tick **one** box only*

- [01] Yes
- [02] No
- [98] Prefer not to say

If ticked 'Yes' at Question 14.9 ▶ **Continue to Question 14.10.** Otherwise ▶ **Go to Question 14.11**

14.10 Which of the following do you have?

*Please tick **all** that apply*

- [01] Children who are not yet old enough to drive
- [02] Children who are learning to drive (L-Plates)
- [03] Children who are on their P-Plates
- [97] None of these
- [98] Prefer not to say

14.11 What is the highest level of education you have completed?

*Please tick **one** box only*

- [01] University degree or higher (Bachelor/Post-graduate degree)
- [02] TAFE/Technical college (Certificate/Diploma/Advanced diploma)
- [03] Completed high school (Completed Year 12/Form 6)
- [04] Did not complete high school (Left before Year 12/Form 6)
- [98] Prefer not to say

14.12 Are you...

*Please tick **one** box only*

- [01] Male
- [02] Female
- [95] Another term *(please write in)* .....

14.13 What is your age?

*Please **write** in your age in years* [ ][ ]

- [98] Prefer not to say

TAC ROAD SAFETY SURVEY

Future research and prize draw

15.1 Would you be interested in participating in other road safety related research conducted by the TAC?

Please tick ***one*** *box only*

01 Yes 02 No

If you ticked 'Yes' at Question 15.1 ▶ **Continue to Question 15.2.** Otherwise ▶ **Go to Question 15.3**

15.2 Your survey data will be stored in a de-identified format and your answers will remain confidential. Please note, Wallis will keep your contact details separately from your survey answers but may need to link them briefly so we can contact the appropriate people for specific TAC projects. Is this still okay?

Please tick ***one*** *box only*

01 Yes 02 No

15.3 Would you like to enter the draw to win an eGiftCard prize of $1000? It will be drawn on the 15th of January 2025 at the Wallis office in Camberwell.

Please tick ***one*** *box only*

01 Yes, I would like to enter the prize draw 02 No, I would not be interested in the prize draw

If you ticked 'Yes' at Question 15.2 or 'Yes, I would like to enter the prize draw' at Question 15.3 ▶ **Please complete your contact details below.** Winning individuals will be notified by phone and in writing where contact details are available.

Full name	
Email	
	@
Phone	0

This is the end of the survey. Thank you for your time.

This research is carried out in compliance with the Privacy Act, and the information you provided will be used for research purposes only.

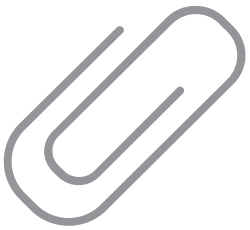
This survey was undertaken by Wallis Social Research on behalf of the Transport Accident Commission.

If you need to speak to someone for non-urgent support, you can contact Road Trauma Support Services in Victoria on 1300 367 797, or if you need urgent support, you can call LifeLine on **13 11 14**.

If you require any further information about the survey or if you'd like to find out how we manage your personal information, you can call Wallis Social Research on **1800 113 444** or view the Wallis Social Research Privacy Policy at www.wallis.social/privacy.

Please return this survey to **Wallis Social Research, Reply Paid 92126, Camberwell VIC 3124**, using the reply paid envelope provided.

SURVEY BARCODE AREA



Appendix 4

RSM 2024 Question list
by quarter

wallis.

Variable label	Q1	Q2	Q3	Q4	Response options
M2A - How often, if ever, do you drive a car on the road?	Y	Y	Y	Y	1 Never 2 Once in the last six months or less often 3 Every couple of months 4 About once a month 5 About once a fortnight 6 About once a week 7 2-4 days a week 8 5-7 days a week 88 Not answered
M2B - How often, if ever, do you ride a motorcycle on the road?	Y	Y	Y	Y	1 Never 2 Once in the last six months or less often 3 Every couple of months 4 About once a month 5 About once a fortnight 6 About once a week 7 2-4 days a week 8 5-7 days a week 88 Not answered
M2C - How often, if ever, do you drive a heavy vehicle on the road?	Y	Y	Y	Y	1 Never 2 Once in the last six months or less often 3 Every couple of months 4 About once a month 5 About once a fortnight 6 About once a week 7 2-4 days a week 8 5-7 days a week 88 Not answered
M2D - How often, if ever, do you ride a bicycle on the road?	Y	Y	Y	Y	1 Never 2 Once in the last six months or less often 3 Every couple of months 4 About once a month 5 About once a fortnight 6 About once a week 7 2-4 days a week 8 5-7 days a week 88 Not answered
M3 - Did you ride any of the following on the road in the last 12 months? - Not answered	Y	Y	Y	Y	0 No 1 Yes
M3 - Did you ride any of the following on the road in the last 12 months? - An e-bike	Y	Y	Y	Y	0 No 1 Yes
M3 - Did you ride any of the following on the road in the last 12 months? - An e-scooter	Y	Y	Y	Y	0 No 1 Yes

M3 - Did you ride any of the following on the road in the last 12 months? - An e-skateboard	Y	Y	Y	Y	0 No 1 Yes
M3 - Did you ride any of the following on the road in the last 12 months? - None of the above	Y	Y	Y	Y	0 No 1 Yes
DRIVER	Y	Y	Y	Y	0 Not Driver 1 Driver
RIDER	Y	Y	Y	Y	0 Not Rider 1 Rider
M1A - Thinking about ways you get around, apart from driving or riding yourself, how often do you go somewhere by taking public transport?	Y	Y	Y	Y	1 Never 2 Once in the last six months or less often 3 Every couple of months 4 About once a month 5 About once a fortnight 6 About once a week 7 2-4 days a week 8 5-7 days a week 88 Not answered
M1B - How often do you go somewhere by taking a taxi or similar (e.g. Uber)?	Y	Y	Y	Y	1 Never 2 Once in the last six months or less often 3 Every couple of months 4 About once a month 5 About once a fortnight 6 About once a week 7 2-4 days a week 8 5-7 days a week 88 Not answered
M1C - How often do you go somewhere by travelling in a car or on a motorbike as a passenger?	Y	Y	Y	Y	1 Never 2 Once in the last six months or less often 3 Every couple of months 4 About once a month 5 About once a fortnight 6 About once a week 7 2-4 days a week 8 5-7 days a week 88 Not answered
VH1 - Type of vehicle - Not answered	Y	Y	Y	Y	0 No
VH1 - Type of vehicle - Car / Station wagon	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - SUV / 4WD	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Ute / Utility / Pickup	Y	Y	Y	Y	1 Yes 0 No

VH1 - Type of vehicle - Truck	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Motorcycle / Scooter	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Commercial van	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Bus	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Bicycle	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Motorhome	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Other	Y	Y	Y	Y	1 Yes 0 No
VH1 - Type of vehicle - Don't know	Y	Y	Y	Y	1 Yes 0 No
VS4 - In last 5 years, been involved in a crash on the road where someone was injured?	Y	Y	Y	Y	1 Yes 2 No 88 Not answered 98 Prefer not to say
DB1A - Frequency is last month using a mobile phone in your hand while driving to make or receive a call	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven/no mobile phone) 98 Prefer not to say
DB1B - Frequency is last month using a mobile phone in your hand while driving to send or read a message	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven/no mobile phone) 98 Prefer not to say

DB1C - Frequency is last month using a mobile phone in your hand while driving to interact with an app	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven/no mobile phone) 98 Prefer not to say
DB1X - What type of apps did you interact with while driving? MULTI CHOICE (multiple variables as labelled on right)	Y	Y	Y	Y	1 Maps or navigation 2 Music 3 Social Media 4 Messaging 5 Games 6 Video Entertainment 7 Camera 8 Payment apps 88 Not answered 95 Other (specify) 99 Can't recall
DB2A - In last 3 months, frequency intentionally drove 3km/h above the limit in a 50 km/h zone	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven/no mobile phone) 98 Prefer not to say
DB2B - In last 3 months, frequency intentionally drove 3km/h above the limit in a 60 km/h zone	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven/no mobile phone) 98 Prefer not to say

DB2C - In last 3 months, frequency intentionally drove 3km/h above the limit in a 100 km/h zone	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven/no mobile phone) 98 Prefer not to say
DB4a - In the last three months, how often did you intentionally drive 10km/h or more above the limit in a 50km/h zone?	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB4b - In the last three months, how often did you intentionally drive 10km/h or more above the limit in a 60km/h zone?	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB4c - In the last three months, how often did you intentionally drive 10km/h or more above the limit in a 100km/h zone?	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DK1 - Frequency drank alcohol in last 12 months	Y	Y	Y	Y	1 Not in the last 12 months, but I did drink alcohol more than 12 months ago
DG1 - Frequency used illegal drugs in last 12 months	Y	Y	Y	Y	1 Not in the last 12 months, but I did illegally use drugs more than 12 months ago

DB3A - Frequency drove a vehicle when you knew you were over your legal blood alcohol limit in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB3B - Frequency drove a vehicle when you might have been over your legal blood alcohol limit in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB3C - Frequency drove a vehicle after drinking alcohol when you were confident you were under the legal blood alcohol limit in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB3D - Frequency drove a vehicle after using illegal drugs in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB3E - Frequency travelled in a car without wearing a seatbelt in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say

DB3F - Frequency travelled in a car as a passenger without wearing a seatbelt in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB3G - Frequency drove while quite tired in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB3H - Frequency drove while very tired in last 12 months	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable (have not driven / not in these circumstances) 98 Prefer not to say
DB3X - You mentioned that you didn't always wear a seatbelt - what were the reasons you didn't wear one	Y	Y	Y	Y	95 Verbatim 99 Don't know 98 Prefer not to say
PC1A - Agreement that sometimes you have to drive though you are very tired	Y	Y	Y	Y	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not to say 99 Don't know

PC1B - Agreement that sometimes you have to drive though you might be over your legal BAC	Y	Y	Y	Y	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not to say 99 Don't know
PC1C - Agreement that sometimes you have to drive over the speed limit	Y	Y	Y	Y	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not to say 99 Don't know
PND1C - Frequency Leave the car at home when you know you are going out to drink	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable 98 Prefer not to say 99 Don't know
PND1D - Frequency Tailgate other vehicles	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable 98 Prefer not to say 99 Don't know
PND1E - Frequency Run red lights, either intentionally or unintentionally	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable 98 Prefer not to say 99 Don't know

PND1F - Leave at least 1.5 metres between your vehicle and cyclists in speed limit zones above 60km/h[	Y	Y	Y	Y	1 Never 2 Rarely 3 Sometimes 4 Most of the time 5 Always 88 Not answered 97 Not applicable 98 Prefer not to say 99 Don't know
OB1 - How safe a driver would you say you are?	Y	Y	Y	Y	1 Not at all safe 2 3 4 5 Extremely safe 99 Don't know 88 Not answered
RI1A - How dangerous is it to Drive at 63 km/h in a 60 km/h speed limit zone	Y	Y	Y	Y	0 0 - Not at all dangerous 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 10 10 - Extremely dangerous 88 Not answered 99 Don't know
RI1C - How dangerous is it to Drive with a Blood Alcohol Content (BAC) over 0.05 (point oh five)	Y	Y	Y	Y	0 0 - Not at all dangerous 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 10 10 - Extremely dangerous 88 Not answered 99 Don't know

RI1D - How dangerous is it to Drive soon after having one standard alcoholic drink	Y	Y	Y	Y	0 0 - Not at all dangerous 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 10 10 - Extremely dangerous 88 Not answered 99 Don't know
RI1M - How dangerous is it to Travel in a car while not wearing a seatbelt	N	N	Y	Y	0 0 - Not at all dangerous 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 10 10 - Extremely dangerous 88 Not answered 99 Don't know
RI1F - How dangerous is it to Drive while very tired	Y	Y	Y	Y	0 0 - Not at all dangerous 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 10 10 - Extremely dangerous 88 Not answered 99 Don't know

RI1G - How dangerous is it to Glance at a mobile phone for a couple of seconds while actively driving	Y	Y	Y	Y	0 0 - Not at all dangerous 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 10 10 - Extremely dangerous 88 Not answered 99 Don't know
RI1I - How dangerous is it to Drive at 110 km/h in a 100 km/h speed limit zone?	N	N	Y	Y	0 0 - Not at all dangerous 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 10 10 - Extremely dangerous 88 Not answered 99 Don't know
ACC1A - Embarrassment of telling friends you had been caught driving 63 km/h in a 60 km/h speed limit zone	Y	Y	Y	Y	1 1 - Not at all embarrassed 2 2 3 3 4 4 5 5 - Completely embarrassed 88 Not answered 97 Not applicable
ACC1B - Embarrassment of telling friends you had been caught driving 70 km/h in a 60 km/h speed limit zone	Y	Y	Y	Y	1 1 - Not at all embarrassed 2 2 3 3 4 4 5 5 - Completely embarrassed 88 Not answered 97 Not applicable

ACC1C - Embarrassment of telling friends you had been caught driving over your legal BAC	Y	Y	Y	Y	1 1 - Not at all embarrassed 2 2 3 3 4 4 5 5 - Completely embarrassed 88 Not answered 97 Not applicable
ACC1D - Embarrassment of telling friends you had been caught driving while using a mobile phone in your hand	Y	Y	Y	Y	1 1 - Not at all embarrassed 2 2 3 3 4 4 5 5 - Completely embarrassed 88 Not answered 97 Not applicable
ACC1E - Embarrassment of telling friends you had been caught driving while while not wearing a seatbelt	N	N	Y	Y	1 1 - Not at all embarrassed 2 2 3 3 4 4 5 5 - Completely embarrassed 88 Not answered 97 Not applicable
ATD1W - Agreement that mobile phone and seatbelt cameras should operate in Victoria	Y	Y	Y	Y	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not say 99 Don't know
ATD1A - Agreement that Speeding penalties are just revenue raising	Y	Y	Y	Y	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not say 99 Don't know
ATD1CC - Agreement that There should be fewer restrictions on drivers,	Y	Y	Y	Y	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not say 99 Don't know

ATD1D - Agreement that Most injuries and fatalities on the road are caused by reckless drivers	Y	Y	Y	Y	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not say 99 Don't know
ATD1G - Agreement that Victoria should have greater separation between cyclists and drivers	Y	Y	Y	N	1 1 - Strongly disagree 2 2 3 3 4 4 5 5 - Strongly agree 88 Not answered 98 Prefer not say 99 Don't know
DFC1A - Support for the default speed limit on residential roads being changed from 50 km/h to 40 km/h	Y	Y	Y	N	1 1 - 'Strongly oppose' 2 2 3 3 4 4 5 5 - 'Strongly support' 88 Not answered 98 Prefer not to say 99 Don't know
DFC1B - Support for the default speed limit on narrow country roads being changed from 100 km/h to 80 km/h	Y	Y	Y	N	1 1 - 'Strongly oppose' 2 2 3 3 4 4 5 5 - 'Strongly support' 88 Not answered 98 Prefer not to say 99 Don't know
EN1 - Been caught speeding in last 12 months?	Y	Y	Y	Y	1 Yes, a speed camera 2 Yes, a patrol car 3 Yes, both of these 88 Not answered 97 No, I have not been caught speeding in the last 12 months 98 Prefer not to say
EN2 - Likelihood of getting caught by the police for breaking road rules	Y	Y	Y	Y	1 1 - Not at all likely 2 2 3 3 4 4 5 5 - Extremely likely 88 Not applicable 99 Don't know

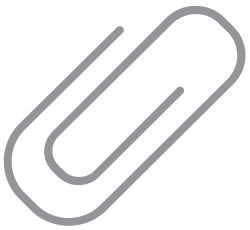
EN3 - Been pulled over by the police in last 12 months? Not answered	Y	Y	Y	Y	0 No 1 Yes
EN3 - Been pulled over by the police in last 12 months? A breath test	Y	Y	Y	Y	0 No 1 Yes
EN3 - Been pulled over by the police in last 12 months? A drug test	Y	Y	Y	Y	0 No 1 Yes
EN3 - Been pulled over by the police in last 12 months? Some other reason	Y	Y	Y	Y	0 No 1 Yes
EN3 - Been pulled over by the police in last 12 months? None of these	Y	Y	Y	Y	0 No 1 Yes
EN3 - Been pulled over by the police in last 12 months? Prefer not to say	Y	Y	Y	Y	0 No 1 Yes
EN4 Thinking now about police presence on Victorian roads. Do you believe that compared to this time last year, there are fewer, more or the same number of police on the roads?					1 Fewer 2 The same 3 More 99 Unsure 88 Not answered
TOP1 - What could be done to make Victorian roads safer? - Not answered	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Don't know	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Prefer not to say	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - More policing/punishment	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Better roads/improved road maintenance	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Better roads/improved road maintenance for rural/country roads	Y	Y	Y	Y	0 No 1 Yes

TOP1 - What could be done to make Victorian roads safer? - Better road designs/features	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - More education/advertising	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Increase speed limits	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Other problems with speed limits	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Better/improved signage	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - More leniency or LESS enforcement/restrictions/penalties	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Re-resting for license	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Make license harder to get	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Better rules/infrastructure for cyclists	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - More regulation of cyclists	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - More restrictions on trucks/heavy vehicles	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Better provisions for pedestrians	Y	Y	Y	Y	0 No 1 Yes
TOP1 - What could be done to make Victorian roads safer? - Other	Y	Y	Y	Y	0 No 1 Yes

D0 - Kilometers driven in past year	Y	Y	Y	Y	1 0 - 4,999 (0 to 96km per week) 2 5,000 - 9,999 (97 to 192km per week) 3 10,000 -14,999 (193 to 288km per week) 4 15,000 -19,999 (289 to 385km per week) 5 20,000 - 29,999 (386 to 577km per week) 6 30,000+ (578km+ per week) 88 Not answered
D3 - Postcode from interview	Y	Y	Y	Y	88 Not answered 98 Prefer not to say
D4 - Employment status	Y	Y	Y	Y	1 Employed full-time 2 Employed part-time or casual 3 Self-employed 4 Student (not working) 5 Unemployed 6 Home duties 7 Retired 88 Not answered 90 Other 95 Other (please specify) 98 Prefer not to say 99 Don't know
D5 - Description of paid occupation	Y	Y	Y	Y	1 Managers 2 Professionals 3 Technicians & Trade Workers 4 Community & Personal Service Workers 5 Clerical & Administrative Workers 6 Sales Workers 7 Machinery Operators & Drivers 8 Labourers 88 Not answered 90 Other 95 Other (specify) 99 Don't know
W0 - Days per week commute to work/study driving a vehicle	Y	Y	Y	Y	0 None 1 1 2 2 3 3 4 4 5 5 6 6 7 7 88 Not answered 98 Prefer not to say

W1 - Days per week drive a vehicle for work related purposes	Y	Y	Y	Y	0 None 1 1 2 2 3 3 4 4 5 5 6 6 7 7 88 Not answered 98 Prefer not to say
W2 - Type of driving to for work	Y	Y	Y	Y	1 Food delivery 2 Commercial ride share (e.g. Taxi, Uber, Didi, Ola etc) 3 Transport of goods 4 Travelling to different work locations (meetings, site visits) 5 Mobile services (e.g. maintenance, locksmith, doctor, emergency services) 6 Farming/primary production 7 Other transporting of people 88 Not answered 90 Other 95 Other (please specify) 97 None/I only commute 98 Prefer not to say 99 Don't know
D7 - Have children	Y	Y	Y	Y	1 Yes 2 No 88 Not answered 98 Prefer not to say
D8 - Types of children have - Not answered	Y	Y	Y	Y	0 No 1 Yes
D8 - Types of children have - Children who are not yet old enough to drive	Y	Y	Y	Y	0 No 1 Yes
D8 - Types of children have - Children who are learning to drive (L-Plates)	Y	Y	Y	Y	0 No 1 Yes
D8 - Types of children have - Children who are on their P-Plates	Y	Y	Y	Y	0 No 1 Yes
D8 - Types of children have - None	Y	Y	Y	Y	0 No 1 Yes
D8 - Types of children have - Prefer not to say	Y	Y	Y	Y	0 No 1 Yes

D9 - Highest level of education completed	Y	Y	Y	Y	1 University degree or higher (Bachelor / Post-graduate degree / Graduate diploma) 2 TAFE / Technical college (Certificate / Diploma / Advanced diploma 3 Completed high school (Completed Year 12 / Form 6) 4 Did not complete high school (Left before Year 12 / Form 6) 88 Not answered 98 Prefer not to say
TZ1 - In 2002 there were 397 lives lost on Victorian roads, and last year 232 people were killed. Do you think Victoria should aim for zero road deaths?	Y	Y	Y	Y	1 Yes 2 No 88 Not answered 98 Refused 99 Don't know
TZ8 - Within the next 30 years, which of the following do you think can be achieved in one year?	Y	Y	Y	Y	1 Zero lives lost 2 Between one and twenty lives lost, or 3 More than twenty lives lost 88 Not answered
D1a - Do you speak a language other than English in your household?	Y	Y	Y	Y	1 No, only speak English 2 Yes, speak a language other than English (<TXT_SPECIFY>) 88 Not answered 98 Prefer not to say



Appendix 5

Data Analysis

Appendix 5: Data Analysis

Significance testing – methods used

The RSM report uses Q research software to compute statistical analyses. The details of the tests used throughout are noted below.

Further details on these procedures can be found at https://wiki.q-researchsoftware.com/.

Correlational analysis of categorical data

For correlational analyses of categorical data, Pearson's Chi-Square for Canonical Correlation Analysis is applied (e.g. driving behaviours by age groups or location). The test statistic is:

$$V = \sum_{i=1}^{m} n r_i^2$$

Where *n* is the effective sample size,

$$p \approx \Pr(\chi^2_{pq} \geq \Lambda).$$

Tests of association between categorical variables

For tests of association between categorical variables, Pearson's Chi-Square Test of Independence is applied. The test statistic is:

$$X^2 = \sum_{k=1}^{s} \sum_{j=1}^{r} \frac{(o_{kj} - e_{kj})^2}{e_{kj}}$$

where:

$$o_{kj} = \sum_{i=1}^{n} w_i I_{x=k, y=j},$$

w_i is the calibrated weight of the *i*th of *n* observations,

$$e_{kj} = \frac{\sum_{k=1}^{s} o_{kj} \times \sum_{j=1}^{r} o_{kj}}{\sum_{i=1}^{n} w_i}$$

$$p \approx \Pr(\chi^2_{(s-1)(g-1)} \geq X^2)$$

For 2x2 tables, Second Order Rao-Scott Test of Independence is applied (e.g. comparisons between gender in relation to a driving behaviour). The standard error for these tables is computed using Taylor series linearisation.

ANOVA (F-Tests)

ANOVA (F-Tests) are used where numerical data are compared across between one categorical and one numeric variable (e.g. perceived danger questions – RI1). The test statistic is:

$$F = \frac{\sum_{j=1}^{s}\sum_{i=1}^{n_j} w_{ij}(\bar{x}_j - \bar{x})^2/(j-1)}{\sum_{j=1}^{s}\sum_{i=1}^{n_j} w_{ij}(\bar{x}_j - x_{ij})^2/(\sum_{j=1}^{s}\sum_{i=1}^{n_j} w_{ij} - j)}$$

Where:

x_{ij} is the value of the *i*th of n_j observations in the *j*th of *s* groups,

$\bar{x}_j$ is the average in the in the *j*th group,

$\bar{x}$ is the overall average

w_{ij} is the calibrated weight,

and, ***F*** is evaluated using the *F*-distribution with $j - 1$ and $\sum_{j=1}^{s}\sum_{i=1}^{n_j} w_{ij} - j$ degrees of freedom.

Weighting Effects

Taylor series linearisation is applied in the RSM data to approximate the impact of different weights on survey responses and increase the accuracy of significance testing. This approximated impact is then factored into significance testing calculations.

Multiple Comparison Corrections

False discovery rate ($q = 0.05$) is used to address issues with multiple comparisons where rows or columns are compared within a table.

Data quality assurance procedures

The VicRoads Registration and Licensing database is a robust database given its ties to in-person validation of identity. In addition, invitations to the RSM are sent via an in-person letter to sample members' registered home address.

Data protections include:

- A closed survey link (i.e. only a person who receives a link issued by Wallis can complete the survey once)
- Geolocation IP-blocking (preventing geographically foreign IPs from entering and completing the survey)
- Sample cleaning, including household-level de-duplication.
- Database fatal-washing every 6 months (conducted by the TAC).

Data checking procedures include:

Given that the RSM is an incentivised survey, data quality assurance checks are carried out at the end of quarterly collection cycles.

- Checks for egregious straight-lining behaviour (e.g. selecting all multiple response options, responding with the same frequency in scale grids)
- Overly fast online survey completion (speeding)
- Consistently non-sensical or appearing as AI or similar, generated verbatim responses.