Road Safety Monitor 2018

Report

TRANSPORT ACCIDENT COMMISSION

Wallis strategic market & social research

Report prepared for:

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Executive Summary

The 2018 Road Safety Monitor (RSM) report presents the findings collected in RSM surveys over the course of 2018. These surveys cover a wide range of topics relating to transport, road safety and the Towards Zero strategy.

2018 was a significant year for road safety, with the lowest recorded number of lives lost on Victorian roads – 213. While the total number of claims involving hospitalisations increased (7,943 to 7,768), the number involving a stay in hospital of greater than 14 days was decreased (929 to 910).

As part of the Towards Zero strategy the Safe System Road Infrastructure Program (SSRIP) infrastructure road improvements have been rolled out across the State, including flexible safety barriers and tactile line markings.

Other TAC programs include supporting police enforcement to keep drivers and other road users safe when getting around, public education through advertising campaigns, including promoting safer driving near cyclists, a new Road to Zero Road Safety Education Complex at Melbourne Museum and more.

Victorians get around using a range of transport modes, from walking to heavy vehicles and from public transport to motorcycles, however the main way Victorians travel from A to B continues to be the car – which remains the most frequently used mode of transportation. Indeed, Victorians are less likely to say they could get by without a car than they were a year ago.

Most Victorians commute to work by car at least once a week. Many feel stressed while driving – particularly in Major Urban areas. Driving between 10pm and 6am is common, and young drivers are most likely to do this.

While Victorians acknowledge the danger of driving while fatigued or using a mobile phone while driving, many still engage in these behaviours.

Technology is changing rapidly and using a hand-held mobile phone to make or answer a call is now less common that glancing at a phone to read a text message.

Technology has also changed how pedestrians use Victorian roads, with many younger Victorians readily crossing roads while wearing headphones or looking at a mobile phone. The disparity in perceived danger of wearing headphones while crossing the street amongst young Victorians and older Victorians is marked. However, road trauma data shows that older pedestrians are overrepresented for both lives lost and injury, demonstrating the complexity of this road safety issue.

Victorians continue to rate the danger of low level speeding as low relative to other risky driving behaviours, and around half continue to report that they exceed the speed limit. However, when asked about attitudes to speeding, most Victorians report they feel guilty if they speed and very few say they enjoy speeding. Around half report that they slow down to below the speed limit at times to reduce risk.

Drivers living in Other Urban/Rural Balance areas face increased risk exposure due to distances travelled, driving at high speeds and driving older vehicles.

Rates of reported drink driving (over one's legal BAC) remain low, although nearly half of Victorians have driven after drinking when they believed they were under their legal BAC.

Driving after taking drugs appears to have increased slightly, with the highest risk group being young drivers.

Victorians are more likely to believe that it is "easy" to avoid being caught when engaging in an illegal driving behaviour than that it is "difficult".

While the community believes in Towards Zero as a worthy goal, a minority believes it is achievable. Nonetheless, the vast majority of Victorians agree that *a safe journey is more important than a quick journey*.

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1.0 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 geared towards reducing the impact of adverse health effects caused by traffic accidents:

- Promote road safety
- Improve the State's trauma system
- Support those who have been injured on Victorian roads

The focus of the Road Safety Monitor is largely on the first role – promoting road safety. This important role is somewhat atypical of compensation schemes and has been very successful over the years the TAC has operated. The most visible aspect of this role to the public is 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, VicRoads, Department of Justice and Victoria Police, as well as many others including research institutes, health organisations, industry and other government departments at all levels. This work involves understanding the many facets and trends of road safety in Victoria, determining counter-measures which are likely to be beneficial to road users – balancing mobility and safety, and implementing these counter-measures.

Road fatalities and counter-measures over time

Prior to the establishments of the TAC, one of the most significant counter-measures introduced was compulsory seat-belts (1970). At this point 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.

While TAC still invests in prevention strategies aimed at promoting safe driving by drivers and riders, through promotion and supporting Victoria Police activities, increased partnership with VicRoads through the Safe System Road Infrastructure Program (SSRIP) is delivering safer roads. The primary enhancements include flexible barriers on the side and centre of the road in high risk locations as well as the substantial roll-out of tactile edge markings. These initiatives are part of the Towards Zero strategy, as discussed in the next section.

Towards Zero

One of the hallmarks of the TAC's current road safety programme is the continued roll out of Towards Zero. The Road Safety Strategy and Action Plan – Towards Zero 2016-2020 aims to reduce fatalities on Victoria's roads to fewer than 200 per annum by 2020, as well as reduce serious injuries by 15%.

This approach is inspired by the Swedish Vision Zero model which takes a series of core tenets and applies this broad philosophy across a wide range of areas with the objective of reducing road fatalities to zero. Unlike previous approached which have been, by comparison, siloed and largely focused on driver behaviour, Towards Zero takes a comprehensive systemic approach guided by the following principles (paraphrased and expanded here):

- It is not acceptable for people to be killed as a result of using the transportation system
- An effective transportation system must provide mobility

- Humans are vulnerable
- Humans make mistakes
- The transportation system must be designed to allow mobility, while being tolerant of human vulnerability and error
- There is a shared responsibility to make our roads safe (both organisational and individual).

While driving behaviour is still an important part of Towards Zero, and community engagement as well as enforcement will continue, there is an increased emphasis on planning and implementing safe infrastructure, such has been given substantial weight with the allocation of $1 billion in funding over five years. There is also allowance to take measures to improve the safety of the Victorian fleet.

While TAC is a lead organisation in the implementation of Towards Zero, it is at its heart a collaborative effort, also comprising VicRoads, Victoria Police, the Department of Justice and Regulation, and the Department of Health and Human Services as well as many other organisations where they have a part to play.

Road fatalities in 2018

Road safety continues to be a pressing issue for Victoria. Although significant reductions in road fatalities have been achieved over time, 2016 saw the most substantial increase in fatalities since 2001. In 2016 292 people were killed, up from 252 in 2015 – an increase of 16% overall.

In 2017 the number of fatalities fell to 258 – below the 2012-2016 five-year average of 263 fatalities per year. 2018 saw further reductions in the number of lives lost, and at 213 stands as the lowest number of lives lost since (and before) the establishment of TAC.

1.2 Research Objectives

The core research objectives of the RSM are as follows:

- Monitoring road safety behaviour and the factors which influence behaviour, including attitudes, social norms and self-efficacy
- Identification and monitoring of behaviours and attitudes that are relevant to road safety

In addition to these core objectives, the RSM should also:

- Profile those who are model road users as well as those who are at risk on Victorian roads, and
- Provide evidence to assist with the evaluation of road safety programs.

1.3 Reading this report

Notes on rounding, question response types and base sizes

In many cases percentages have been rounded to the nearest integer. This means that there may be some instances where percentages of each response, even for a single response question, may not add to 100%, but rather may add to 99% or 101%. This is due to rounding and is not an error.

Where questions allow multiple responses from respondents, the base size may add to more than 100% as the total number of responses exceeds the base size. 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

Victorians in scope to participate in the RSM has changed over time. Prior to 2012 only drivers aged 18 to 60 years, who held a current drivers licence, were eligible to participate in the study. Since that time, all Victorians over 18 years are eligible to take part, although there are some sample extraction decisions which limit the scope (most notably the age limit for inclusion at the sampling stage is 90 years). For comparability, results which are shown over time are filtered to aged 18 to 60 years and 'has a valid driving licence'. Elsewhere results are presented on the total sampled population.

Sub-group reporting

Location sub-groups were changed in 2017 from those used in 2016 – previously location was defined as 'Melbourne' or 'Elsewhere in Victoria'. From the 2017 report, however, locations have been defined as per ABS SOS definitions. The table below indicates how these definitions have been determined.

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 Balance	Rural Balance represents the Remainder of State/Territory, and includes Bounded Localities (centres with population of between 200 and 999 (for example, Taradale, Venus Bay, Fish Creek) and smaller centres.

In addition to demographic variables used to analyse differences between groups, results are regularly shown for a number of driving behaviour sub-groups. The following table explains how each of these groups has been derived. Codes refer to the questions in the question list provided in Appendix 1.

Speeding	Frequently exceeds the posted speed limit, even if only by a few km/h (DB1A or DB1B) is 'All of the time', 'Most of the time', 'Half of the time' or 'Some of the time'.
Drink driving	Answered 'Yes' to DK3: In the last 12 months, have you driven a car when you knew or thought you were over your legal blood alcohol limit, even slightly?
Mobile phone use	Makes or answers calls, or writes or reads text messages (DB2C, DB2D, DB2E or DB2F) is 'All of the time', 'Most of the time', 'Half of the time' or 'Some of the time'.
Driving fatigued	Drives when feeling drowsy (DB2G) 'All of the time', 'Most of the time', 'Half of the time' or 'Some of the time'.
Involvement in an accident	Answered 'Yes' to CR1: In the last five years, have you been involved in any crashes on the road as a driver or rider?

Statistical significance

The data in this report has been tested for statistical significance, typically between subgroups. Tests are conducted between the subgroup vs not in the subgroup (i.e. total excluding the subgroup) and are at the 95% confidence interval unless stated otherwise. Given the large number of statistical tests

used in an analysis such as this, and the inherent error rate of 5%, a multiple comparison correction has been used (False Discovery Rate) to reduce the rate of erroneous findings.

To illustrate, in Table 1 below, as indicated by the arrows, we can see that 18-25 year olds are significantly more likely to use recreational drugs than those of all other ages combined (blue upwards arrow).

Table 1 Significance reporting example table

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Drinks alcohol	77	79	78	79	70 ↓	79	74	77	76	79
Uses recreational drugs	8	20 ↑	11	6	1 ↓	10	7	8	8	8
Sample size	*1670*	*221*	*429*	*603*	*417*	*787*	*883*	*1168*	*326*	*176*

DK2 - Do you ever drink alcohol?
DG3 - In the last 12 months, have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.)?
Filter: Licence holders aged 18-60 with a valid response

Weighting

The sample for the survey is drawn with a correction for known response rates of the previous iterations of the survey, and thus the final sample is generally very close to the target population. Nonetheless, weighting is applied to correct the sample to the known licence population as derived from the VicRoads Registration and Licencing Database.

The overall weight has an efficiency of 98% (an effective base of 1,653 from a sample of 1,681).

The data were weighted by location, age and gender.

2.0 Detailed findings

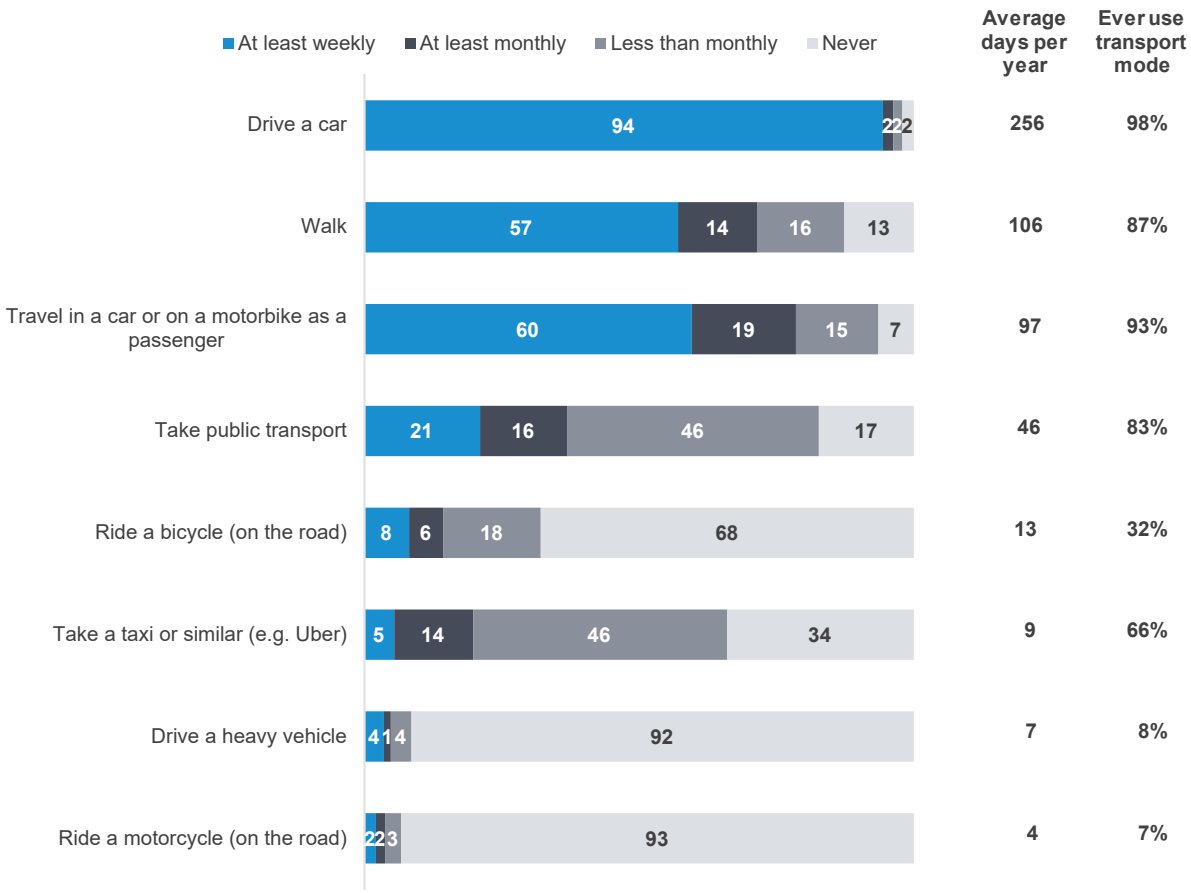
2.1 How people get around

Respondents were asked how frequently they get around by various means of transportation, in particular, how often they use various vehicles on the road and how often they use other means of transportation such as public transport, taxis, walking or as a passenger in a car or motorbike.

2.1.1 Frequency of vehicle transportation compared to other transportation

The form of transportation used most often, by some distance, is driving a car (used weekly by 94% of Victorians), ahead of travelling in a car or motorbike as a passenger (60%), walking (57%) or taking public transport (21%). Smaller proportions make at least weekly use of a bicycle on the road (8%), catch a commercial ride share (taxi or similar) (5%), drive a heavy vehicle on the road (4%), or ride a motorcycle on the road (2%). These results do not differ significantly from those in the 2017 report.

Figure 1 How people get around



M1A-D / M2A-D: How often do you (go somewhere by)…
Total sample; Weighted sample; base n= from 1601 to 1681
Figures may not add to 100% due to rounding

2.1.2 Vehicle transportation

This section examines how usage of vehicle transportation (cars, motorcycles, heavy vehicles and bicycles) varies by demographic.

Driving a car

The vast majority (98%) of Victorians drive a car and most do so frequently. Seven in ten (71%) reported driving between five and seven days each week.

As was the case in 2017, those who do not drive at all are most likely to be aged 18-25. This is not the case amongst older males. The groups with higher incidences of non-driving are as follows:

- Males aged 18-25 (4%)
- Females aged 18-25 (8%)

Those aged 18-25 are not only less likely to drive, but they do so less frequently than older Victorians. Amongst those who do drive, 86% of Victorians aged 18-25 years drive weekly versus nearly all (96%) of older Victorians.

As might be expected considering a smaller proportion drive, and drive less frequently, those aged 18-25 are more likely to take public transport or taxis (or similar) than other people (see Page 10).

Table 2 Frequency of driving a car – gender by age

Column %	Total	Male				Female			
		18 - 25	26 - 39	40 - 60	61 - 90	18 - 25	26 - 39	40 - 60	61 - 90
At least weekly	94	85 ↓	95	98 ↑	96	86 ↓	93	96	95
At least monthly	2	7 ↑	1	0	1	2	1	2	2
Less than monthly	2	3	2	1	0	5 ↑	3	0	1
NET: Ever drive a car	**98**	**96**	**98**	**99**	**98**	**92 ↓**	**97**	**99**	**99**
Never drive a car	2	4	2	1	2	8 ↑	3	1	1
Sample size	*1675*	*98*	*203*	*288*	*201*	*123*	*230*	*318*	*214*

M2A - How often do you drive a car?
Total sample; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Riding a motorcycle on the road

As was the case in the 2017 report, in 2018 one in fourteen (7%) Victorians ever ride a motorcycle on the road. Considering their licence status, around half (49%) of those with a current motorcycle licence ride on the roads.

The majority of active motorcyclists are male (10% of males vs 4% of females), and riding a motorcycle is more common amongst 26 to 60 year olds (8%). Motorcycle riding is also more common in Other Urban (11%) and Rural Balance (12%) areas than in Major Urban (5%) areas.

Table 3 Frequency of riding a motorcycle

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	2	1	1	3	2	3 ↑	1 ↓	2	3	3
At least monthly	2	1	2	2	2	2	1	2	2	2
Less than monthly	3	1	3	4 ↑	2	4 ↑	2 ↓	2 ↓	6 ↑	7 ↑
NET: Ever ride a motorcycle	**7**	**4**	**6**	**9 ↑**	**5**	**10 ↑**	**4 ↓**	**5 ↓**	**11 ↑**	**12 ↑**
Never	93	96	94	91 ↓	95	90 ↓	96 ↑	95 ↑	89 ↓	88 ↓
Sample size	*1601*	*219*	*426*	*584*	*372*	*757*	*844*	*1134*	*300*	*167*

M2B - How often, if ever, do you ride a motorcycle on the road?
Total sample; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Riding a bicycle on the road

Close to one in three (32%) Victorians ever ride a bicycle on the road, unchanged from 2017. A minority of people ride frequently – 8% of Victorians ride a bicycle on the road once a week or more often.

Those who ever ride are significantly more likely to be male (39% of males vs 25% of females), or aged 40 to 60 year olds (41%). The proportion of 26-39 years olds declined slightly from 2017 from 37% to 32%. While this is not a significant decline, the peak in cycling activity extended from 26 to 60 years as in 2017, the data show a more concentrated peak this year amongst 40 to 60 year olds. Whether this trend continues in coming years or is simply sample variance remains to be seen.

Those who ride at least weekly are also significantly more likely to be males (11% of males vs 5% of females), and significantly more likely to be aged 40-60 (11%) than another age group.

Table 4 Frequency of riding a bicycle

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	8	6	9	11 ↑	4 ↓	11 ↑	5 ↓	8	7	7
At least monthly	6	7	7	7	4	8 ↑	4 ↓	6	7	5
Less than monthly	18	18	17	24 ↑	10 ↓	20	16	18	19	18
NET: Ever ride a bicycle	**32**	**31**	**32**	**41 ↑**	**18 ↓**	**39 ↑**	**25 ↓**	**32**	**33**	**30**
Never	68	69	68	59 ↓	82 ↑	61 ↓	75 ↑	68	67	70
Sample size	*1604*	*219*	*426*	*587*	*372*	*759*	*845*	*1137*	*300*	*167*

M2D - How often, if ever, do you ride a bicycle on the road?
Total sample; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Driving a heavy vehicle on the road

Slightly less than one in ten Victorians (8%) ever drives a heavy vehicle on the road. About half of these people (4% of all Victorians) drive a heavy vehicle at least weekly. These findings are similar to those from 2017.

Those who ever drive heavy vehicles are significantly more likely to be male (15% of males vs 2% of females), and to live in Rural Balance (19%) or Other Urban (16%) areas.

Those who drive heavy vehicles at least weekly are also significantly more likely to be males (7% of males vs less than 1% of females). Those living in Major Urban areas are significantly less likely to drive heavy vehicles on a weekly basis (2% vs 7% in other areas).

Table 5 Frequency of driving a heavy vehicle

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	4	1	4	5	3	7 ↑	0 ↓	2 ↓	6 ↑	10 ↑
At least monthly	1	2	0	1	1	2	1	1 ↓	1	5 ↑
Less than monthly	4	2	4	5	3	6 ↑	1 ↓	2 ↓	8 ↑	4
NET: Ever drive a heavy vehicle	**8**	**6**	**8**	**11 ↑**	**7**	**15 ↑**	**2 ↓**	**5 ↓**	**16 ↑**	**19 ↑**
Never	92	94	92	89 ↓	93	85 ↓	98 ↑	95 ↑	84 ↓	81 ↓
Sample size	*1601*	*219*	*429*	*583*	*370*	*757*	*844*	*1131*	*303*	*167*

M2D - How often, if ever, do you drive a heavy vehicle on the road?
Total sample; Weighted sample; base n=1601
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.1.3 Other transportation

In this section we explore to what extent Victorians use other types of transportation such as public transport, taxis, walking, or travelling as a passenger in a car or on a motorcycle.

Public transport

The 2018 report indicates the majority (83%) of Victorians use public transport (up from 79% in 2017), with 21% using public transport weekly. Usage declines with age, both in terms of using public transport at all and frequency of use. Nine in ten (91%) of those aged 18-25 use public transport, with over a third (36%) using it weekly. This compares to three quarters (76%) of those aged 61-90 years using public transport, and one in eight (12%) of this age group using it weekly.

Use of public transport is also more common in Major Urban areas than in the rest of Victoria (87% vs 70%), with substantially higher weekly use (25% vs 9%).

Table 6 Frequency of going somewhere by public transport

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	21	36 ↑	25 ↑	18 ↓	12 ↓	23	19	25 ↑	10 ↓	7 ↓
At least monthly	16	20	18	15	12 ↓	17	15	19 ↑	6 ↓	10 ↓
Less than monthly	46	34 ↓	43	49	52 ↑	43 ↓	49 ↑	43 ↓	57 ↑	47
NET: Ever	**83**	**91 ↑**	**86**	**82**	**76 ↓**	**82**	**83**	**87 ↑**	**73 ↓**	**64 ↓**
Never	17	9 ↓	14	18	24 ↑	18	17	13 ↓	27 ↑	36 ↑
Sample size	*1643*	*221*	*429*	*597*	*396*	*773*	*870*	*1162*	*309*	*172*

M1A - Thinking about ways you get around, apart from driving or riding yourself, how often do you go somewhere by taking public transport?

Total sample; Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

Ride share (such as Taxi, Uber etc.)

While a majority of Victorians will ever use a taxi or other commercial rideshare (66%), only one in twenty (5%) take a taxi or similar on a weekly basis. This is a similar finding to 2017.

Younger people aged 18-25 (12%) are significantly more likely to take taxis or similar on a weekly basis, as are those living in Major Urban areas (6%). Non-drivers are also more likely to use taxis or similar on a weekly basis (28%).

Table 7 Frequency of taking a taxi or similar

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	5	12 ↑	7	3 ↓	2 ↓	7 ↑	4 ↓	6 ↑	3	1 ↓
At least monthly	14	29 ↑	20 ↑	11 ↓	4 ↓	15	13	17 ↑	5 ↓	6 ↓
Less than monthly	46	34 ↓	52 ↑	51 ↑	40 ↓	45	47	47	47	40
NET: Ever	**66**	**75 ↑**	**79 ↑**	**65**	**47 ↓**	**68**	**64**	**70 ↑**	**56 ↓**	**47 ↓**
Never	34	25 ↓	21 ↓	35	53 ↑	32	36	30 ↓	44 ↑	53 ↑
Sample size	*1623*	*219*	*429*	*593*	*382*	*764*	*859*	*1146*	*308*	*169*

M1B - How often do you go somewhere by taking a taxi or similar (e.g. Uber)?

Total sample; Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

Walking

As was the case in 2017, nearly all Victorians go somewhere by walking (87%), and over half (57%) do so on at least a weekly basis.

Those in 'Rural Balance' areas are less likely to go somewhere by walking (74% vs. 88% amongst those in other parts of Victoria).

Table 8 Frequency of walking

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	57	56	56	57	59	57	57	59 ↑	52	47 ↓
At least monthly	14	19	16	13	12	16	13	15	15	8
Less than monthly	16	14	17	18	12	14	17	16	14	19
NET: Ever	**87**	**89**	**89**	**88**	**83 ↓**	**87**	**87**	**90 ↑**	**81 ↓**	**74 ↓**
Never	13	11	11	12	17 ↑	13	13	10 ↓	19 ↑	26 ↑
Sample size	*1637*	*219*	*431*	*596*	*391*	*768*	*869*	*1153*	*313*	*171*

M1C - How often do you go somewhere by walking?
Total sample; Weighted sample; base n=1694
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Travelling in a car or Motorbike as a Passenger

The large majority of Victorians travel in a car or motorbike as a passenger (93%), and over half (60%) do so on a weekly basis.

Younger people aged 18-25 (75%) are significantly more likely than older Victorians to travel as a passenger on a weekly basis. Women are also more likely than men to travel as a passenger on a weekly basis (68% vs 50%).

Table 9 Frequency of travelling in a car or on a motorbike as a passenger

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	60	75 ↑	62	54 ↓	54	50 ↓	68 ↑	60	57	59
At least monthly	19	14	19	21	18	22 ↑	16 ↓	18	21	20
Less than monthly	15	6 ↓	12	18 ↑	18	19 ↑	11 ↓	16	14	11
NET: Ever	**93**	**96**	**94**	**94**	**91**	**91 ↓**	**95 ↑**	**94**	**91**	**90**
Never	7	4	6	6	9	9 ↑	5 ↓	6	9	10
Sample size	*1651*	*220*	*431*	*599*	*401*	*779*	*872*	*1159*	*318*	*174*

M1D - How often do you travel in a car or on a motorbike as a passenger?
Total sample; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category / Figures may not add to 100% due to rounding

2.2 Driving habits

This section looks at the general driving behaviour of Victorians, whether they commute to and from work, driving at night-time, and driving while feeling stressed.

How often commute to and from work in a car

Commuting to work by car is the norm for Victorians, with close to four in five (83%) who are currently working doing so at least weekly, while nine in ten (90%) ever commute. Although there was no significant difference in commuting (when multiple comparison correction is applied), there are trends which have been evident over time. These include:

- Lower likelihood of commuting by car, and frequency of commuting, amongst those living in Major Urban areas.
- The highest level of commuting by car, and frequency of commuting, is amongst those living in Other Urban areas.

Table 10 How often commute to and from work in a car

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	83	83	81	85	80	82	83	81	88	87
At least monthly	3	1	3	3	3	3	3	3	4	4
Less than monthly	4	1	6	4	4	5	3	5	2	1
NET: Ever commute to and from work in a car	**90**	**85**	**90**	**92**	**87**	**91**	**89**	**89**	**94**	**92**
Never commute to and from work in a car	10	15	10	8	13	9	11	11	6	8
Sample size	*1153*	*151*	*381*	*503*	*118*	*569*	*584*	*832*	*203*	*118*

M3A – Thinking about your driving, how often do you commute to and from work in a car?
Filter: Driver, currently working; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category. Figures may not add to 100% due to rounding

Considering the occupational characteristics of car commuters, those most likely to commute at least weekly include:

- Machinery operators and drivers (95%)
- Technicians and trade workers (90%)
- Community and personal service workers (90%)

Professionals and associate professional are least likely (75%) to commute weekly, although notably this group comprises the largest of the occupational categories (29%).

How often drive between 10pm and 6am

Just over four in five Victorians ever drive at night between 10pm and 6am (82%), with nearly three in ten (28%) doing so on at least a weekly basis.

Drivers who report driving while fatigued are more likely to drive between 10pm and 6am, with one in three driving at night on at least a weekly basis (37% vs 23% amongst those who do not drive while fatigued).

Those more likely to drive between 10pm and 6am on a weekly basis include:

- 18-25 year olds (40% vs 26% of older drivers)
- Males (34% vs 22% of females)
- People who drive more than 20,000km per year (44%)
- People who are working (33% vs 17% of those not working)

Table 11 How often drive between 10pm and 6am

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	28	40 ↑	30	27	21 ↓	34 ↑	22 ↓	29	22	28
At least monthly	21	24	22	22	18	22	20	22	20	18
Less than monthly	33	23 ↓	35	36	32	31	35	32	39	31
NET: Ever drive between 10pm and 6am	**82**	**86**	**87 ↑**	**85**	**71 ↓**	**86 ↑**	**78 ↓**	**83**	**81**	**77**
Never drive between 10pm and 6am	18	14	13 ↓	15	29 ↑	14 ↓	22 ↑	17	19	23
Sample size	*1594*	*202*	*418*	*586*	*388*	*754*	*840*	*1119*	*305*	*170*

M3E - How often do you drive between the hours of 10pm and 6am?
Filter: Driver; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

How often people feel stressed while driving

The majority of Victorians feel stressed when driving (73%) at least some of the time, with a third (34%) feeling stressed on at least a weekly basis.

Those aged 18-25 (42%) and 26-39 (40%) are significantly more likely to feel stressed on a weekly basis while those aged 61-90 are significantly less likely to feel stressed (17%).

Feeling stressed while driving is most common amongst younger females. Those aged 18-25 (56%) are most likely to feel stressed while driving at least weekly, although the proportion of females aged 26-39 (44%) is also relatively high. This is not the case for younger males, with a third (33%) reporting they feel stressed while driving at least weekly.

Drivers in Major Urban (36%) areas report more frequent feelings of stress while driving than those from Other Urban (29%) or Rural Balance (21%) areas.

Table 12 How often people feel stressed while driving

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	34	42 ↑	40 ↑	37	17 ↓	32	36	36 ↑	29	21 ↓
At least monthly	17	18	19	18	14	17	18	18	16	14
Less than monthly	22	21	18	23	24	22	21	20 ↓	23	36 ↑
NET: Ever feel stressed when driving	**73**	**81 ↑**	**77**	**79 ↑**	**55 ↓**	**70**	**76**	**75**	**68**	**71**
Never feel stressed when driving	27	19 ↓	23	21 ↓	45 ↑	30	24	25	32	29
Sample size	*1583*	*202*	*418*	*586*	*377*	*752*	*831*	*1115*	*300*	*168*

M3B – How often do you feel stressed when you are driving?
Filter: Driver; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Drivers who report driving while stressed were also more likely to report engaging in risky driving behaviours. The table below shows the proportion of drivers aged 18-60 years who report driving stressed by whether they engage in risky driving behaviours. Drivers who speed (82%), use a mobile phone (85%) or drive fatigued (87%) are most likely to report feeling stressed when they drive. They are also more likely to report having been involved in a crash as a driver or rider in the past five years (86%) than those who do not report feeling stressed when they drive (76%).

Table 13 How often people feel stressed while driving by behaviour (18-60 years)

Column %	Total	Speeding		Drink driving		Mobile phone use		Driving fatigued		Involvement in a crash	
		Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
At least weekly	39	43 ↑	34 ↓	49	38	45 ↑	35 ↓	46 ↑	34 ↓	46 ↑	37 ↓
At least monthly	19	19	18	13	19	20	18	20	18	21	18
Less than monthly	21	20	23	25	21	20	21	21	21	19	22
NET: Ever feel stressed when driving	79	82 ↑	76 ↓	87	78	85 ↑	74 ↓	87 ↑	73 ↓	86 ↑	76 ↓
Never feel stressed when driving	21	18 ↓	24 ↑	13	22	15 ↓	26 ↑	13 ↓	27 ↑	14 ↓	24 ↑
Sample size	*1206*	*648*	*528*	*70*	*1136*	*501*	*705*	*505*	*682*	*258*	*943*

M3B – How often do you feel stressed when you are driving?
Filter: Driver aged 18-60; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.3 Vehicle ownership

The following section discusses car purchasing behaviour and the types of vehicles people drive.

2.3.1 Car purchasing

Close to a quarter of respondents (23%) who drive or ride had bought a car in the last 12 months, with new car purchases (11%) as likely as used car purchases (12%).

Those aged 18-25 years were significantly more likely to purchase a car (31%), although generally a used car (24% used vs 7% new). This may have safety implications as older cars are generally less safe than newer cars and this group exhibits riskier driving characteristics and increased likelihood of being involved in a crash.

As Victorians pass the age of 60 years, the likelihood of buying a car diminishes (only 15% of this group reported buying a car in the past 12 months). However, it is worth noting that 40-60 year olds are the most likely group to purchase a new car (15%).

Table 14 Bought a car in the last 12 months

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Yes, a new car	11	7	11	15 ↑	9	12	10	11	11	11
Yes, a used car	12	24 ↑	15	10	6 ↓	15 ↑	9 ↓	11	12	19 ↑
NET: Purchased a car	23	31 ↑	26	25	15 ↓	28 ↑	20 ↓	23	23	30
No, I haven't bought a car in the past 12 months	77	69 ↓	74	75	85 ↑	72 ↓	80 ↑	77	77	70
Sample size	*1621*	*207*	*418*	*594*	*402*	*767*	*854*	*1136*	*313*	*172*

VH4 - In the last 12 months, have you bought a car, either new or used?

Filter: Driver; Weighted sample

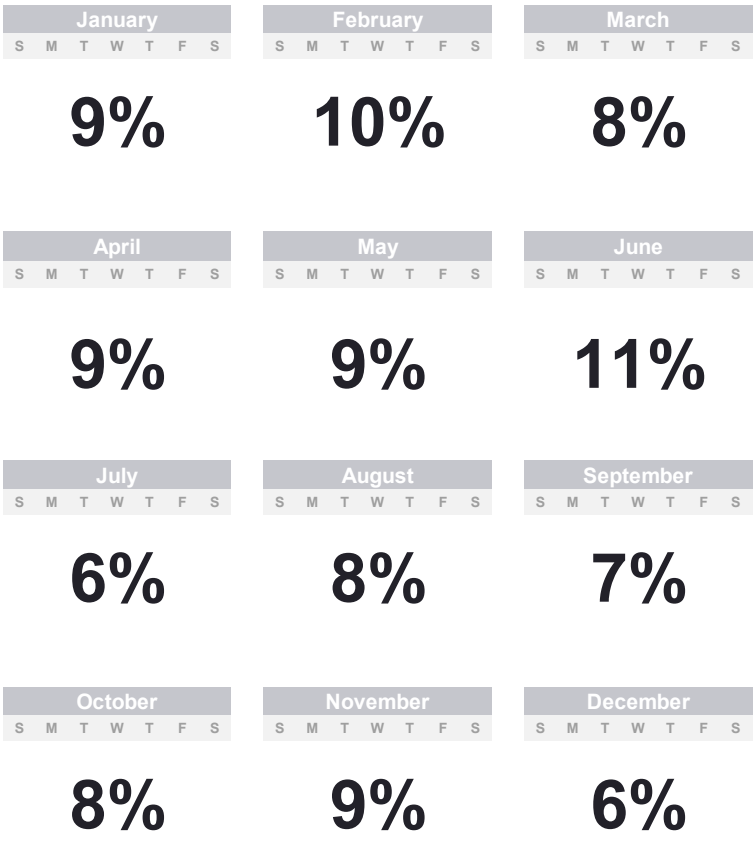
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

2.3.2 Month of car purchase

During 2018 respondents who had purchased a car, either new of used, were asked in which month they had purchased their most recent car. Purchasing a new car was relatively evenly distributed during the year (given the sample size of 172), although there was a small uptick in June (11%), with financial quarter 4 accounting for 29% of vehicle purchases.

Figure 2 Month of car purchase



VH5 – In which month did you most recently purchase a car?

Filter: Purchased a new car (2018 Q2 and Q3 – April to September; 50% of sample randomly selected. Excludes not answered and don't know); Weighted sample; Base n=172

Figures may not add to 100% due to rounding

2.3.3 Reasons for purchasing a new car

The reasons for purchasing a new car are varied, while there are some clear reasons which emerge, just over one in five (22%) responses fell outside the categories derived from the verbatim responses. This demonstrates a long-tail of highly diverse reasons for purchasing a new car.

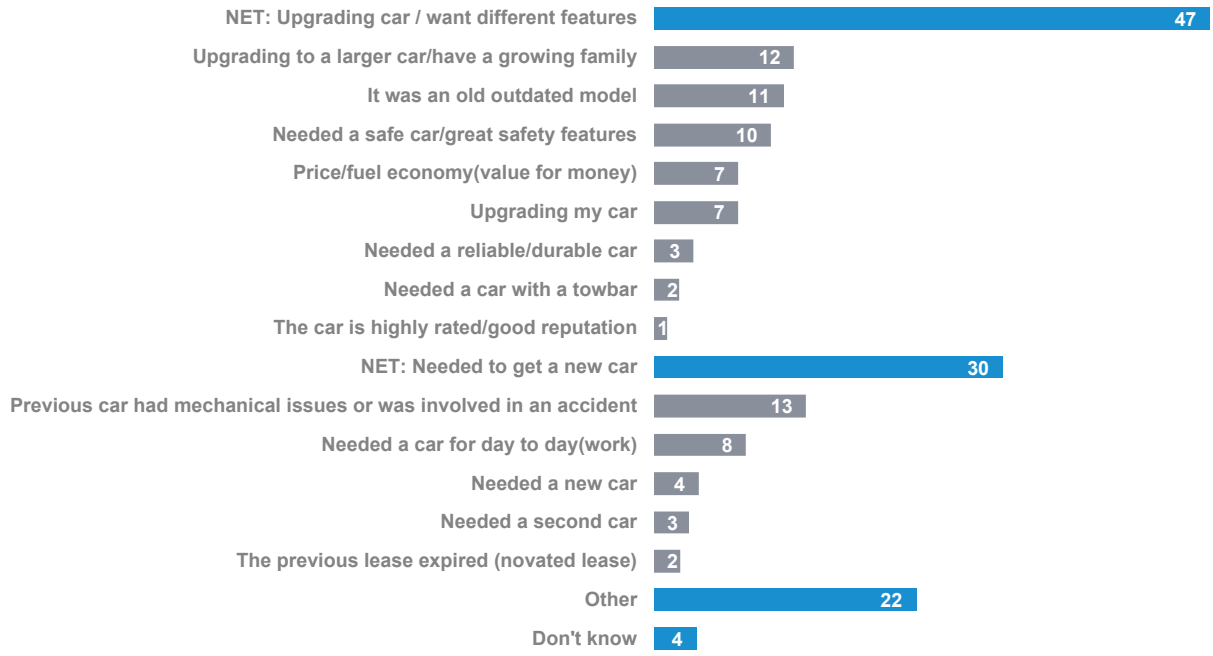
The primary motivation for purchasing a new car was to upgrade from an existing car or to get features not available on the current car (47%).

Less common was to purchase a new car out of necessity (30%), for instance after the current car is damaged, an additional car is required, or a lease has expired.

The principal specific reasons cited by car purchasers include:

- Mechanical issues or damage to their previous car (13%),
- Upgrading to a larger car (12%),
- The previous car was becoming outdated (11%),
- To get improved safety features (8%)

Figure 3 Reasons for purchasing a new car



VH6 Why did you decide to buy the most recent car you purchased
Filter: Purchased a new car (2018 Q2 and Q3 – April to September; 50% of sample randomly selected); Weighted sample; Base n=180
Figures may add to more than 100% as multiple responses permitted

2.3.4 Type of vehicle usually driven

Over two-thirds of respondents (66%) who drive or ride usually drive a car (decrease from 70% in 2017), while 25% drive a SUV/4WD (increase from 22% in 2017) and 7% drive a ute or similar. Key findings include:

- Younger drivers aged 18-25 are significantly more likely to drive cars (83% vs 63% amongst older drivers).
- The proportion reporting that they drive an SUV/4WD increases to just over a quarter from age 26 and older.
- Utes almost exclusively driven by males (12% vs 1% of females) and are significantly more likely to be driven in Rural Balance (17%) and Other Urban (12%) areas than elsewhere.
- Drivers of utes are significantly more likely to engage in risky driving behaviours when compared to the total driving population:
  - Speeding (64% vs 50% overall)
  - Drink driving (10% vs 5% overall)
  - Using a hand-held mobile phone (44% vs 34% overall)

Table 15 Type of vehicle usually driven

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Car	66	83 ↑	64	60 ↓	66	60 ↓	71 ↑	69 ↑	56 ↓	55 ↓
SUV / 4WD	25	11 ↓	27	29 ↑	26	24	27	24	30	27
Ute / Utility / Pickup	7	5	5	8	6	12 ↑	1 ↓	4 ↓	12 ↑	17 ↑
Truck	1	0	1	1	1	1 ↑	0 ↓	1	1	1
Motorcycle	1	1	1	0	0	1	0	1	1	0
Commercial van	1	0	2	1	1	2	1	1	1	1
Sample size	*1607*	*207*	*420*	*588*	*392*	*759*	*848*	*1131*	*306*	*170*

VH1 - What type of vehicle do you usually drive?
Filter: Driver; Weighted sample ("Bus" and "Other" not shown in the table (<1%)
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.4 Road user attitudes and behaviours

The following section details Victorians' attitudes towards driving and road safety and their behaviour.

2.4.1 Perceived level of danger in road user behaviours

Respondents were asked to consider a range of road user behaviours and to rate how dangerous they thought each was on a scale of 0 "not at all dangerous" to 10 "extremely dangerous". A similar set of statements regarding perceptions of danger has been asked previously, and results are shown from 2016 to 2018 for all statements asked in 2018.

The broad areas covered by these statements include driving while impaired by alcohol, driving while drowsy, driving while using a mobile phone, speeding, and cycling.

Three behaviours stand out as being perceived by the community to be of very high risk:

- Driving with an illegal B.A.C. (9.5)
- Driving while very drowsy (9.2)
- Driving while using a handheld mobile phone (9.1)

The perceived danger of crossing the street while listening to headphones decreased from 8.4 in 2016 to 7.9 in 2018. While this was the only significant change over time recorded in these results, a small non-significant increase is evident for cycling on sealed country roads (6.0 in 2017 to 6.3 in 2018).

Speeding behaviours and driving after drinking one alcoholic drink continue to be rated by the community as the least dangerous of the behaviours they were asked to rate.

Figure 4 Perceptions of danger

Average	2016	2017	2018
Drive with an illegal Blood Alcohol Content (BAC) level	9.5	9.5	9.5
Drive while very drowsy	9.2	9.2	9.2
Drive while using a handheld mobile phone	9.1	9.0	9.1
Cross the street while walking and listening to headphones	8.4 ↑		7.9 ↓
Ride a bicycle on urban roads		6.8	6.8
Ride a bicycle on sealed country roads		6.0	6.3
Drive a few kilometres above the posted speed limit in a 100km/h zone	6.2	6.2	6.1
Drive a few kilometres above the posted speed limit in a 60km/h zone	6.2	6.1	6.0
Drive a short time after having one alcoholic drink	5.7	5.7	5.7
Sample size	*452-1175*	*833-1721*	*393-1,661*

DAN1 Using a scale where 0 is "Not at all dangerous" and 10 is "Extremely dangerous", how dangerous do you think it is to… (activity) Total sample (statements are not asked in every quarter), weighted sample

The table below shows the perceived danger of each behaviour in 2018 by demographic. As the table indicates, the general trend in perceptions of danger is that males and those aged under 26 years perceive the danger of these activities as lower than other Victorians.

The following section looks at these behaviours in detail and further shows that the perceived danger of these activities is lower amongst those who engage in them.

Table 16 Perception of danger by demographic (2018)

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Drive with an illegal Blood Alcohol Content (BAC) level	9.5	9.4	9.6	9.5	9.4	9.3 ↓	9.7 ↑	9.5	9.6	9.5
Drive while very drowsy	9.2	8.7 ↓	9.2	9.3	9.4	9.0 ↓	9.4 ↑	9.2	9.1	9.3
Drive while using a handheld mobile phone	9.1	8.6 ↓	8.9	9.2	9.4 ↑	8.9 ↓	9.2 ↑	9.1	9.2	9.0
Cross the street while walking and listening to headphones	7.9	6.0 ↓	7.4 ↓	8.1	9.2 ↑	7.6 ↓	8.1 ↑	7.7 ↓	8.3 ↑	8.4
Ride a bicycle on urban roads	6.8	6.1 ↓	6.5	6.9	7.4 ↑	6.6	7.0	6.6	7.1	7.4
Ride a bicycle on sealed country roads	6.3	5.5	6.4	6.1	7.0 ↑	6.2	6.5	6.3	6.2	6.8
Drive a few kilometres above the posted speed limit in a 100km/h zone	6.1	5.6	6.0	6.0	6.7 ↑	5.5 ↓	6.7 ↑	6.1	6.1	6.2
Drive a few kilometres above the posted speed limit in a 60km/h zone	6.0	5.4 ↓	5.9	6.1	6.4 ↑	5.6 ↓	6.4 ↑	5.9 ↓	6.3	6.6 ↑
Drive a short time after having one alcoholic drink	5.7	6.1	5.8	5.5	5.6	5.1 ↓	6.2 ↑	5.6	5.9	5.8
Sample size (maximum)	1661	221	431	601	410	784	879	1167	323	177

DAN1 Using a scale where 0 is "Not at all dangerous" and 10 is "Extremely dangerous", how dangerous do you think it is to
Total sample (statements are not asked in every quarter), weighted sample

Drink driving

Overall, Victorians consider drink driving to be the most dangerous driving behaviour. In particular, **driving with an illegal B.A.C** which was rated at 9.5 out of 10 (a rating in line with 2017 – 9.5). The following groups had a lower perception of danger for drink driving:

- Males (9.3 vs 9.7 amongst females)
- Those who had driven over their legal BAC in the past 12 months (8.8 vs 9.6 amongst those who had not)

However, people do not consider having only **one alcoholic drink a short time before they drive** particularly dangerous, with a rating of 5.7. Having one alcoholic drink is considered more dangerous amongst females (6.2) than males (5.1). The demographic group with the lowest perceived danger of driving after having one alcoholic drink is males aged over 40 years (4.9).

Driving while drowsy

Driving while drowsy is also perceived to be a very dangerous activity, rated at 9.2 – slightly lower than driving with an illegal B.A.C. and in line with the result from 2017 (also 9.2).

Certain groups had a lower perception of danger for drowsy driving, including:

- Those aged under 26 (8.7 vs 9.3 amongst those aged 26 or over)
- Those who have driven when fatigued (8.8 vs 9.5 amongst those who have not)
- Males (9.0 vs 9.4 amongst females).

Driving while using a hand-held mobile phone

Driving while using a handheld mobile phone (rated at 9.1) is also considered to be very dangerous. Those who have a lower perception of danger for driving while using a handheld phone include:

- Those aged under 40 years (8.8 vs 9.3 amongst those aged 40 or over)
- Males (8.9 vs 9.2 amongst females)
- Those who have used a mobile phone to make a call while driving (8.6 vs 9.3 of those who have not used a phone while driving).

Speeding

Respondents were asked how dangerous they believed it is to **exceed the speed limit by a few kilometres per hour in a 60km/h zone and in a 100km/h zone**. Compared to drink or drowsy driving, or driving while using a hand-held mobile phone, the perceived danger of driving a few kilometres over the speed limit is relatively low regardless of the speed zone (6.0 and 6.1 respectively). The differences across groups included the following:

- Males are less likely to think speeding a few kilometres above the limit is dangerous in both 60km/h (5.6 vs 6.4 amongst females) and 100km/h (5.5 vs 6.7 for females) zones.
- Those in Major Urban areas are also less likely to think speeding in a 60km/h zone is dangerous (5.9 vs. 6.4 for those in other areas).
- Those who frequently exceed the posted speed limit are less likely to think speeding a few kilometres above the limit is dangerous in both 60km/h (5.4 vs 6.6 amongst those who do not frequently exceed speed limits) and 100km/h (5.1 vs 7.1) zones.

Cycling

Respondents were also asked how dangerous they believed it is to **ride a bicycle on urban roads and to ride a bicycle on sealed country roads**. The perceived danger of riding a bicycle on urban roads (6.8) is greater than the perceived danger of riding a bicycle in the country (6.3), although the perceived danger of rising on sealed country roads has increased from 6.0 in 2017 to 6.3 in 2018.

Those aged under 40 are significantly less likely to think cycling dangerous than those aged 40-60, in both the city (6.4 vs 7.1) and in the country (6.1 vs. 6.5).

Experience riding a bicycle decreases the perceived danger of this activity, with those who ride a bicycle at least monthly (6.1) rating the danger of riding on urban roads significantly lower than those who never ride (7.1). The same is true of riding on sealed country road (rated at 5.7 amongst those who cycle at least monthly vs 6.6 amongst those who never cycle).

Pedestrian distractions

Crossing a road while wearing headphones may distract pedestrians and lead to adverse incidents. This activity, including how dangerous it is perceived to be, was tracked in the Road Safety Monitor from April to September 2018.

Differences observed amongst groups include:

- Males (7.6) perceive the danger to be lower than females (8.1)
- Those in Major Urban areas (7.7) rated the danger of crossing the street while listening to headphones lower than those living in other areas (8.3)
- There is substantial difference by age. Those aged 18-25 rated the danger of crossing the street while wearing headphones at 6.0, increasing to 7.4 amongst those aged 26-39 and increasing further with increasing age. Just over one in five (22%) of those aged 18-25 did not perceive this activity as dangerous, providing a rating between zero and three.
- Those who ever cross the street while listening to headphones rated the danger of doing so at 5.8.

2.5 Speeding

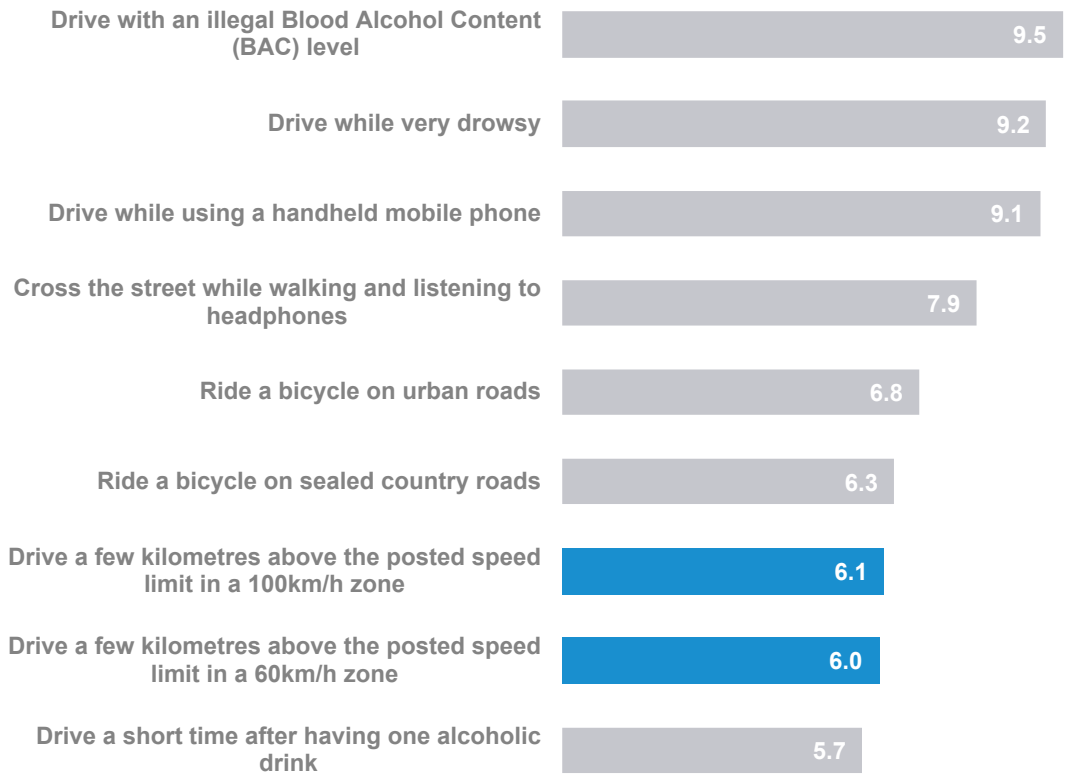
2.5.1 Perceptions of the danger of speeding

The chart below compares drivers' 'danger perception' of driving a few kilometres over the speed limit with the danger associated with other behaviours, such as driving with an illegal BAC, driving while very drowsy, or riding a bicycle on urban roads.

The chart clearly indicates that on the whole people do not consider driving a few kilometres over the speed limit to be as dangerous as behaviours such as driving with illegal blood alcohol content or driving while very drowsy or driving while using a handheld mobile phone.

However, the 'danger perception' of driving a few kilometres over the speed limit is slightly lower than that of riding a bicycle on sealed country roads, and slightly greater than that of driving a short time after having one alcoholic drink.

Figure 5 Perceptions of Danger (speeding highlighted)



Using a scale where 0 is "Not at all dangerous" and 10 is "Extremely dangerous", how dangerous do you think it is to:
Total sample; Weighted; base n = from 393 to 1661

Considering the perceived level of danger of driving even a few kilometres over the speed limit amongst Victorians by demographic characteristics, the following is evident from the results shown in Table 17:

- Perceived danger is lower amongst 18-25 year olds and higher amongst 61-90 year olds.
- Males perceive less danger in speeding than females, especially in 100km/h zones.
- Victorians living in Other Urban/Rural Balance areas rate the danger of speeding in a 60km/h zone relatively high compared to those living in Major Urban areas.

Table 17 Perception of the danger of speeding by demographic

Average (rating 0-10)	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
60km/h zone	6.0	5.4 ↓	5.9	6.1	6.4 ↑	5.6 ↓	6.4 ↑	5.9 ↓	6.3	6.6 ↑
100km/h zone	6.1	5.6 ↓	6.0	6.0	6.7 ↑	5.5 ↓	6.7 ↑	6.1	6.1	6.2
Sample size	*1640*	*219*	*424*	*593*	*404*	*773*	*867*	*1147*	*318*	*175*

DB2E In the past three months, how often did you drive when feeling drowsy?
Filter: Driver; weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Those engaging in illegal behaviours such as making a call with a hand-held phone, or writing and sending a text message while driving, were less likely to believe that driving a few kilometres over the speed limit was dangerous. Most noticeably, 'speeders' are significantly less likely to believe driving a few kilometres over the speed limit is dangerous in a 100km/h zone (5.1 mean on a 10 point scale vs 7.1 amongst 'non-speeders'). These are very similar results to those from 2017.

Table 18 Perception of the danger of speeding by driving behaviours

Average (rating 0-10)	Total	Speeding		Drink driving		Mobile phone use		Driving fatigued		Involvement in a crash	
		Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
60km/h zone	6.0	5.4 ↓	6.6 ↑	5.0 ↓	6.0 ↑	5.4 ↓	6.3 ↑	5.6 ↓	6.3 ↑	5.7 ↓	6.1 ↑
100km/h zone	6.1	5.1 ↓	7.1 ↑	4.4 ↓	6.2 ↑	5.3 ↓	6.5 ↑	5.5 ↓	6.4 ↑	5.7 ↓	6.2 ↑
Sample size	*1640*	*779*	*777*	*84*	*1515*	*538*	*1061*	*594*	*976*	*308*	*1326*

DB2E In the past three months, how often did you drive when feeling drowsy?
Filter: Driver; weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

It is worth noting that amongst the demographic groups and sub-groups of drivers who engage in illegal behaviour or who have experienced a crash, the highest rating for the level of danger incurred while speeding was 7.1 (non-speeders). This is slightly above the danger ascribed to riding a bicycle

on an urban road (6.8) and substantially lower than crossing the street while listening to headphones (7.9). Across the Victorian community, low-level speeding is not perceived to be particularly dangerous, and many – particularly younger drivers, males and those who engage in illegal driving behaviours – award ratings indicating only moderate danger.

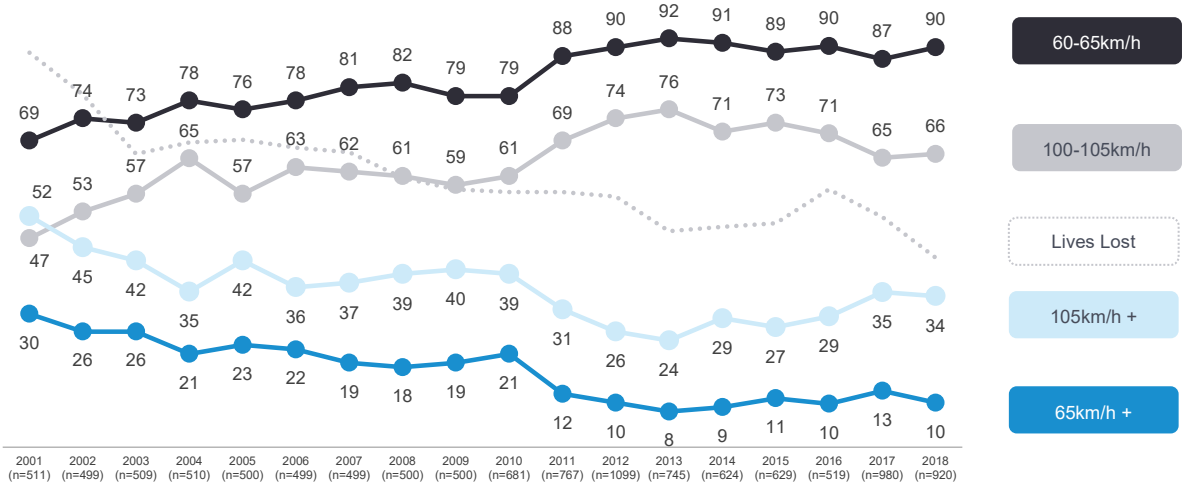
2.5.2 Definition of speeding

To understand how road users defined speeding, respondents were asked to indicate how fast they thought people should be allowed to drive in a 60km/h and a 100km/h zone without being booked for speeding. Note, the results in this section are only shown for drivers aged 18-60 years for historical comparability.

The chart below indicates that the majority of respondents believe that drivers should have no more than 5km/h 'grace' in both 60km/h and 100km/h zones - the large majority of respondents (90%) believe they should only be able to drive up to 65km/h in a 60km/h zone; while almost two-thirds (66%) provided a speed of up to 105km/h in a 100km/h zone.

There appears to have been **a decline in support for a 'low tolerance'** approach to speeding in 100km/h zones in the last five years. Since 2013, the proportion of respondents who believe drivers should not be booked if driving 105km/h in a 100km/h zone has increased from 24% to 34% in 2018. However, the proportion believing drivers should not be booked if driving at 65km/h in a 60km/h zone has fallen from 13% in 2017 back to 10% in 2018.

Figure 6 Definition of speeding



DAN2- How fast should people be allowed to drive in a 60km/h zone without being booked for speeding?
Filter: Aged 18-60 years who could specify a number and not below 60km/h
DAN3 - How fast should people be allowed to drive in a 100km/h zone without being booked for speeding?
Filter: Aged 18-60 years who could specify a number and not below 60km/h
Figures may not add to 100% due to rounding

Males (41%) are significantly more likely than females (27%) to think that drivers should not be booked if driving at 105km/h in a 100km/h zone. A similar pattern is apparent in 60km/h zones – males (15%) are more likely than females (6%) to believe drivers should be able to drive at 65km/h without being booked.

Respondents were then asked how often they drive at or above the speed they had nominated as the speed they should be able to drive in a 60km/h or 100km/h zone before being booked for speeding.

The results did not differ depending on respondents' views on how fast they thought people should be allowed to drive before being booked for speeding.

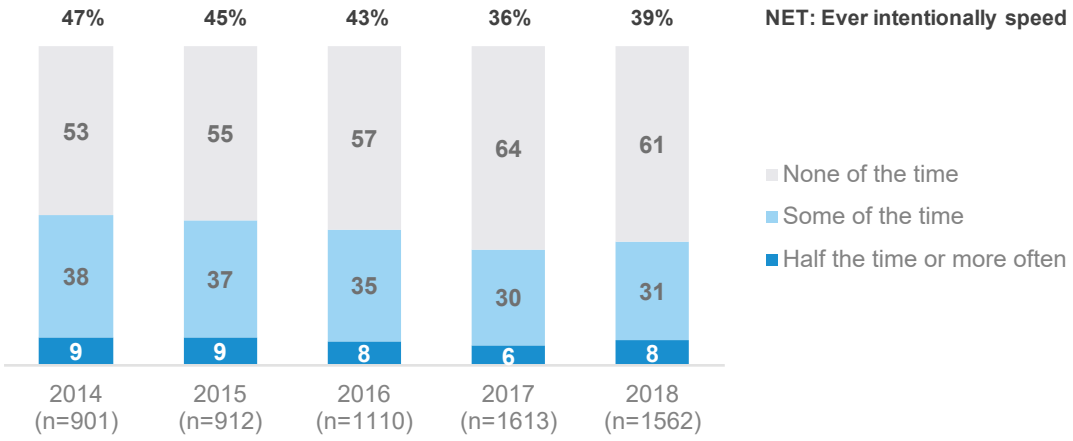
2.5.3 Intentionally driving over the speed limit

In addition to covering the self-reported speed at which penalties should apply, respondents were asked how often they intentionally drove above the posted speed limit in the last three months. Note these questions were asked of all respondents who drive.

While the majority reports never intentionally speeding (61% in a 60km/h zone and 57% in a 100km/h zone), a sizable minority do intentionally speed. Just under four in ten (39%) ever intentionally exceed the speed limit in a 60km/h zone while just over four in ten (44%) do so in a 100km/h zone.

Figure 7 below shows the incidence of intentionally speeding in a 60km/h zone since 2014. Over time the proportion of Victorians who report speeding in a 60km/h zone has declined marginally, this is particularly evident from 2017.

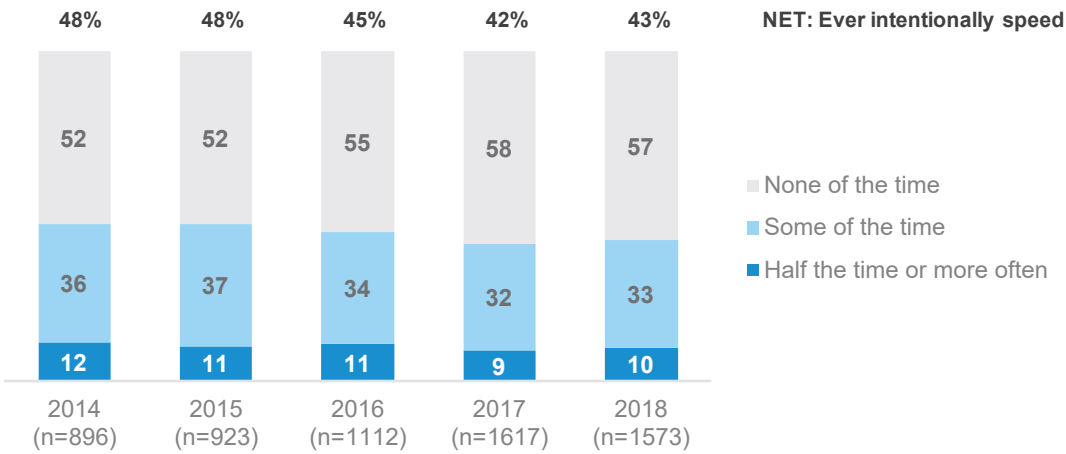
Figure 7 Intentionally driving over the speed limit in a 60km/h zone over time



DB1A In the past three months, how often did you intentionally drive above the limit in a 60km/h zone, even if by only a few km's per hour?
Filter: Drivers; Weighted sample

A similar, although far smaller trend, is evident for reported speeding in a 100km/h zone, as shown in Figure 8. Whereas historically, speeding behaviour was relatively consistent across 60km/h and 100km/h speed zones, speeding now appears to be slightly more common in 100km/h zones. It is also worth noting that high frequency speeding (half the time or more often) is slightly more prevalent in 100km/h speed zones versus 60km/h speed zones.

Figure 8 Intentionally driving over the speed limit in a 100km/h zone over time



DB1A In the past three months, how often did you intentionally drive above the limit in a 100km/h zone, even if by only a few km's per hour?
Weighted sample; Filter: Drivers
Figures may not add to 100% due to rounding

The extent of driving over the speed limit tended to be higher amongst younger people and males, in particular:

- Those aged 18-39 (46%) were more likely to ever speed in 60km/h zones (vs 34% amongst those aged over 40), as were males (42% vs 36% females). Drivers living in Rural Balance areas (30%) were less likely to ever speed in 60km/h zones than their urban counterparts in Major Urban and Other Urban areas (40%).
- In 100km/h zones, those aged 18-39 (50%), males (49%) and those in Rural Balance and Other Urban areas (51%) were most likely to ever speed.

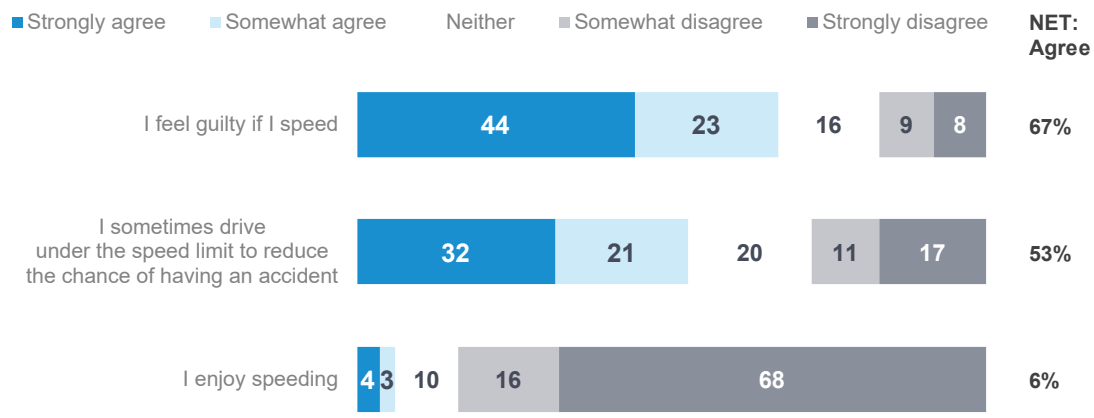
What was noticeable, however, was that those who were more likely to go over the speed limit were also more likely to engage in other illegal behaviours such as making illegal mobile calls while driving or drink driving. For example, those who make illegal phone calls are significantly more likely to intentionally drive above the 60km/h limit at least half the time (13% vs 5% amongst those who never make illegal mobile calls). Similarly, those who make illegal mobile calls are more likely to intentionally drive above the 100km/h speed limit at least half the time (20% vs 5%). This difference was slightly more pronounced in 2018 compared to 2017.

2.5.4 Attitudes towards speeding

A series of statements regarding speeding was presented to respondents and they were asked the extent to which they agreed or disagreed with each.

A majority (67%) admit that speeding makes them feel guilty, an increase from 2017 (63%). Just over half (53%) of drivers report that they sometimes drive under the speed limit to reduce the chance of having an accident, although more than a quarter do not (28%). A minority (6%) agree that they enjoy speeding.

Figure 9 Attitudes towards speeding



SP1 - The following are some statements some people believe about speeding and speed limits. On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", (to what extent do you agree or disagree / please tell us the extent to which you agree or disagree) with the following statements…

Weighted sample; Filter: Drivers, excludes don't know and non-response

Figures may not add to 100% due to rounding

These views were largely held amongst each of the main demographics, although females and those aged 61 or over tended to hold somewhat stronger views against speeding, for example:

- 'I enjoy speeding' – those aged 61-90 (78%) and females (74%) were more likely to ***strongly disagree*** than the average (68%), and
- 'I feel guilty if I speed' - those aged 61-90 (54%) and females (53%) were more likely to ***strongly agree*** than the average (44%).

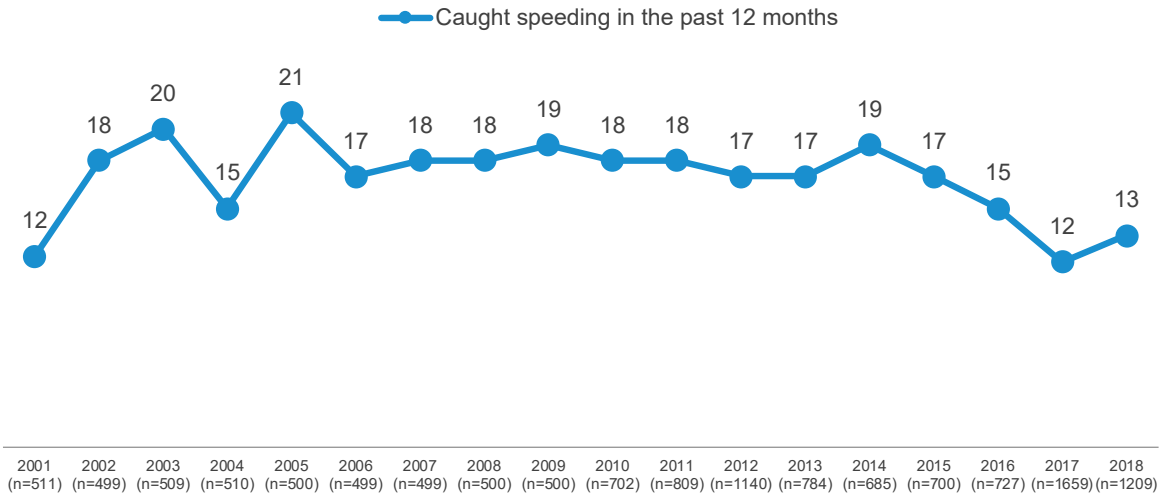
There were few demographic differences concerning agreement with 'sometimes driving under the speed limit to reduce the chance of having an accident'. Although drivers who also speed, use a hand-held mobile phone or drive fatigued were less likely to agree that they sometimes drive under the speed limit:

- Speed (47% agree vs 59% of those who do not speed),
- Drive while using a handheld mobile phone (48% agree vs 55% of those who do not),
- Drive fatigued (48% agree vs 56% of those who do not).

2.5.5 Caught speeding

Participants were asked if they had been caught speeding in the last twelve months. The chart below shows that among licence holders aged up to 60, there has been a halt in the significant decline in the proportion who reported being caught speeding, with 13% reporting being caught speeding in 2018.

Figure 10 Caught speeding



SP2 - Have you been caught speeding in the last 12 months?
Filter: Licence holders aged 18-60 with a valid response

Males aged up to 60 were significantly more likely to have been caught speeding than females aged up to 60 (16% vs. 11%). In particular, males aged 26-39 years (20%) were most likely to report having received a speeding fine in the past 12 months. As discussed, males are more likely to engage in speeding behaviour, and increased speeding behaviour corresponds to greater exposure to penalties.

Table 19 Caught speeding in the past 12 months

Column %	Total	Male			Female		
		18 - 25	26 - 39	40 - 60	18 - 25	26 - 39	40 - 60
Yes, caught speeding	13	13	20 ↑	14	10	11	11
No	87	87	80 ↓	86	90	89	89
Sample size	*1209*	*93*	*196*	*279*	*114*	*221*	*306*

SP2 - Have you been caught speeding in the last 12 months?
Filter: Licence holders aged 18-60 with a valid response
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Amongst those who report exceeding the speed limit at all in the past three months, three in twenty (16%) have been caught speeding in the past 12 months versus one in ten (9%) who claim to have not exceeded the speed limit in the past three months.

2.5.6 Speeding behaviour without penalties

Respondents were presented with a hypothetical scenario, where there were no fines or other penalties for exceeding the speed limit, although speed limits were still set, and asked the extent to which they believe they would exceed those limits.

While around six in ten reported they have intentionally exceeded the speed limit in the past three months (see section 2.5.3), three quarters (76%) say they would exceed the speed limit if there were no penalties for doing so. However, most people believe they would be judicious, with around half (49%) saying they would do so only rarely.

Those most likely to exceed the speed limit in this scenario share characteristics with those who already report speeding behaviour - that is they are more likely to be aged under 40 years (83%) or male (80%).

It is perhaps not surprising that nearly all (93%) of those who already speed would exceed the set speed limits in this scenario.

Table 20 Speeding behaviour without penalties

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Always	3	4	4	4	2	5 ↑	2 ↓	3	4	3
Most of the time	8	13 ↑	10	9	3 ↓	10	7	9	9	6
Sometimes	15	24 ↑	20 ↑	13	6 ↓	15	14	15	12	13
Rarely	49	41 ↓	49	53	50	50	49	49	52	52
NET: Ever	**76**	**83 ↑**	**82 ↑**	**78**	**61 ↓**	**80 ↑**	**72 ↓**	**76**	**77**	**75**
Never	24	17 ↓	18 ↓	22	39 ↑	20 ↓	28 ↑	24	23	25
Sample size	*1533*	*202*	*396*	*550*	*385*	*727*	*806*	*1067*	*303*	*163*

SP5 If there were no fines or other penalties for exceeding the speed limit, although there were still speed limits set, how often do you think you would exceed those limits?

Weighted sample; Filter: Drivers, excludes don't know and non-response

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

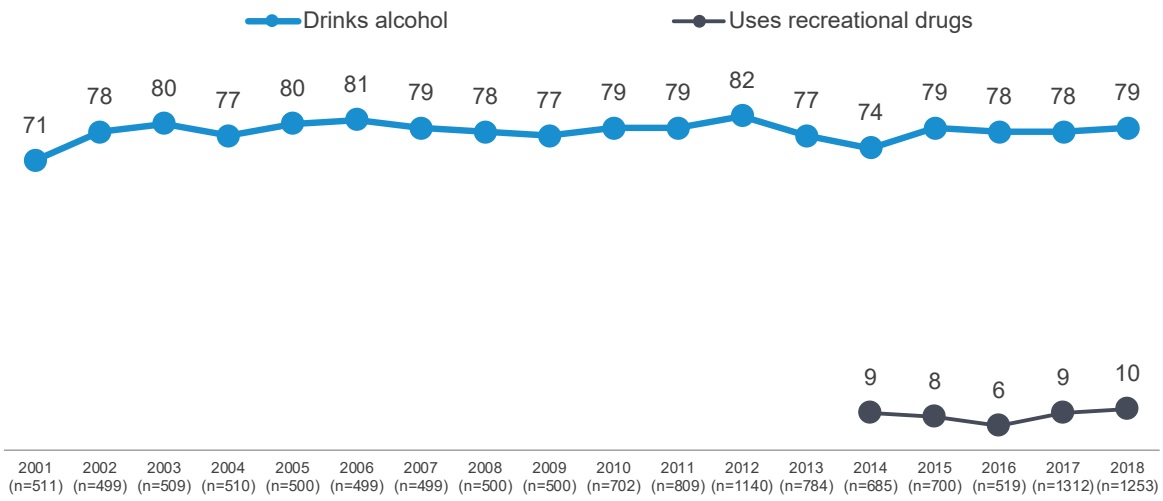
Figures may not add to 100% due to rounding

2.6 Impaired driving

2.6.1 Use of drugs and alcohol

All participants were asked whether they drink alcohol and if they had used recreational drugs in the last 12 months. The chart below shows that among licence holders aged 18 to 60, around four in five (79%) ever drink alcohol, while about one in ten (10%) have used recreational drugs in the last twelve months. While these results are almost identical to 2017, it is worth noting the trend in recreational drug use which has increased each year since 2016.

Figure 11 Use of drugs and alcohol



DK2 - Do you ever drink alcohol?
DG3 - In the last 12 months, have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.)?
Filter: Licence holders aged 18-60 with a valid response
** Note: 'Drug use' was introduced in 2014*

For the sake of comparison with past results, the figure above only includes those aged 18-60. By contrast, the table below, and the other results from this section of the report, includes those aged over 60 so that we are able to see how results vary across all age groups. As the table below indicates, males appeared more likely than females to ever drink alcohol (79% vs 74%), although the difference was not statistically significant.

In terms of using recreational drugs, those aged 18-25 were significantly more likely to do so than older participants (20% vs 6% of those aged 26-90).

Table 21 Use of alcohol and recreational drugs

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Drinks alcohol	77	79	78	79	70 ↓	79	74	77	76	79
Uses recreational drugs	8	20 ↑	11	6	1 ↓	10	7	8	8	8
Sample size	*1670*	*221*	*429*	*603*	*417*	*787*	*883*	*1168*	*326*	*176*

DK2 - Do you ever drink alcohol?

DG3 - In the last 12 months, have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.)?

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Filter: Licence holders with a valid response

Figures may not add to 100% due to rounding

Those indulging in risky behaviours are, on the whole, more likely to drink alcohol and/or take recreational drugs. For example, those who speed are more likely to drink alcohol than those who do not speed (84% vs 71%) and those who use mobile phones illegally are more likely to use recreational drugs (15% vs 5% amongst those who don't use mobile phones illegally). Those who have been involved in a crash in the past five years are also more likely to drink alcohol and take drugs compared to those who have not.

Table 22 Use of alcohol and recreational drugs by behaviour

Column %	Total	Speeding		Drink driving		Mobile phone use		Driving fatigued		Involvement in a crash	
		Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Drinks alcohol	77	84 ↑	71 ↓	99 ↑	76 ↓	84 ↑	73 ↓	85 ↑	73 ↓	82 ↑	76 ↓
Uses recreational drugs	8	12 ↑	5 ↓	26 ↑	7 ↓	15 ↑	5 ↓	13 ↑	5 ↓	14 ↑	7 ↓
Sample size	*1670*	*786*	*794*	*84*	*1545*	*542*	*1087*	*599*	*995*	*315*	*1350*

DK2 - Do you ever drink alcohol?

DG3 - In the last 12 months, have you used recreational drugs (for example, methamphetamine, ice, marijuana etc.)?

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Filter: Licence holders with a valid response

Figures may not add to 100% due to rounding

2.6.2 Drink driving

2.6.2.1 Incidence of illegal drink driving

In the last 12 months, 3% of participants claimed to have been a passenger when they thought the driver was over the blood alcohol limit, the same percentage recorded in 2016 and 2017.

Amongst those who drive, 5% indicated they had driven a car when they thought they were over the blood alcohol limit. Those who drink drive are significantly more likely to be male (8%) than female (3%).

The tables below indicate that those aged 18-25 were significantly more likely to be a passenger in a car when they thought the driver was over the blood alcohol limit (7% vs 2% for those aged 26 or older).

Table 23 Illegal drink driving – demographics

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Been a passenger in car when driver was over their legal BAC	3	8 ↑	4	1 ↓	1	3	3	3	2	3
Sample size	*1674*	*220*	*431*	*606*	*417*	*791*	*883*	*1171*	*326*	*177*
Driven when over legal BAC	5	7	6	6	3	8 ↑	3 ↓	6	2	7
Sample size	*1629*	*205*	*421*	*599*	*404*	*770*	*859*	*1142*	*315*	*172*

DK1 - In the last 12 months, have you been a passenger in a car when you knew or thought the driver was over their legal blood alcohol limit?

Total sample; Weighted

DK3 - In the last 12 months, have you driven a car when you knew or thought you were over your legal blood alcohol limit, even slightly?

2.6.2.2 Frequency of illegal drink driving

Of the 85 survey participants who had driven over the BAC limit, 41% claimed to have done so once, 40% had done so twice and 19% had done so at least three times. These results suggest about 1% of the driving public drive over the BAC limit at least three times a year, down from 2% in 2017.

2.6.2.3 Legal drink driving

As well as illegal drink driving, respondents are asked whether they have driven after drinking alcohol, but while they believed they were under their legal blood alcohol content (BAC) (legal drink driving).

Across the Victorian population, just under half (48%) reports driving after drinking, but when they believed they were under their legal BAC. This behaviour was substantially less likely amongst 18-25-year olds, many of whom still have BAC licence restrictions, and a relatively high comparative proportion (6%) do not drive. Those most likely to engage in this behaviour include:

- Those aged 40-60 years (58%), and
- Males (54%)

Table 24 Legal drink driving – demographics

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Driven after drinking while under legal BAC	**48**	**23** ↓	**49**	**58** ↑	**46**	**54** ↑	**42** ↓	**49**	**45**	**47**
NET: Has not driven after drinking alcohol in past 12 months	52	77 ↑	51	42 ↓	54	46 ↓	58 ↑	51	55	53
No, not in the past 12 months	10	12	9	8	13	9	11	9	12	9
Never drives after drinking	18	41 ↑	18	13 ↓	12 ↓	15	20	17	20	21
Never drinks alcohol	22	18	21	21	27	20	24	23	21	20
Doesn't drive / has not driven in past 12 months	2	6 ↑	2	1	2	2	2	2	2	3
Sample size	*1245*	*171*	*330*	*444*	*300*	*586*	*659*	*863*	*240*	*142*

DK8 - In the last 12 months, have you driven a car after drinking alcohol when you knew or thought you were under the legal blood alcohol limit?

Filter: Total sample; Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

2.6.2.4 Number of drinks

Close to three quarters (73%) of those who drive and drink alcohol would only have one or two drinks if they were considering driving. On average, males would be willing to have more drinks than females with 11% willing to have three or more drinks (vs. 2% amongst females).

Coinciding with a higher proportion of the youngest age cohort being 'p-platers', those aged 18-25 were significantly more likely to not drink at all before driving (53% vs. 16% those aged over 25).

Table 25 Number of drinks – demographics

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Would not drive after drinking	21	53 ↑	20	14 ↓	13 ↓	18	24	21	20	21
One drink	26	20	23	27	32 ↑	20 ↓	32 ↑	25	29	25
Two drinks	47	26 ↓	49	51	50	51 ↑	43 ↓	47	44	45
Three or more drinks	7	1 ↓	9	8	5	11 ↑	2 ↓	6	7	8
Sample size	*1153*	*155*	*318*	*427*	*253*	*568*	*585*	*808*	*219*	*126*

DK5 What is the highest number of alcoholic drinks you would have and still consider driving

Filter: Driver/ Drink alcohol; Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

2.6.2.5 Being caught when driving over the limit

Views were polarised regarding how easy or difficult it was for people to avoid be caught when driving over the legal blood alcohol limit with 35% believing it would be easy to avoid be caught and 27% believing it would be difficult. The remainder (37%) thought it would be neither easy nor difficult. Compared to 2017 there was a small increase in the proportion of Victorians who believe it is easy for people to avoid being caught (32% in 2017 vs 35% in 2018), although this increase was not evident for those who drink drive (32% in 2017 to 26% in 2018). Views did not vary by age, gender or location.

Table 26 How easy it is to avoid being caught driving over the legal BAC limit

Column %	Total	Speeding		Drink driving		Mobile phone use		Driving fatigued		Involvement in a crash	
		Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
NET: Easy	35	34	38	26	36	35	36	37	34	35	36
NET: Difficult	27	29	25	30	27	23 ↓	29 ↑	23 ↓	30 ↑	28	27
Extremely easy - 1	13	11 ↓	15 ↑	5	13	10 ↓	15 ↑	13	12	12	13
2	22	23	22	21	23	25	21	24	22	23	22
3	37	37	37	44	37	42 ↑	35 ↓	41	35	37	38
4	17	21 ↑	12 ↓	21	16	17	16	18	16	18	16
Extremely difficult - 5	10	8 ↓	13 ↑	9	11	6 ↓	13 ↑	4 ↓	14 ↑	10	11
Sample size	*1480*	*738*	*702*	*80*	*1400*	*509*	*971*	*563*	*892*	*283*	*1193*

EN1 How easy or difficult is it for people to avoid being caught when driving over the legal blood alcohol limit?
Filter: Driver; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.6.3 Drug driving

2.6.3.1 Recreational drugs used

Those who used recreational drugs in the last 12 months were most likely to have used cannabis/marijuana (6% of all survey participants) or stimulants (3%) such as ecstasy, meth, ice, speed or cocaine. Drug use is significantly higher amongst those aged 18-25, with one in five (20%) reporting they have used recreational drugs in the past 12 months.

Table 27 Use of alcohol and recreational drugs

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
NET: Used recreational drugs in the past 12 months	8	20 ↑	11	6	1 ↓	10	7	8	8	8
Cannabis / marijuana	6	16 ↑	7	4	1 ↓	7	4	6	5	3
Stimulants	3	7 ↑	5 ↑	1 ↓	1 ↓	3	2	3	3	1
Prescription medications for non-medical purposes	2	5	2	3	1	2	3	2	3	3
Hallucinogens	1	5 ↑	1		1	1	1	1	1	
Opioids	0				1	1		1		
Sample size	*1681*	*222*	*433*	*607*	*419*	*793*	*888*	*1178*	*326*	*177*

DG3 - In the last 12 months, which of the following recreational drugs have you used?
Figures may not add to 100% due to rounding

2.6.3.2 Driving after using recreational drugs

Considering the proportion of drivers who drive after taking drugs, this stands at 2.2% in 2018 – an increase from 1.5% in 2017. More than half of those who report driving after taking drugs have done so multiple times in the past year.

Driving after taking recreational drugs is more common amongst those on P-Plates (3.2%), this is not surprising given the much higher use of recreational drugs amongst 18-25 year olds.

Table 28 Frequency of driving after taking drugs

Column %	2017	2018
NET: Driven after using recreational drugs in the past 12 months	**1.5**	**2.2**
Once in the last 12 months	0.5	1.0
Twice in the last 12 months	0.3	0.3
3 to 5 times in the last 12 months	0.2	0.3
6 to 10 times in the last 12 months	0.2	0.2
More than 10 times in the last 12 months	0.2	0.4
Not at all in the last 12 months	6.7	5.9
Does not use recreational drugs / does not drive	91.8	91.9
Sample size	*1250*	*1515*

DG3 - In the last 12 months, which of the following recreational drugs have you used?
DG4 In the last 12 months, how often have you driven a vehicle, or ridden a motorbike, after using recreational drugs?
Filter: Drivers with a valid response
Figures may not add to 100% due to rounding

2.6.3.3 Being caught driving after using recreational drugs

Views were polarised regarding how easy or difficult it was for people to be caught when driving after using recreational drugs with 41% believing it would be easy to avoid being caught and 26% believing it would be difficult. A third (33%) thought it would be neither easy nor difficult. While those who use recreational drugs were nearly as likely as those who do not use drugs to believe it would be difficult to avoid being caught (21% vs 26% respectively), they were much less likely to think it would be extremely difficult (4% vs 12%).

2.7 Fatigue

A section on fatigue was introduced in 2017 to examine the prevalence of fatigued driving and its consequences. These questions were not included in 2018, although questions determining the incidence of fatigued driving were asked.

Amongst all Victorian drivers, over a third (37%) report that they have driven while drowsy in the past three months – slightly higher than the 34% reported in 2017. Incidence of driving while drowsy is higher amongst younger drivers with over half (54%) of those aged 18-25 reporting that they had driven while drowsy (and more frequently than older drivers). The propensity to drive fatigued decreases with age.

Table 29 How often driven when drowsy in the past three months

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
NET: Ever	37	54 ↑	41	38	23 ↓	40	35	36	42	40
Half the time or more often	3	8 ↑	5 ↑	2 ↓	1 ↓	3	4	3	4	4
Some of the time	34	46 ↑	35	36	23 ↓	37 ↑	31 ↓	33	37	36
None of the time	63	46 ↓	59	62	77 ↑	60	65	64	58	60
Sample size	*1601*	*204*	*413*	*588*	*396*	*757*	*844*	*1119*	*311*	*171*

DB2E In the past three months, how often did you drive when feeling drowsy?
Filter: Driver; weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.8 Distractions

Participants were asked how frequently they engaged in distracting behaviours with their mobile phones. About a third (34%) of respondents claim to have used a hand-held mobile phone while driving in the past three months. Over two in five (43%) respondents aged under 40 years reported having read a text message while driving in the past three months.

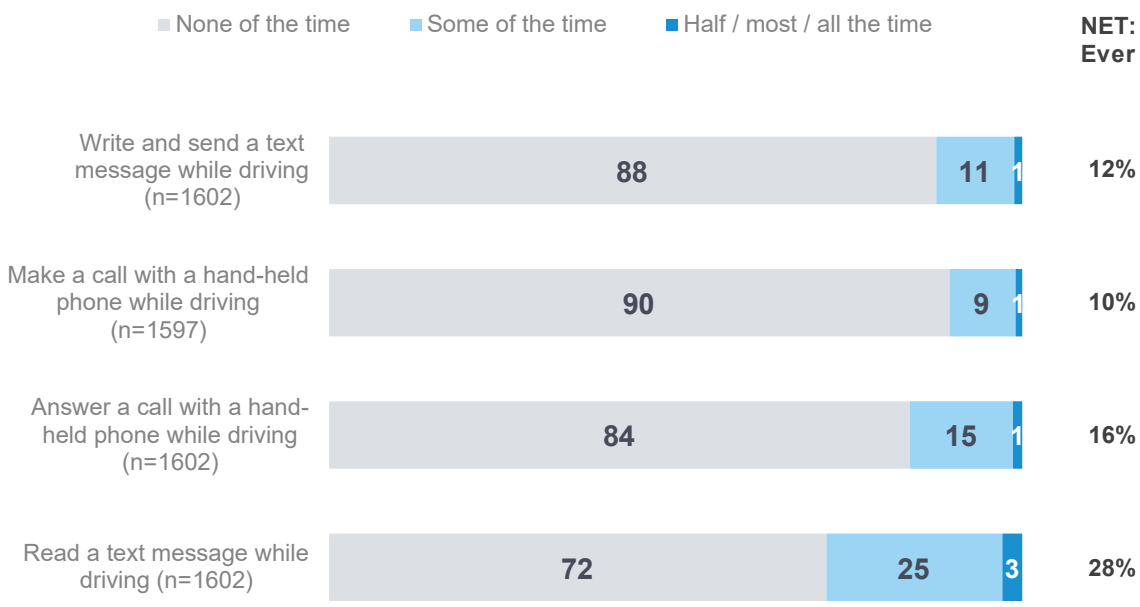
Those who do use a mobile phone while driving are most likely to read a text message while driving (28%). Smaller proportions admit to:

- Answering a call with a hand-held phone while driving (16%),
- Writing and sending a text message while driving (12%),
- Making a call with a hand-held phone while driving (10%).

Mobile phone use has remained largely stable since 2016.

Participants were more likely to answer a call or read a text (33%) than to make a call or write a text (18%).

Figure 12 Mobile phone usage while driving



DB2ABCD - In the past three months, how often did you….
Filter: Driver; Weighted sample
Figures may not add to 100% due to rounding

Examining use of mobile phones while driving by demographics shows much greater use amongst those aged under 40. Key findings are:

- Half (50%) of 26-39 year olds report having used a mobile phone while driving, with 45% of this age group having read a text message while driving.

- Drivers in Major Urban areas (14%) were most likely to write and send a text message while driving. We note that these drivers spend more time in slow moving and stopped traffic than those driving in Other Urban/Rural Balance areas, which may exacerbate this behaviour.
- Drivers aged 18-25 years were most likely to answer a hand-held mobile phone while driving, with this behaviour decreasing with age. This may relate to a lack of Bluetooth options in vehicles driven by this cohort, coupled with a high level of mobile phone use.

Table 30 Use of a mobile phone while driving by demographics

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Uses a mobile phone while driving	34	45 ↑	50 ↑	34	10 ↓	35	32	35	33	28
Make a call with a hand-held phone while driving	10	16 ↑	17 ↑	10	2 ↓	11	10	11	10	8
Answer a call with a hand-held phone while driving	16	27 ↑	22 ↑	14	7 ↓	17	15	16	19	16
Write and send a text message while driving	12	20 ↑	22 ↑	9 ↓	2 ↓	12	13	14 ↑	9	8
Read a text message while driving	28	38 ↑	45 ↑	28	6 ↓	29	27	29	28	20 ↓
Sample size	*1587*	*199*	*411*	*581*	*396*	*753*	*834*	*1110*	*310*	*167*

DB2ABCD - In the past three months, how often did you….
Filter: Driver; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.8.1.1 Being caught while using a mobile phone without hands free

Drivers were more likely to believe it is easy than difficult to avoid being caught while using a mobile phone without hands free (50% vs 22%). Three in ten (29%) thought it would be neither easy nor difficult. These findings were similar to those from 2017.

2.9 Pedestrian distractions

Respondents were asked several questions concerning the frequency and causes of pedestrian distractions.

2.9.1 Frequency of pedestrian distractions

Respondents were asked how often they crossed the street while listening to headphones in the last three months. Over one-fifth (22%) had done so in the last three months, while one in ten (10%) do so at least half the time. Younger people are on average more likely to listen to headphones while crossing the street, with 29% of those aged 18-25 doing do at least half the time, compared to 16% of those aged 26-39, and only 4% of those aged 40-60 and 1% of those aged over 60.

Figure 13 Frequency of crossing the street with headphones

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
All / Most / Half the time	10	29 ↑	16 ↑	4 ↓	1 ↓	10	9	12 ↑	4 ↓	2 ↓
Some of the time	12	26 ↑	17 ↑	9	2 ↓	13	11	14 ↑	6 ↓	9
NET: Ever	22	54 ↑	33 ↑	13 ↓	3 ↓	24	20	26 ↑	11 ↓	10 ↓
None of the time	78	44 ↓	67 ↓	86 ↑	96 ↑	76	80	74 ↓	89 ↑	90 ↑
Don't Know	0	2	0	1	0	1	0	1	1	0
Sample size	*828*	*111*	*217*	*295*	*205*	*390*	*438*	*577*	*157*	*94*

PED1 In the last three months, how often did you cross the street while listening to headphones (calls, music, podcasts etc.)?
Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Respondents were asked how often they crossed the street while looking at a mobile phone in the last three months. Over one-third (34%) had done so in the last three months, while about one in twenty (6%) do so at least half the time. Those aged 18-25 are significantly more likely to do so at least half the time (21%) than those aged 26-39 (9%), 40-60 (2%) or over 60 (0%).

Figure 14 Frequency of crossing the street looking at a mobile phone

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
All / Most / Half the time	6	21 ↑	9	2 ↓	0 ↓	5	8	7	5	4
Some of the time	28	37	45 ↑	28	5 ↓	28	27	31 ↑	23	16 ↓
NET: Ever	34	58 ↑	54 ↑	31	5 ↓	33	35	38 ↑	28	20 ↓
None of the time	65	41 ↓	45 ↓	68	95 ↑	65	64	62 ↓	72	78 ↑
Don't Know	1	1	1	1	0	1	1	1	1	2
Sample size	*829*	*112*	*217*	*295*	*205*	*390*	*439*	*578*	*157*	*94*

PED1 In the last three months, how often did you cross the street while looking at a mobile phone?
Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.9.2 Causes of pedestrian distraction

Survey respondents were asked whether they had been distracted by a number of things while walking around. Respondents were most likely to have been distracted by the actions of other road users (mentioned by 52%), ahead of their own thoughts (44%), mobile phones (36%), other pedestrians (34%) and signs on the road (24%). Younger respondents were more likely to be distracted than older respondents.

Figure 15 What distracts pedestrians

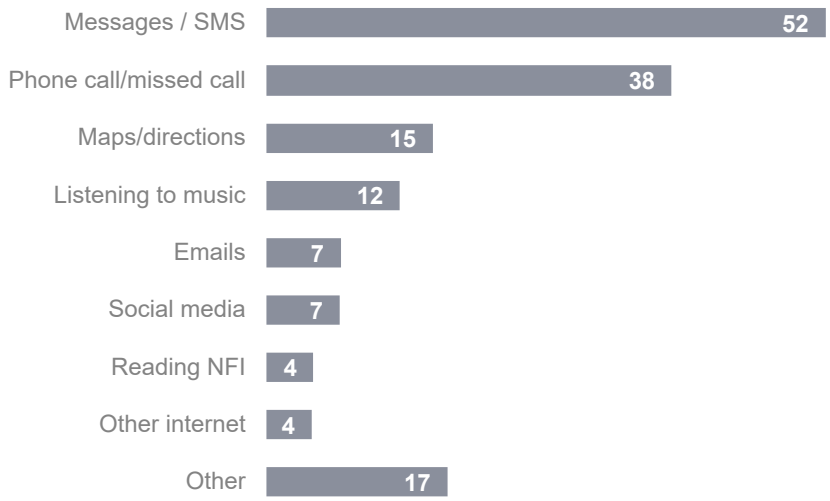
Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Actions of other road users	52	58	55	51	47	54	50	54	45	46
Your own thoughts	44	61 ↑	58 ↑	42	21 ↓	41	47	47 ↑	34	32
Mobile phone	36	53 ↑	55 ↑	33	11 ↓	36	36	39 ↑	29	26
People you are walking with or other pedestrians	34	53 ↑	38	34	19 ↓	31	37	36	26	35
Signs on the road	24	30	26	21	21	23	24	24	24	17
Animals	1	0	0	1	1	1	0	1	0	0
Other	1	2	1	0	1	0	1	1	1	1
None of the above	20	12	11 ↓	22	31 ↑	19	21	17 ↓	32 ↑	22
Don't know	3	2	3	3	5	5	2	4	4	0
Sample size	*829*	*112*	*217*	*295*	*205*	*390*	*439*	*578*	*157*	*94*

PED2 In the last week, have you been DISTRACTED by any of the following while you were walking around?
Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.9.3 What was distracting you on a mobile phone

Respondents distracted by mobile phones were most likely to be distracted by either SMS (in 52% of cases) or phone calls (38%).

Figure 16 Pedestrian distractions on a mobile phone



PED3 What was distracting you on your phone?
Filter: Distracted by mobile phone (at PED2); Weighted sample; Base n=289
Figures may not add to 100% due to rounding

2.9.4 Near misses due to pedestrian distractions

About one in eight respondents (13%) had ever had a 'near miss' with a vehicle because they were distracted when walking.

Table 31 Near misses due to pedestrian distractions

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Yes	13	20	12	12	11	14	12	12	17	15
No	87	80	88	88	89	86	88	88	83	85
Sample size	*819*	*110*	*215*	*293*	*201*	*384*	*435*	*572*	*156*	*91*

PED4 Have you ever had a 'near miss', where you were almost hit by a vehicle, when you were walking because you were distracted?
Weighted sample;
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.10 Police enforcement

2.10.1 Avoiding being caught

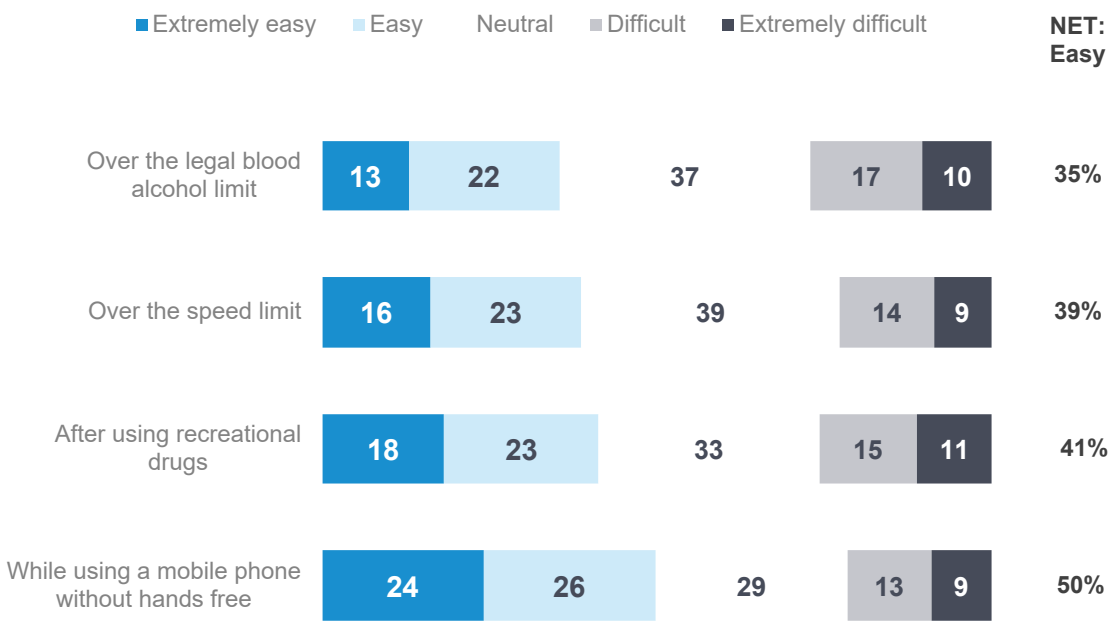
Views were polarised regarding how easy or difficult it is for people to be caught either drink driving, driving over the speed limit, drug driving or using a mobile phone when driving.

Respondents think it is easier to avoid being caught for using a hand-held mobile phone (50% think it is easy) than avoid being caught for driving after using recreational drugs (41%), driving over the speed limit (39%) or drink driving (35%). These findings were very similar to those from 2017.

There is some evidence that those who participate in illegal behaviours are somewhat more aware of the risks of being caught than those who do not participate in the behaviours. For example, only 5% of those who use a handheld phone while driving think it is extremely difficult to get caught doing this compared to 11% amongst those who do not participate in this behaviour. Similarly, only 5% of 'speeders' think it extremely difficult to be caught going over the speed limit compared to 13% amongst those who do not speed. These findings mirror those from 2017.

The findings did not vary significantly across age, gender, location or by risky driving behaviour.

Figure 17 Perception of ease or difficulty in avoiding being caught



EN1 - On a scale of 1 to 5, where 1 is "Extremely easy" and 5 is "Extremely difficult", how easy or difficult do you think it is for people to avoid being caught when doing the following things

Weighted sample; base n=from 1385 to 1523

Figures may not add to 100% due to rounding

2.10.2 Perceptions of police

Respondents were asked the extent to which they agreed or disagreed with a number of statements regarding police and police enforcement. Overall, attitudes to police enforcement in the Victorian community are positive, with the majority agreeing that:

- Police play an important role in reducing fatal crashes on Victoria's roads (74%), and
- Seeing police makes me feel safer (68%).

The perception that the police play an important role in reducing fatal crashes was reasonably consistent by demographic, however the perception that seeing police makes one feel safer increased substantially with age (53% of 18-25 year olds vs 83% of 61-90 year olds).

A minority (28%) agrees that enforcing speed is just revenue raising, and this view is consistent by demographic.

Table 32 Perceptions of police by demographic

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Police play an important role in **reducing fatal crashes** on Victoria's roads	74	71	69	75	79	71	77	73	80	71
Seeing police on the roads **makes me feel safer**	68	53 ↓	57 ↓	71	83 ↑	63 ↓	72 ↑	66	75	66
Enforcing speed limits just **raises revenue** and doesn't make our roads any safer	28	27	27	30	27	29	27	27	28	32
Sample size	*837*	*109*	*216*	*309*	*203*	*396*	*441*	*590*	*166*	*81*

EN2 - On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements…

Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

There was generally a pattern of slightly more negative views of police amongst those who engaged in risky behaviour - in particular, amongst those who drive over the speed limit. Considering the perception that speed enforcement just raises revenue, nearly a third (32%) of 'speeders' held this view versus just over one in five (22%) 'non-speeders'.

'Speeders' were also less likely to agree than 'non-speeders' that police play an important role in reducing fatal crashes (70% vs 79% respectively) and that seeing police on the road makes them feel safer (61% vs 76% respectively).

Interestingly, those who reported driving fatigued were also less likely than those who had not to agree that police play an important role in reducing fatal crashes (69% vs 77% respectively) and that seeing police on the road makes them feel safer (63% vs 71% respectively). While in the case of 'speeders', the difference may relate to behaviour, it is less apparent what drives the difference in attitudes amongst drivers who drive fatigued.

Table 33 Perceptions of police by behaviour

Column %	Total	Speeding		Drink driving		Mobile phone use		Driving fatigued		Involvement in a crash	
		Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Police play an important role in **reducing fatal**	74	70 ↓	79 ↑	73	74	71	75	69 ↓	77 ↑	72	75
Seeing police on the roads **makes me feel safer**	68	61 ↓	76 ↑	54	68	64	70	63 ↓	71 ↑	62	69
Enforcing speed limits just **raises revenue** and doesn't make our	28	32 ↑	22 ↓	36	28	27	29	28	27	27	28
Sample size	*837*	*400*	*389*	*34*	*783*	*265*	*552*	*293*	*505*	*160*	*675*

EN2 - On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you agree or disagree with the following statements…

Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

2.10.3 Perception of police presence

The police presence questions are typically asked from October to March (calendar quarters 4 and 1). On balance, Victorians do not believe there is any change in police presence year on year, with four in ten (42%) believing the number of police on the road has not changed, and a further quarter (26%) unsure as to whether there has been a change or not. Those who thought there was a change were equally divided between more (16%) and fewer (16%) police on the road. These results are consistent with 2017.

Interestingly there was a substantial difference in belief by age, with 18-25 year olds (38%) being more likely to believe the number of police had increased, while 61-90 year olds (24%) were more likely than those younger than them to believe that there were fewer police on the road.

There was no difference in the perception of police presence by those more likely to engage in illegal driving behaviours.

Table 34 Perception of police presence by demographic

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
More	16	38 ↑	16	12	11	15	17	17	12	21
Same	42	34	48	42	41	45	39	43	43	35
Fewer	16	10	11	17	24 ↑	16	16	16	19	15
Don't know	26	18	25	29	25	24	27	25	27	29
Sample size	*849*	*109*	*216*	*312*	*212*	*401*	*448*	*600*	*166*	*83*

POL1 Do you believe that compared to this time last year, there are fewer, more or the same number of police on the roads?

Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

2.10.4 Interaction with police on the roads

Drivers were asked how often they had interactions with police on the road including being pulled over, breath-tested or drug-tested. Overall, two-thirds (66%) had some interaction.

Breath testing was the most common interaction with nearly two-thirds (63%) reporting they had a breath test in the past 12 months, followed by being pulled over (29%) and least common was drug-testing (12%).

More than half of those who had been breath-tested were tested multiple times.

Table 35 Interaction with police on the roads

Row %	Not at all in the past 12 months	NET: At all in the past 12 months	Once in the past 12 months	Twice in the past 12 months	Three or more times in the past 12 months	Don't know	*Sample size*
Pulled over by police for any reason	70 ↑	30 ↓	17	8 ↓	5	0	*1611*
Breath-tested while driving	35 ↓	64 ↑	31 ↑	22 ↑	12 ↑	0	*1621*
Drug-tested while driving	87 ↑	12 ↓	9 ↓	2 ↓	1 ↓	1	*1605*

EN3 In the past 12 months, how many times have you been…
Filter: Drivers; Weighted sample;
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

2.11 Towards zero

2.11.1 Zero road deaths

Participants were asked whether Victoria should aim for zero road deaths, and whether reducing the number of road deaths to zero would ever be achievable. While a large majority (87%) believed zero road deaths was a worthy aim, only a minority of 14% believed it would ever be achieved.

Females (90%) are more inclined than males (84%) to believe that Victoria should aim for zero, although the zero target is supported by the majority of Victorians regardless of demographic characteristics.

Belief that zero is possible decreases with age, with nearly a quarter (18%) of 18-25 year olds believing that Victoria will reach zero road deaths versus one in ten (10%) of those aged 61 and over.

Table 36 Belief that Victoria should aim for zero and belief that zero is possible

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Victoria should aim for zero	87	87	89	86	88	84 ↓	90 ↑	87	86	87
Sample size	*1674*	*222*	*433*	*604*	*415*	*791*	*883*	*1174*	*325*	*175*
Achieving zero is possible	14	18	20 ↑	11 ↓	10 ↓	15	13	16 ↑	7 ↓	10
Sample size	*1266*	*172*	*334*	*451*	*309*	*600*	*666*	*877*	*244*	*145*

TZ1 Should Victoria aim for zero road deaths?
TZ2 Do you think reducing the number of road deaths in a year in Victoria to zero will ever be achievable?
Filter: All respondents excl. refused and not answered; Weighted sample;
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

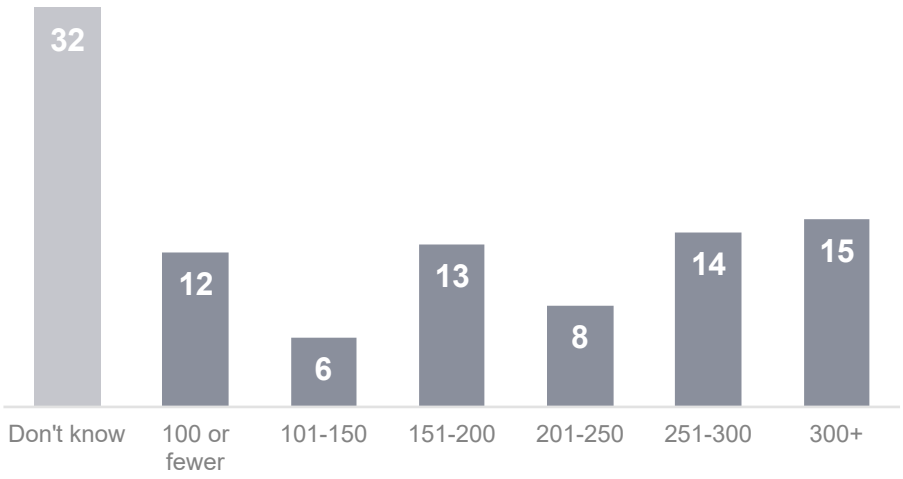
2.11.2 Community understanding of the number of fatalities and serious injuries on Victorian Roads

In Quarter 4 2018 a new question was introduced to the survey asking respondents how many people they believed died each year due to crashes on Victorian roads.

There was a wide variety of responses, indicating uncertainty, with only 22% giving a response of between 200 and 300, which is close to the actual number of fatalities in 2017 (259). Males were significantly more likely than females to give this response (29% vs. 15%). There were no differences by age or location.

Twelve per cent believed there were less than 100 deaths, 19% indicated between 101 and 200, and 15% believed there were over 300 deaths. Thirty-two per cent were unable to give any answer.

Figure 18 Community understanding of the number of road fatalities per year

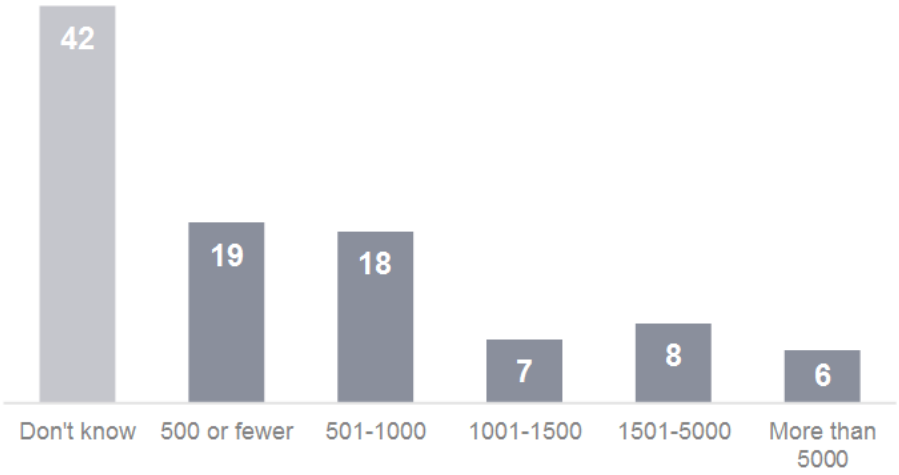


TZ6 How many people do you believe die each year due to crashes on Victorian roads?
Filter: All respondents (2018 Q4) excl. refused and not answered; Weighted sample; Base n=390

In Quarter 4 2018 respondents were also asked for the first time how many people they believed were hospitalised each year due to crashes on Victorian roads. Like the question concerning fatalities, there was a wide variety of responses and a great deal of uncertainty. Only 6% believed over 5,000 people were hospitalised (the real number in 2017 was 7,768).

Over one in three (37%) believed up to 1,000 people were hospitalised each year, while 15% believed between 1,001 and 5,000 people were hospitalised. Over two in five respondents (42%) were unable to give an answer.

Figure 19 Community understanding of the number of road hospitalisations per year



TZ7 How many people do you believe are hospitalised each year due to crashes on Victorian roads?
Filter: All respondents (2018 Q4) excl. refused and not answered; Weighted sample; Base n=394

2.12 Crashes

This section discusses the incidence of having experienced a crash and of drivers' propensity to change their behaviour after involvement in a crash. The results continue to show that younger drivers continue to be more likely to have experienced a recent crash, and they are also most likely to report having altered their driving behaviour as a result of their involvement in a crash.

Involvement in a crash in the past five years

One in five participants (19%) reported that they had been involved in any crashes on the road as a driver or rider in the last five years, the same result as recorded in 2017.

Younger drivers continue to be more likely to report being involved in a crash, with people aged 18-25 years (26%) significantly more likely to have had a crash than those aged over 25 years (18%). Incidence of being involved in a crash was higher in Major Urban areas (21%) than Other Urban or Rural areas (15%).

Table 37 Been involved in crash in the past five years

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Yes	19	26 ↑	21	20	12 ↓	21	18	21 ↑	14 ↓	16
No	81	74 ↓	79	80	88 ↑	79	82	79 ↓	86 ↑	84
Sample size	*1674*	*220*	*431*	*605*	*418*	*790*	*884*	*1172*	*326*	*176*

CR1 - In the last five years, have you been involved in any crashes on the road as a driver or rider?
Filter: Driver; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Notably, those who engaged in illegal behaviours were also more likely to have been involved in a crash. While in 2018 the difference was only significant for drivers who reported driving "fatigued" (23% vs 17%), there continues to be pattern of increased involvement in a crash in the past five years amongst those who also report engaging in illegal or risky driving behaviours. However, it is less pronounced than in 2017.

Table 38 Been involved in crash in the past five years by illegal behaviours

Column %	Total	Speeding		Drink driving		Mobile phone use		Driving fatigued	
		Yes	No	Yes	No	Yes	No	Yes	No
Yes	19	21	18	24	19	22	18	23 ↑	17 ↓
No	81	79	82	76	81	78	82	77 ↓	83 ↑
Sample size	*1674*	*787*	*795*	*84*	*1548*	*543*	*1089*	*600*	*996*

CR1 - In the last five years, have you been involved in any crashes on the road as a driver or rider?
Filter: Driver; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

Change in behaviour on account of a crash

Participants who had been in a crash were asked whether they had changed how they drive or ride since the crash. Half (52%) indicated that they had. Those aged 18-25 (73%) were significantly more likely to have changed how they drive/ride. There were no other significant differences across demographics or driving behaviours.

Table 39 Change in behaviour on account of a crash

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Yes	52	76 ↑	52	44	45	47	59	53	59	38
No	44	22 ↓	43	54	51	50	38	43	41	62
Don't know	2	2	5	2	0	3	2	3	0	0
Sample size	*317*	*56*	*90*	*121*	*50*	*162*	*155*	*245*	*44*	*28*

CR3 - Since the crash, have you changed how you drive or ride?
Filter: Involved in a crash in the past five years; Weighted sample; base n=329
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

2.13 Seatbelts

2.13.1 Wearing of seatbelts when driving a vehicle fitted with them

The vast majority of licence holders aged 18 to 60 years reported wearing a seatbelt ‘all the time’ in the last three months when driving (97%). This result is consistent with 2017 where 97% reported wearing a seatbelt while driving.

There was no significant variation by age, gender or location demographics across this question, although we do note that reported seatbelt wearing was marginally lower in Rural Balance (93% - not significant when multiple comparison correction is considered).

There was some difference in reported seatbelt wearing dependent on the type of vehicle driven, with lower rates reported by:

- People who drive heavy vehicles (90%), and
- People who drive a ute (91%).

2.13.2 Wearing of seatbelts when a passenger

A large majority (96%) always wear a seatbelt when they are a passenger in a car or other vehicle, this proportion is consistent with 2017 (97%).

Although not significant when multiple comparison correction is considered, males were slightly less likely than females to always wear a seatbelt when travelling as a passenger (94% vs 97%).

People born outside of Australia were less likely to always wear seatbelts when a passenger than those born in Australia (93% vs 97%). This difference was observed in 2018, but not in previous years.

2.14 Cycling

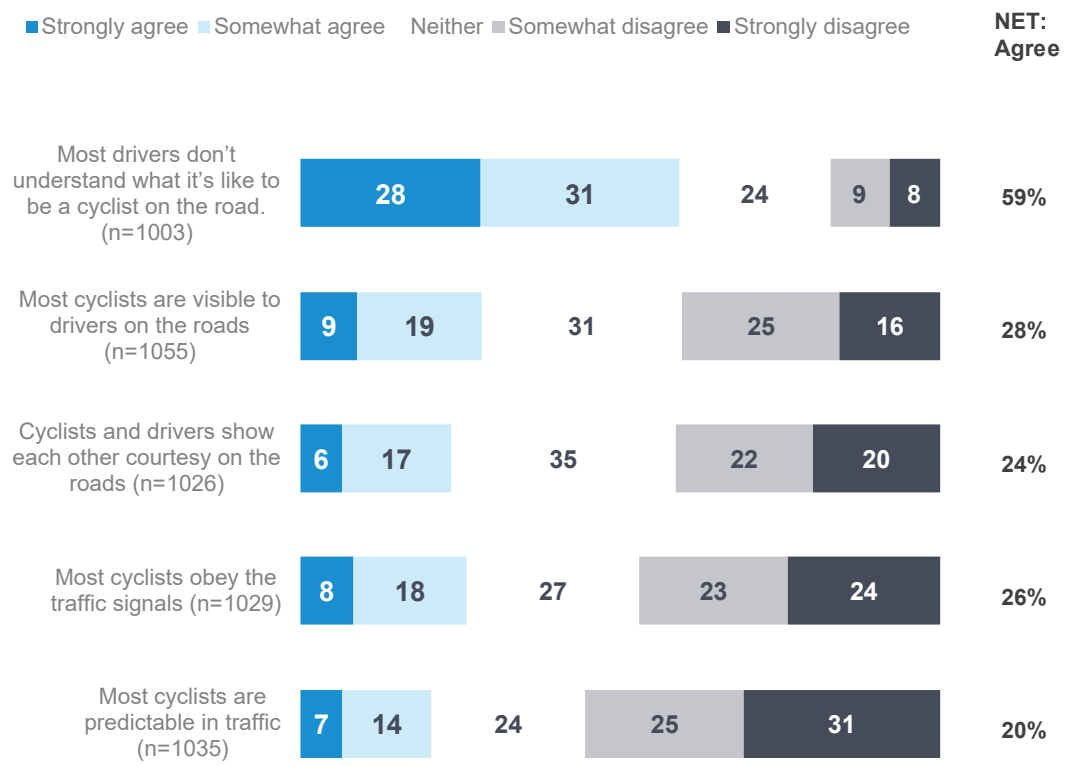
In 2017 several questions were introduced exploring attitudes to cyclists and their interactions with drivers on the road, these questions were asked again in 2018. Overall, Victorians are more likely to have a negative than positive view of cyclists and their interactions with drivers, highlighting the challenges drivers and cyclists face sharing the road. For example, people were more likely to disagree than agree that:

- Cyclists are predictable in traffic (55% disagree vs 20% agree)
- Cyclists are visible to drivers on the road (40% vs 28%)
- Cyclists and drivers show each other courtesy on the road (41% vs 24%), and
- Cyclists obey the traffic signals (47% vs 26%).

In addition, people are more likely to agree that drivers don't understand what it's like to be a cyclist on the road (59% vs 17%).

The findings did not vary significantly across age, gender or location, or indeed whether participants cycle on the road or not.

Figure 20 Agreement with statements relating to cyclists



CYC1A to CYC1E - On a scale of 1 to 5, where 1 is "Strongly disagree" and 5 is "Strongly agree", to what extent do you Agree or disagree with the following statements:
Weighted; excludes don't know and not answered
Figures may not add to 100% due to rounding

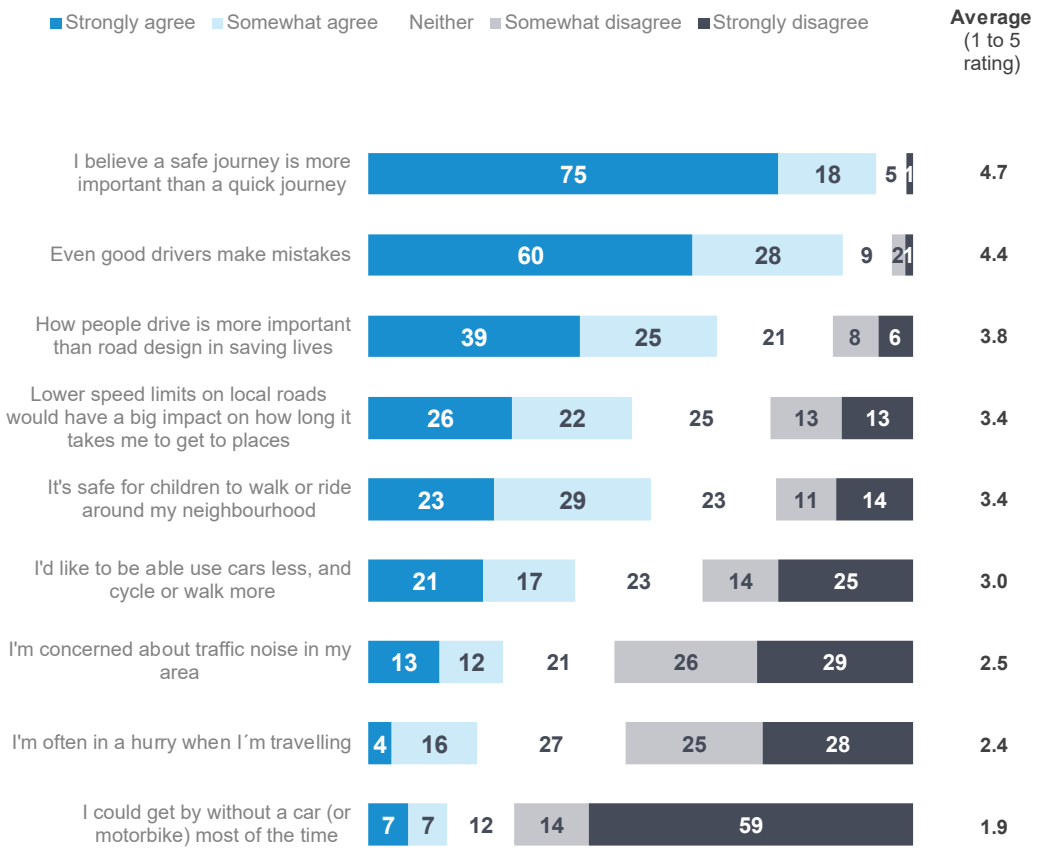
2.15 General attitudes to transport and road safety

2.15.1 Level of agreement with statements relating to roads and transport

Participants were asked to consider nine statements relating to attitudes and experiences concerning roads and transport, and to rate to what extent they agreed with statements on a scale of 1 “strongly disagree” to 5 “strongly agree”. The areas covered by these statements included attitudes to speed while driving, and thoughts on the quality of driving, car usage and local traffic. These questions were asked in 2016, 2017 and 2018, although only of a random subset of respondents. There was only one significant shift in these attitudes between 2017 and 2018 reporting periods, with the proportion agreeing that they “could get by without a car or motorbike most of the time” declining from one in five (20%) to one in seven (14%).

Victorians’ attitudes relating to the importance of various facets of road safety align with some of the principles underpinning Towards Zero, although in other regards the community has yet to take on board aspects of Towards Zero. Specifically, more value is placed on a safe journey than a quick journey, and there is an understanding that no matter how good a driver is, they can still make a mistake. However, Victorians are still more likely to believe than not that how people drive is more important than road design in saving lives, and likewise that lower speed limits on local roads would have a big impact on how long it takes to get places.

Figure 21 Agreement with statements relating to roads and transport



TZ4 - The following statements are about a broad range of attitudes and experiences relating to roads and transport. Please state the extent to which you agree or disagree with these statements where 1 is “Strongly disagree” and 5 is “Strongly Agree”
Total sample; Weighted sample; base n= from 412 to 426
Figures may not add to 100% due to rounding

Attitudes to speed

Several statements relating to attitudes to speed were presented to participants. The large majority agreed that 'a safe journey is more important than a quick journey' (mean score of 4.7) indicating the large majority agree with the underlying philosophy of Towards Zero. The fact that participants are more likely to disagree that they are 'often in a hurry when travelling' (2.4) is also a finding which suggests support of the Towards Zero philosophy. Nevertheless, participants were more likely to agree than not that 'lower speed limits on local roads would have a big impact on how long it takes me to get to places' (3.4).

Attitudes relating to speed and the time taken to travel between places continue to demonstrate that the older drivers get, the less they are concerned about how long it takes to travel between locations.

- People aged 40-60 years were most likely to agree that a safe journey is more important than a quick journey than other drivers, with drivers aged 18-25 (4.4) least likely to agree.
- People aged 61-90 years were least likely to agree that they are often in a hurry when travelling (1.9).

The more urban the area people live in, the more likely they agree that they are often in a hurry when travelling (2.5 amongst those living in Major Urban areas vs 2.0 amongst the Rural Balance).

Table 40 Attitudes to speed by key demographics

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
I believe a safe journey is more important than a quick journey	4.7	4.4	4.6	4.8 ↑	4.7	4.6	4.7	4.6	4.6	4.8
Lower speed limits on local roads would have a big impact on how long it takes me to get to places	3.4	3.7	3.3	3.4	3.2	3.4	3.3	3.4	3.2	3.4
I'm often in a hurry when I´m travelling	2.4	2.7	2.7	2.5	1.9 ↓	2.3	2.5	2.5 ↑	2.2	2.0
Sample size	*411*	*56*	*104*	*157*	*94*	*186*	*225*	*295*	*79*	*37*

TZ4 - The following statements are about a broad range of attitudes and experiences relating to roads and transport. Please state the extent to which you agree or disagree with these statements where 1 is "Strongly disagree" and 5 is "Strongly Agree"

Total sample; Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Quality of driving

Two statements concerning attitudes about the quality of peoples' driving were presented to participants.

The large majority agreed that 'even good drivers make mistakes' (mean score of 4.4). This finding suggests some support for the Towards Zero philosophy in that it implies it is not solely the responsibility of road users to reduce the road toll to zero given mistakes will always be made by drivers. Nevertheless, driver responsibility is still considered a major factor given that participants were more likely to agree than not (3.8) that 'how people drive is more important than road design in saving lives.'

These views did not differ significantly across demographics with the exception that those aged 61 or over were more likely to agree that 'how people drive is more important than road design in saving lives' (4.1 vs. 3.7 amongst those aged 60 or under).

Table 41 Attitudes towards quality of driving by demographics

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Even good drivers make mistakes	4.4	4.4	4.5	4.4	4.4	4.4	4.4	4.4	4.4	4.6
How people drive is more important than road design in saving lives	3.8	3.7	3.7	3.8	4.1	3.9	3.7	3.8	3.8	3.8
Sample size	*410*	*55*	*100*	*159*	*96*	*194*	*216*	*292*	*79*	*39*

TZ4 - The following statements are about a broad range of attitudes and experiences relating to roads and transport. Please state the extent to which you agree or disagree with these statements where 1 is "Strongly disagree" and 5 is "Strongly Agree"

Total sample; Weighted sample

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Car usage

Two statements concerning views about car usage were presented to participants, one concerning whether people would 'like to be able to use cars less, and cycle and walk more', and one relating to whether people 'could get by without a car or motorbike most of the time.'

Participants were evenly divided on whether they would 'like to be able to use cars less, and cycle and walk more' (with an average score of 3.0). Victorians aged 61-90 years (2.7) or living in Rural Balance areas (2.6) were least likely to express a desire to walk or cycle instead of drive.

Nevertheless, cars are regarded as very important by most people as demonstrated by the fact that people were more likely to disagree than agree (1.9) that they 'could get by without a car or motorbike most of the time'. Agreement with this statement declined from 2.1 in 2017 to 1.9 in 2018. The decline was notable in Major Urban areas, falling from 2.2 in 2017 to 1.9 in 2018.

Table 42 Attitudes towards car usage

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
I'd like to be able use cars less, and cycle or walk more	3.0	2.8	3.1	3.1	2.7	2.9	3.0	3.0	3.0	2.6
I could get by without a car (or motorbike) most of the time	1.9	2.0	2.0	1.8	1.9	1.9	1.9	1.9	1.7	1.9
Sample size	*411*	*57*	*102*	*160*	*92*	*192*	*219*	*291*	*81*	*39*

TZ4 - The following statements are about a broad range of attitudes and experiences relating to roads and transport. Please state the extent to which you agree or disagree with these statements where 1 is "Strongly disagree" and 5 is "Strongly Agree"

Total sample; Weighted sample; base n=843 to 857

Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Local traffic

Two statements concerning views on local traffic were presented to participants.

People generally agreed that 'it is safe for children to walk or ride around my neighbourhood' (a mean score of 3.4). Although, those with children not yet old enough to drive (3.0) were less likely to agree.

People were somewhat more likely to disagree than agree that 'I'm concerned about traffic noise in my area' (2.5). There was less concern in Rural (2.2) and Other Urban (2.3) areas than in Major Urban areas (2.6).

Table 43 Attitudes towards local traffic

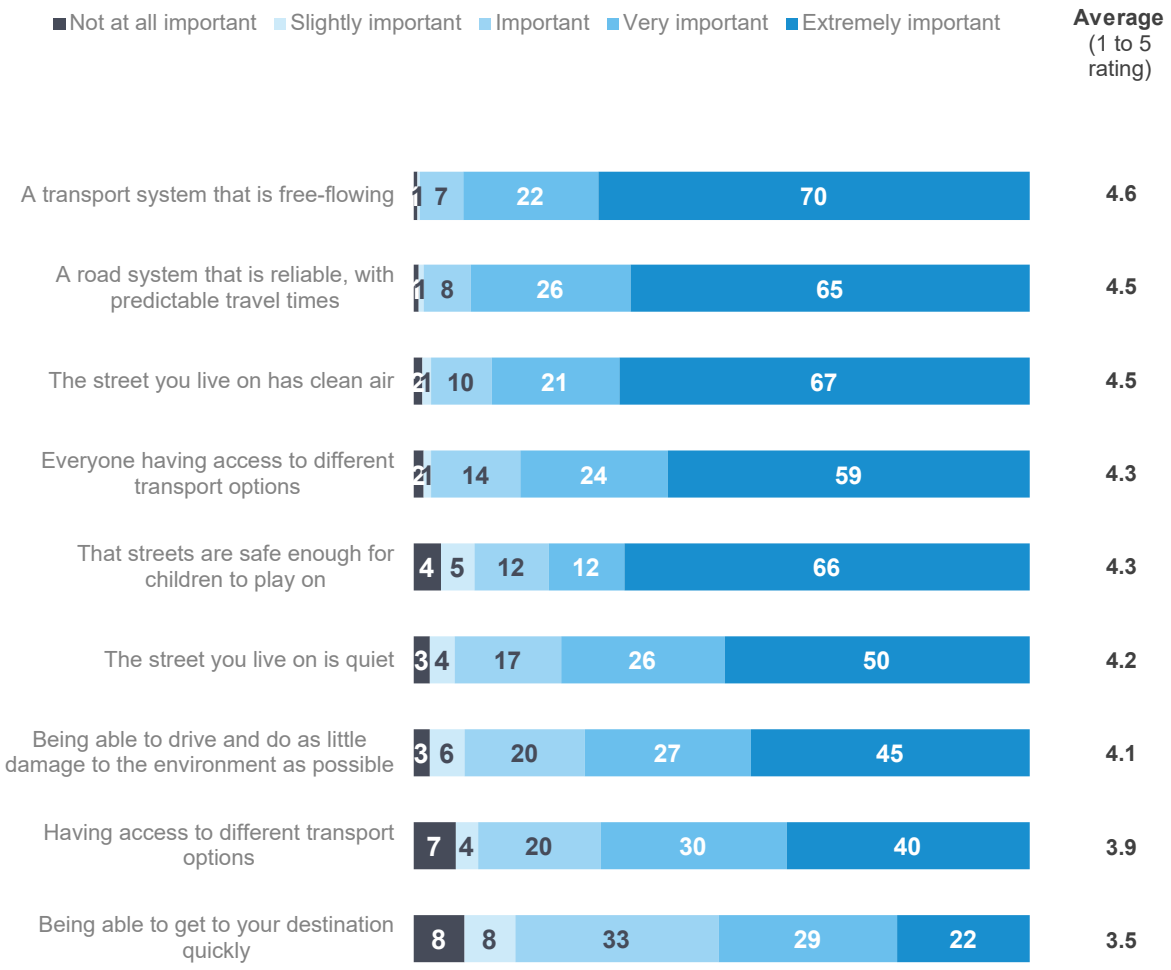
Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
It's safe for children to walk or ride around my neighbourhood	3.4	3.4	3.2	3.3	3.5	3.4	3.3	3.4	3.3	3.3
I'm concerned about traffic noise in my area	2.5	2.1 ↓	2.5	2.6	2.7	2.5	2.6	2.6 ↑	2.3	2.2
Sample size	*416*	*57*	*104*	*158*	*97*	*192*	*224*	*297*	*81*	*38*

TZ4 - The following statements are about a broad range of attitudes and experiences relating to roads and transport. Please state the extent to which you agree or disagree with these statements where 1 is "Strongly disagree" and 5 is "Strongly Agree"
Total sample; Weighted sample;
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

2.15.2 Perceived importance of statements relating to roads and transport

Participants were asked to rate the importance of nine statements related to transport and road safety by using a five-point scale where 1 was “not at all important” and 5 was “extremely important”. The broad areas covered by these statements included the quality of the road and transport system, having access to different transport options, and attitudes to quality of life in nearby streets and the environment.

Figure 22 Relative importance of issues relating to roads and transport



TZ5 - On a scale of 1 to 5, where 1 is “Not at all important”, and 5 is “Extremely important”, how important are the following things to you?
Total sample; Weighted sample; base n= from 385 to 400
Figures may not add to 100% due to rounding

Quality of the road and transport system

On the whole participants perceived the quality of the transport and road systems to be very important – with both 'a transport system that is free flowing' (with an average score of 4.6 out of 5) and 'a road system that is reliable, with predictable travel times' (4.5) both being considered important by most people. As a high quality road system is an integral component of Towards Zero, this suggests peoples' views complements this aspect of Towards Zero. Participants were more polarised concerning whether 'being able to get to your destination quickly' is important (with an average score of 3.5).

The most pronounced demographic differences related to the perceived importance of 'being able to get to your destination quickly', with the following demographics attaching greater importance:

- Those aged 26-39 (3.7) placed more importance than those aged 61 and over (3.0) with other age groups in line with the average.

Table 44 Perceived importance of the quality of the road and transport system

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
A transport system that is free-flowing	4.6	4.6	4.4	4.7	4.6	4.6	4.6	4.6	4.7	4.6
A road system that is reliable, with predictable travel times	4.5	4.6	4.5	4.6	4.5	4.5	4.5	4.5	4.5	4.6
Being able to get to your destination quickly	3.5	3.5	3.7 ↑	3.6	3.0 ↓	3.4	3.5	3.5	3.3	3.5
Sample size	*393*	*45*	*105*	*141*	*102*	*192*	*201*	*270*	*81*	*42*

TZ5 - On a scale of 1 to 5, where 1 is "Not at all important", and 5 is "Extremely important", how important are the following things to you?
Total sample; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Access to transport options

On the whole people agreed that it was important to have access to different transport options, although the level of perceived importance was greater when the statement referred to all people rather than the participant themselves:

- 'Everyone having access to different transport options' (an average perceived importance level of 4.4 out of 5)
- 'Having access to different transport options' (an average perceived importance level of 3.9).

Table 45 Perceived importance of the access to transport options

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Everyone having access to different transport options	4.4	4.4	4.5	4.3	4.4	4.3	4.4	4.4	4.4	4.2
Having access to different transport options	3.9	4.3	4.0	3.8	3.8	3.9	3.9	4.0	3.7	3.7
Sample size	*390*	*46*	*104*	*139*	*101*	*191*	*199*	*271*	*81*	*38*

TZ5 - On a scale of 1 to 5, where 1 is "Not at all important", and 5 is "Extremely important", how important are the following things to you?
Total sample; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

Quality of life and environment

Participants on the whole also perceived it important that there be a high quality of life in local streets, for instance ensuring that it is safe for children to play and there is minimal pollution, for example:

- 'The street you live in has clean air' (an average perceived importance level of 4.5 out of 5)
- 'That streets are safe enough for children to play on' (4.3 overall)
- 'The street you live on is quiet (4.2 overall, although slightly less important for those aged 18-25 years who gave an average rating of 3.5).

On the whole people also perceived it important 'to be able to drive and do as little damage to the environment as possible' (4.1 overall, and slightly higher amongst those aged 61 or over – 4.3).

Table 46 Perceived importance of quality of life issues and the environment – demographics

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
The street you live on has clean air	4.5	4.4	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.6
That streets are safe enough for children to play on	4.3	4.4	4.4	4.5	3.9 ↓	4.3	4.3	4.3	4.4	4.1
The street you live on is quiet	4.2	3.5 ↓	4.2	4.3	4.2	4.1	4.2	4.1	4.3	4.1
Being able to drive and do as little damage to the environment as possible	4.1	3.8	4.0	4.1	4.3	4.0	4.1	4.0	4.2	4.2
Sample size	*375*	*44*	*102*	*134*	*95*	*181*	*194*	*260*	*79*	*36*

TZ5 - On a scale of 1 to 5, where 1 is "Not at all important", and 5 is "Extremely important", how important are the following things to you?
Total sample; Weighted sample
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

3.0 Pedestrian Profile

The 2018 RSM included a section looking at pedestrian distraction. This section included road-crossing behaviour while using a mobile phone or wearing headphones as well as asking pedestrians to nominate the distractions they have experienced while walking and whether they have been involved in a near miss. There were significant differences by age. To recap these findings:

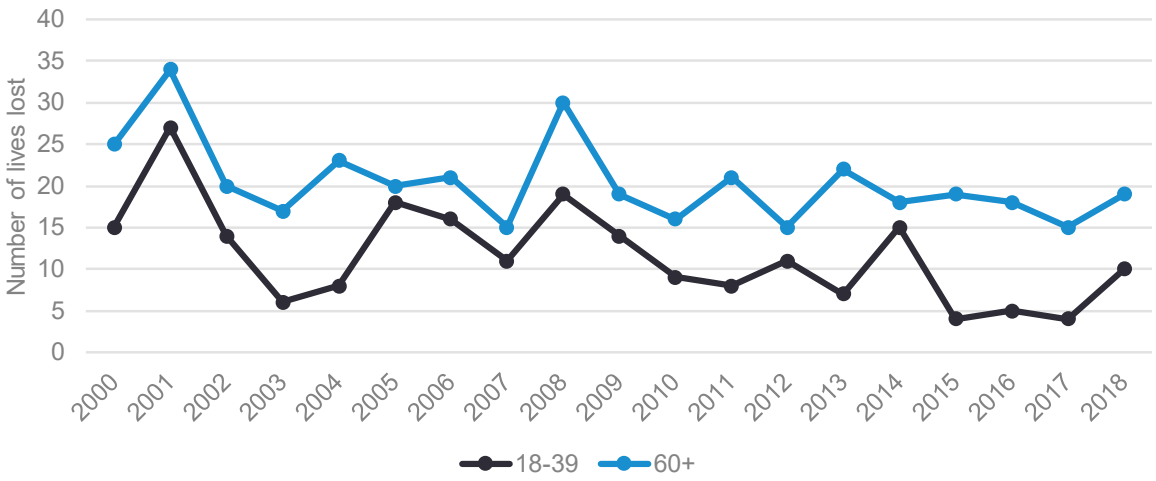
- Although one in five (22%) have crossed a road while wearing headphones, this behaviour was most prevalent amongst 18-25 year olds (54%).
- Just over a third (34%) have crossed the road while using a mobile, a behaviour most prevalent amongst those aged under 40 years (55%).
- Amongst those who reported being distracted at all while walking, the “actions of other road users” (52%) or “one’s own thoughts” (44%) were more prevalent distractions than being distracted by a mobile phone (36%).
- One in eight (13%) Victorians report ever having had a near miss due to being distracted; this was more common amongst 18-25 year olds (20%) than those aged over 60 years (11%).

Reviewing TAC administrative data for pedestrian fatalities and hospitalisations provides further insight into the level of risk Victorians of different ages face. The two groups shown in Figure 23, 18-39 year olds and those aged 60 and over, report different distraction behaviours and experience. Yet despite those aged over 60 years reporting less risky pedestrian distraction behaviour, road trauma outcomes for this group are worse than for 18-39 year olds.

Overall, Victorians aged over 60 years make up 21% of the Victorian population[1], yet in 2018 accounted for 51% of pedestrian lives lost. This is a ratio of 2.4, a substantial overrepresentation. In contrast, Victorians aged 18-39 make up 31% of the Victorian population and accounted for 27% of pedestrian lives lost. In 2018 this group was underrepresented slightly, a ratio of 0.9.

[1] Australian Bureau of Statistics, 2016 Census

Figure 23 Pedestrian lives lost from 2000 to 2018

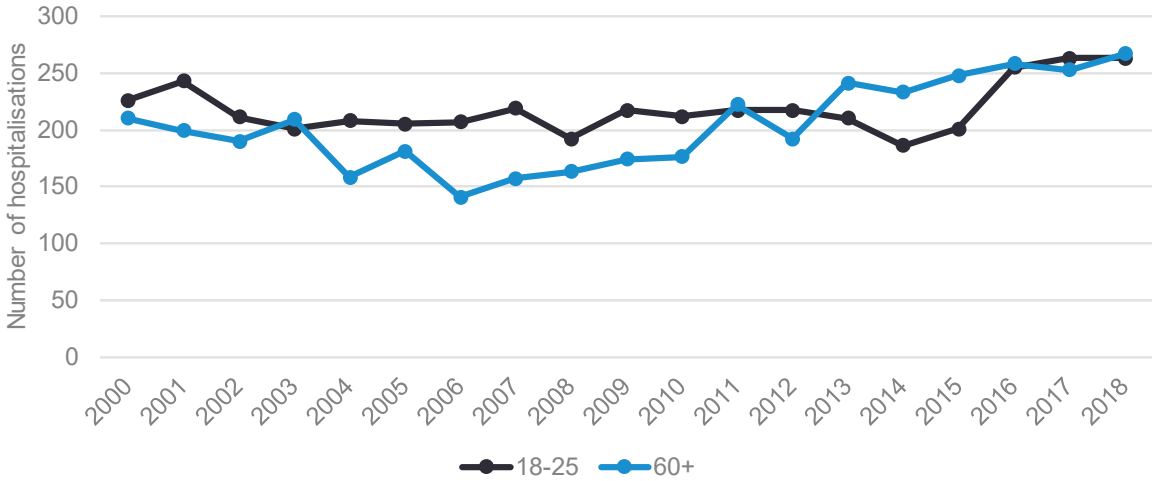


Source: TAC Road Trauma Statistics

Data for hospitalisations is shown in Figure 24. For those aged over 60 years, hospitalisations have increased since 2007, while for 18-39 year olds hospitalisations have increased since 2016 following a long period of stability.

Both groups make up a similar proportion of pedestrian hospitalisations (18-39 year olds – 34%; 60 and over – 35%). However, given the population, those aged 60 and over are overrepresented for hospitalisations (a ratio of 1.5 in 2018). Victorians aged 18-39 years are also overrepresented, but to a lesser extent (a ratio of 1.1 in 2018).

Figure 24 Pedestrian hospitalisations (any duration) 2000 to 2018



Source: TAC Road Trauma Statistics

4.0 Summary of findings

How people get around

- **Young Victorians drive less than those aged over 25 years**

  Younger Victorians are less likely to drive (6% of those aged 18-25 years never drive vs 2% of those aged over 25 years). They also drive less frequently that older Victorians (86% of 18-25 years drive at least weekly vs 95% of older Victorians).

- **Around half of licenced motorcyclists ride on the road**

  One in fourteen (7%) Victorians ever rides a motorcycle on the road. Considering licenced motorcyclists, half (49%) report ever riding on the road while half (51%) have, at least for the moment, ceased riding on the road.

- **Riding a motorcycle is more common amongst males and less common in Major Urban areas**

  Riding a motorcycle is more prevalent amongst males (10% vs 4% of females), and in Other Urban/Rural Balance areas (11% vs 5% in Major Urban areas).

- **Victorians living in Other Urban/Rural Balance areas are more likely to be heavy vehicle drivers than those living in Melbourne**

  One in twelve (8%) Victorians drive a heavy vehicle. This is more prevalent in Other Urban/ Rural Balance (17%) than in Major Urban areas (5%), and amongst males (15% vs 2% of females).

- **A substantial proportion of Victorians cycle on the road**

  Around a third (32%) of Victorians cycle on the road, with one in twelve (8%) doing so weekly. Cycling is particularly prevalent amongst males (39% vs 25% of females) and those aged 40-60 years (41%).

- **Younger people and those living in Major Urban areas are most likely to use alternative transport**

  The majority of Victorians (83%) use public transport, although only one in five (21%) use it weekly. Weekly public transport users are most likely to be aged 18-25 years (36%), while those living in Other Urban (10%) and Rural balance (7%) areas are least likely to use it weekly.

  While use of taxis and commercial ride share is lower than public transport (66% ever use it), the pattern of use is similar, with people aged 18-25 most likely to use these services weekly (12% vs 4% of older Victorians). Those in Major Urban areas (6%) use taxis and commercial ride share more extensively than those living elsewhere (3%).

Vehicle ownership

- **Close to a quarter of Victorians have purchased a new (or used) car in the past 12 months**

  Nearly a quarter (23%) reported that they had purchased a car in the past 12 months, with Victorians being equally as likely to buy a new (11%) or used (12%) car. The month of purchase was quite evenly distributed, with a small uptick in June. The reasons cited for purchasing a new car were mostly to upgrade or to obtain specific features (47%), with three in ten (30%) stating they needed to get a new car.

Driving habits

- **Most Victorians in paid employment commute to work by car**

  More than eight in ten (83%) of Victorians in paid employment commute to work by car at least once a week.

- **Most Victorians drive between 10pm and 6am, but young Victorians do so more frequently**

  Eight in ten (82%) of Victorians ever drive between 10pm and 6am. While just under three in ten (28%) do so weekly, this climbs to four in ten (40%) amongst those aged 18-25 years.

- **Drivers in Major Urban areas drive while feeling stressed more often than those in regional areas**

  Overall nearly three-quarters (73%) of Victorian drivers report ever driving while feeling stressed, with around a third (34%) driving while stressed at least weekly. Amongst those living in Major Urban areas, more than a third (36%) report driving while stressed at least once a week (versus 29% in Other Urban and 21% in Rural Balance areas).

Speeding

- **The community does not perceive low level speeding to be dangerous**

  The level of danger associated with driving a few kilometres over the limit is rated at 6.0 on a 0-10 point scale for a 60km/h zone and 6.1 for a 100km/h zone. These ratings are lower than riding a bicycle on an urban road (6.8) or crossing the street while wearing headphones (7.9). The danger of low-level speeding is rated particularly low by males (5.6 for 60km/h zones and 5.5 for 100km/h zones) and those aged 18-25 (5.4 for 60km/h zones and 5.6 for 100km/h zones).

- **Tolerance for penalties relating to speeding**

  Over the long-term (between 2001 and 2014), the community became more accepting of speeding fines being issued for low-level speeding (within 5km/h of the speed limit). However, in recent years (from 2015) this trend has reversed with Victorians becoming less accepting and a higher proportion believing that fines should only be issued if more than 5km/h over the speed limit. This year (2018) sees these results stabilise in comparison to 2017, arresting the reversal seen in recent years.

- **The majority of Victorian drivers feel guilty if they speed while only a small minority of drivers report that they enjoy speeding**

  Two-thirds (67%) of Victorians agree that driving over the speed limit makes them feel guilty, an increase from 2017 (63%). Even amongst those who report driving over the speed limit, the majority (59%) report that they feel guilty when doing so. A minority of drivers (6%) report that they enjoy speeding.

- **Just over half of Victorian drivers reduce their risk of a crash by driving under the speed limit at times**

  When asked whether they drive under the speed limit to reduce the risk of a crash, just over half of Victorians report they do so (53%). This was consistent amongst Victorians regardless of their demographic.

- **Reported rates of speeding offences have declined markedly since 2014**

  While rates of reported speeding offences in the past 12 months are consistent in 2018 (13%) with 2017 (12%), they have declined since 2014 (19%). The group most likely to report having been caught speeding in 2018 are males aged 26-39 years (20%).

Drugs and alcohol

- **Rates of drug and alcohol use remain stable**

  Amongst drivers aged 18-60 years, the reported rates of drinking alcohol (79%) and using recreational drugs (10%) remain stable compared to 2017.

- **One in twenty drivers have driven over their legal BAC in the past 12 months, while nearly half have driven after drinking but under their legal BAC**

  While one in twenty (5%) drivers report driving over their legal BAC in the past 12 months, nearly half (48%) have driven after drinking, but when they believed they were under their legal BAC. Legally driving after drinking is most prevalent amongst those aged 40-60 years (58%) and least prevalent amongst those aged 18-25 years (23%).

- **Drug use is highest amongst 18-25 year olds and driving after taking drugs is up compared to 2017.**

  One in five (20%) of those aged 18-25 years reports using recreational drugs in the past 12 months. Overall, 2.2% of drivers report driving after taking recreational drugs, an increase from 1.5% in 2017.

Fatigue

- **The community perceives fatigued driving to be nearly as dangerous as drink driving**

  The level of danger associated with driving while fatigued is rated at 9.2 on a 0 to 10 point scale, slightly less dangerous than drink driving (9.5) and similar to driving while using a handheld phone (9.1).

- **Driving fatigued is prevalent amongst young drivers**

  Nearly four in ten (37%) drivers report driving fatigued in the past three months, slightly up from a third (34%) in 2017. Younger drivers are much more likely to report driving while fatigued, with more than half (54%) of 18-25 year olds driving fatigued in the past three months, and one in twelve (8%) doing so half the time or more often.

Distractions

- **Reading text messages is the most common mobile phone distraction for drivers**

  Around a third (34%) of drivers report using a hand-held mobile phone, or reading or writing a text message, while driving. Reading a text message was the most common activity (28%), particularly amongst drivers aged under 40 years (43%). Other use of a mobile phone while driving was substantially lower; answering a call hand-held (16%), writing and sending a text message (12%) or making a call hand-held (10%).

Pedestrian distractions

- **More than half of Victorians aged 18-25 years have crossed a road while wearing headphones in the past three months**

  Just over a fifth (22%) of Victorians report crossing the street while wearing headphones. This behaviour is much more common amongst those aged under 40 years, with over half (54%) of those aged 18-25 years and a third (33%) of those aged 26-39 years having done so in the past three months.

- **More than half of Victorians aged under 40 years have crossed the street while looking at a mobile phone**

  Around a third (34%) of Victorians have crossed a street while looking at a mobile phone in the past three months. The behaviour is particularly prevalent amongst those aged under 40 years with more than half (55%) having done this at all in the past three months. Those aged 18-25 do this most frequently, with a fifth (21%) reporting they have crossed the street while looking at a mobile phone “half the time or more often” in the past three months.

- **The pedestrian environment provides a range of distractions which can lead to risky situations**

  While over a third (36%) of Victorians report being distracted by a mobile phone (predominately messages or phone calls), the most common distractions were the “actions of other road users” (52%) or “one’s own thoughts” (44%). Around one in eight (13%) reports ever having had a near miss, where they were almost hit by a vehicle while walking, due to their own distraction.

Enforcement

- **Victorians are more likely to believe it is easy than rather than difficult to avoid being caught when engaging in illegal driving behaviours**

  When asked whether it is "easy" or "difficult" for drivers to avoid being caught drink driving, speeding, driving after using drugs and driving while using a hand-held mobile phone, Victorians lean towards it being "easy". Driving while using a mobile phone is perceived to be the easiest for drivers to avoid being caught, with half (50%) believing it is easy. Belief regarding enforcement of other illegal behaviours is broadly similar, with between a third (35%) and four in ten (41%) believing it is easy to avoid being caught. Beliefs are similar to 2017.

- **Victorians tend to hold positive attitudes towards police**

  Three-quarters (74%) of Victorians believe that police play an important role in reducing fatal crashes, while just over a third (68%) say that seeing police on the road makes them feel safer. While there is a significant minority (28%) of Victorians believe speed enforcement is just revenue raising, this view is most strongly held by those who exceed the speed limit (32%).

Crashes

- **Half of drivers who report being involved in a crash in the past five years as a driver or rider report changing their behaviour as a result**

  One in five (19%) Victorians report being involved in a crash as a driver or rider in the past five years. Around half (52%) of those involved in a crash reported that they had changed their driving behaviour as a result of the crash, particularly those aged 18-25 (76%).

Cycling

- **Drivers tend to have negative attitudes towards cyclists**

  Most drivers *disagree* that cyclists are predictable in traffic (55% vs 20% agree), that cyclists are visible to drivers on the road (40% vs 28% agree), that cyclists show each other courtesy on the road (41% vs 24% agree) and that most cyclists obey traffic signals (47% vs 26%). However, most *agree* that drivers don't understand what it is like to be cyclist on the road (59% vs 17%).

  Cyclists were as likely as non-cyclists to agree with these statements. However, their views were somewhat more positive, as they were less likely to *disagree* that cyclists are predictable (50% disagree vs 58% amongst non-cyclists) and that drivers understand what it is like to be a cyclist (13% disagree vs 19% amongst non-cyclists).

Towards zero

- **The community continues to support the goal of achieving zero road deaths but perceives this as a challenging target.**

  A large majority (87%) of Victorians considers zero road fatalities as a worthy goal. However, only one in seven (14%) believes this goal will ever be achieved.

- **Victorians have a poor understanding of the extent of road trauma happening on our roads each year**

  When asked to nominate the number of people killed or hospitalised each year on Victorian roads, about a third were unable to provide an estimate (32% were unsure regarding fatalities and 42% were unsure regarding hospitalisations).

General attitudes to transport and road safety

- **While Victorians value a safe journey over a quick one, they are cautious about lower speed limits on local roads**

  Victorians continue to agree that a safe journey is better than a quick journey (4.7 – rated on a scale from 1 ‘strongly disagree’ to 5 ‘strongly agree’). However, while they are somewhat polarised as to whether they are often in a hurry (2.4), they tend to agree that lower speed limits on local roads would have a big impact on how long it takes to get places (3.4).

- **The community agrees that even good drivers make mistakes, but tends to agree that driver behaviour is more important than road design in saving lives**

  While agreement is reasonably strong that even good drivers make mistakes (4.4), Victorians also agree that how people drive is more important than road design in saving lives (3.8), particularly amongst those aged 61-90 years (4.1).

- **Victorians would like to use their car less, but are increasingly reliant on them**

  Victorians agree (3.0) that they would like to be able to use the car less and cycle or walk more often but disagree that they could get by without a car or motorbike most of the time (1.9). This view has become notably stronger in Major Urban areas, falling from 2.2 in 2017 to 1.9 in 2018.

- **Neighbourhoods are considered safe for children to walk and cycle in, while views are mixed regarding traffic noise**

  Victorians tend to agree that their local neighbourhood is safe for children to walk and cycle around (3.4), although agreement is somewhat lower amongst those with young children (3.0). When asked whether they are concerned about traffic noise, Victorians overall were neutral (2.5), although 18-25 year olds were less concerned (2.1).

5.0 Research 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 employing a similar methodology by 2018.
- 2017: Continuous tracking with seven waves conducted over four quarters.

The current report includes data collected in quarters 1, 2, 3 and 4 in 2018. Quarterly measures are taken using a modular questionnaire to address particular themes as well as maintain regular results for core measures.

The core features of the current methodology are as follows:

Sample is drawn from the VicRoads Registration and Licencing Database. Only Victorians with a licence (either learners' permit or full licence for any vehicle type) or a registration in their name (car, motorbike or trailer) are included in the sample population. However, this sample is likely one of the most complete sample sources for the adult Victorian population – as close to nine in ten Victorians (87%) aged 18 or over has had a driving permit at some stage, or has a vehicle registered in their name.

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 was sent to each sample member who had not completed the survey. Following the initial mail/SMS approaches a CATI phase targeted non-responders with a valid phone number in order to maximise response.

Prize draw

All respondents are offered the opportunity to enter a prize draw where they could win one of five $200 VISA gift cards. In order to encourage timely response, and response via online an ‘early bird’ prize draw is offered to respondents.

Fieldwork

The 2018 survey period is comprised of responses from 1,681 Victorians sampled from the VicRoads Registration and Licencing Database. In total, 4,869 people were selected from the database and invited to take part in the survey. This leads to an overall cooperation rate of 35%.

The survey was launched in seven waves over the course of 2017. The fieldwork schedule is shown in the table on the following page.

Table 47 Fieldwork schedule

Quarter	Week Commencing	Data Collection Quarter Wave 1	Date	Data Collection Quarter Wave 2	Date
	1/01/2018	Sample loaded (Wave 1)			
	8/01/2018				
	15/01/2018	Wave 1 - Questionnaire packs mailed	**17/01/2018**		
	22/01/2018	Wave 1 - Reminder SMS*	**25/01/2018**		
	29/01/2018	Wave 1 - Reminder letter	**31/01/2018**		
	5/02/2018	Wave 1 - CATI - follow-up	**7/02/2018**	Sample loaded (Wave 2)	
Q1 (Jan-Mar)	12/02/2018				
	19/02/2018	Wave 1 - Closed	**25/02/2018**	Wave 2 - Questionnaire packs mailed	**21/02/2018**
	26/02/2018			Wave 2 - Reminder SMS	**2/03/2018**
	5/03/2018			Wave 2 - Reminder letter	**7/03/2018**
	12/03/2018			Wave 2 - CATI follow-up	**14/03/2018**
	19/03/2018				
	26/03/2018			Wave 2 - Closed	**1/04/2018**
	2/04/2018	Sample loaded (Wave 3)			
	9/04/2018				
	16/04/2018	Wave 3 - Questionnaire packs mailed	**24/04/2018**		
	23/04/2018	Wave 3 - Reminder SMS	**4/05/2018**		
	30/04/2018	Wave 3 - Reminder letter	**9/05/2018**		
	7/05/2018	Wave 3 - CATI follow-up	**16/05/2018**	Sample loaded (Wave 4)	
Q2 (Apr-Jun)	14/05/2018				
	21/05/2018	Wave 3 - Closed	**3/06/2018**	Wave 4 - Questionnaire packs mailed	**23/05/2018**
	28/05/2018			Wave 4 - Reminder SMS	**1/06/2018**
	4/06/2018			Wave 4 - Reminder letter	**6/06/2018**
	11/06/2018			Wave 4 CATI follow-up	**13/06/2018**
	18/06/2018				
	25/06/2018			Wave 4 Closed	**1/07/2018**
	2/07/2018	Sample loaded (Wave 5)			
	9/07/2018				
	16/07/2018	Wave 5 - Questionnaire packs mailed	**26/07/2018**		
	23/07/2018	Wave 5 - Reminder SMS	**3/08/2018**		
	30/07/2018	Wave 5 - Reminder letter	**8/08/2018**		
	6/08/2018	Wave 5 CATI follow-up	**15/08/2018**	Sample loaded (Wave 6)	
Q3 (Jul-Sep)	13/08/2018				
	20/08/2018	Wave 5 Closed	**26/08/2018**	Wave 6 - Questionnaire packs mailed	**22/08/2018**
	27/08/2018			Wave 6 - Reminder SMS	**31/08/2018**
	3/09/2018			Wave 6 - Reminder letter	**5/09/2018**
	10/09/2018			Wave 6 CATI follow-up	**12/09/2018**
	17/09/2018				
	24/09/2018			Wave 6 Closed	**30/09/2018**
	1/10/2018				
	8/10/2018	Sample loaded			
	15/10/2018				
	22/10/2018	Wave 7 - Questionnaire packs mailed	**26/10/2018**		
	29/10/2018	Wave 7 - Reminder SMS	**7/11/2018**		
	5/11/2018	Wave 7 - Reminder letter	**13/11/2018**		
Q4 (Oct-Dec)	12/11/2018	Wave 7 CATI follow-up	**14/11/2018**		
	19/11/2018				
	26/11/2018				
	3/12/2018				
	10/12/2018	Wave 7 Closed	**15/12/2018**		
	17/12/2018				
	24/12/2018				

Sample performance

This table shows the response rate by key demographics overall and by mode for each quarter. Consistent with previous iterations of the RSM, response was generally higher amongst those aged over 40 years.

With regard to the mode of completion, those over the age of 40 (and in particular those aged over 60 years) were more inclined to complete the survey in hard copy.

Table 48 Sample performance

		Sample Loaded	Completed surveys	Response Rate	CAWI	Hard copy	CATI
		#	#	%	Row %		
	Total	4,869	1,681	35%	47%	44%	9%
Gender	Male	2,561	793	31%	47%	42%	12% ↑
	Female	2,308	888	38%	47%	45%	7% ↓
Age	18-25	816	222	27%	59% ↑	30% ↓	11%
	26-39	1,618	433	27%	64% ↑	24% ↓	11%
	40-60	1,600	607	38%	46%	44%	10%
	61-90	835	419	50%	24% ↓	69% ↑	6% ↓
Location	Major urban	3,587	1,178	33%	50% ↑	41% ↓	9%
	Other urban	833	326	39%	40% ↓	49% ↑	10%
	Rural balance	449	177	39%	38% ↓	49%	13%

APPENDIX 1

Question list for RSM 2018

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
Mobility	Transport	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
		M1B	How often do you go somewhere by taking a taxi or similar (e.g. Uber)?	Y	Y	Y	Y
		M1C	How often do you go somewhere by walking?	Y	Y	Y	Y
		M1D	How often do you go somewhere by travelling in a car or on a motorbike as a passenger?	Y	Y	Y	Y
		M2A	How often do you drive a car?	Y	Y	Y	Y
		M2B	How often, if ever, do you ride a motorcycle on the road?	Y	Y	Y	Y
		M2C	How often, if ever, do you drive a heavy vehicle on the road?	Y	Y	Y	Y
		M2D	How often, if ever, do you ride a bicycle on the road?	Y	Y	Y	Y
Driving habits	Commuting	M3A	Thinking about your driving, how often do you commute to and from work in a car?	Y	Y	Y	Y
	Stress	M3B	How often do you feel stressed when you are driving?	Y	Y	Y	Y
	Late night driving	M3E	How often do you drive between the hours of 10pm and 6am?	Y	Y	Y	Y
Perceptions of danger	Speed	DAN1A	How dangerous do you think it is to drive a few kilometres above the posted speed limit in a 60km/h zone?	Y	Y	Y	Y
	Speed	DAN1B	How dangerous do you think it is to drive a few kilometres above the posted speed limit in a 100km/h zone?	Y	Y	Y	Y
	Drink driving	DAN1C	How dangerous do you think it is to drive with an illegal Blood Alcohol Content (BAC) level?	Y	Y	Y	Y
	Fatigue	DAN1D	How dangerous do you think it is to drive while very drowsy?	Y	Y	Y	Y
	Distractions	DAN1F	How dangerous do you think it is to drive while using a handheld mobile phone?	Y	Y	Y	Y
	Distractions	DAN1I	How dangerous do you think it is to cross the street while listening to headphones?		Y	Y	
	Drink driving	DAN1K	How dangerous do you think it is to drive a short time after having one alcoholic drink?	Y	Y	Y	Y
	Cycling	DAN1L	How dangerous do you think it is to ride a bicycle on urban roads	Y			
	Cycling	DAN1M	How dangerous do you think it is to ride a bicycle on sealed country roads	Y			
	Distractions	DAN1N	How dangerous do you think it is to cross the street while looking at a mobile phone?				Y
Speed	Speed attitudes	DAN2	How fast should people be allowed to drive in a 60km/h zone without being booked for speeding?	Y	Y	Y	Y
		DAN3	How fast should people be allowed to drive in a 100km/h zone without being booked for speeding?	Y	Y	Y	Y
		SP1B	I enjoy speeding	Y	Y	Y	Y
		SP1D	I feel guilty if I speed	Y	Y	Y	Y
		SP1F	I sometimes drive under the speed limit to reduce the chance of having an accident	Y	Y	Y	Y
		SP1_RB	I enjoy speeding	Y	Y	Y	Y
		SP1_RD	I feel guilty if I speed	Y	Y	Y	Y

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
		SP1_RF	I sometimes drive under the speed limit to reduce the chance of having an accident	Y	Y	Y	Y
	Speeding penalties	SP2	Have you been caught speeding in the last 12 months?	Y	Y	Y	Y
		SP5	If there were no fines or other penalties for exceeding the speed limit, although there were still speed limits set, how often do you think you would exceed those limits?	Y	Y	Y	Y
Driving behaviours	Speeding behaviour	DAN2B	How often do you drive above (speed from Q5) in a 60km/h zone?	Y	Y	Y	Y
		DAN3B	How often do you drive above (speed from Q6) in a 100km/h zone?	Y	Y	Y	Y
		DB1A	In the past three months, how often did you intentionally drive above the limit in a 60km/h zone, even if by only a few km's per hour?	Y	Y	Y	Y
		DB1B	In the past three months, how often did you intentionally drive above the limit in a 100km/h zone, even if by only a few km's per hour?	Y	Y	Y	Y
	Distractions	DB2A	In the past three months, how often did you make a call with a hand-held phone while driving?	Y	Y	Y	Y
		DB2B	In the past three months, how often did you answer a call with a hand-held phone while driving?	Y	Y	Y	Y
		DB2C	In the past three months, how often did you write and send a text message while driving?	Y	Y	Y	Y
		DB2D	In the past three months, how often did you read a text message while driving?	Y	Y	Y	Y
	Fatigue	DB2E	In the past three months, how often did you drive when feeling drowsy?	Y	Y	Y	Y
	Seatbelts	DB3A	Thinking about the past three months, how often did you wear a seatbelt when you were driving a vehicle fitted with seatbelts?	Y	Y	Y	Y
		DB3B	Thinking about the past three months, how often did you wear a seatbelt when you were a passenger in a car or other vehicle fitted with seatbelts?	Y	Y	Y	Y
Pedestrians	Pedestrian behaviour	PED1	In the last three months, how often did you…Cross the street while listening to headphones (calls, music, podcasts etc.)		Y	Y	
		PED1	In the last three months, how often did you…Cross the street while looking at a mobile phone		Y	Y	
	Pedestrian distractions	PED2	In the last week, have you been DISTRACTED by any of the following while you were walking around?		Y	Y	
		PED3	What was distracting you on your phone? (e.g. a phone call, listening to music or podcasts, writing or reading, messages, looking at directions, an app etc.)		Y	Y	
		PED4	Have you ever had a "near miss", where you almost hit by a vehicle, when you were walking because you were distracted?		Y	Y	
Impaired driving	Drink driving	DK1	In the last 12 months, have you been a passenger in a car when you knew or thought the driver was over their legal blood alcohol limit?	Y	Y	Y	Y
		DK2	Do you ever drink alcohol?	Y	Y	Y	Y

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
		DK3	In the last 12 months, have you driven a (car/vehicle) when you knew or thought you were over your legal blood alcohol limit, even slightly?	Y	Y	Y	Y
		DK4	In the last 12 months, how many times have you driven a vehicle when you knew or thought you were over your legal blood alcohol limit, even slightly?	Y	Y	Y	Y
		DK5	What is the highest number of alcoholic drinks you would have and still consider driving?	Y	Y	Y	Y
	Legal drink driving	DK8	In the last 12 months, have you driven a car after drinking alcohol when you knew or thought you were under the legal blood alcohol limit?	Y	Y	Y	Y
		DK9	In the last 12 months, how many times have you driven a car when you knew or thought you were under the legal blood alcohol limit?	Y	Y	Y	Y
	Drug driving	DG3	In the last 12 months, which of the following recreational drugs have you used?	Y	Y	Y	Y
		DG4	In the last 12 months, how often have you driven a vehicle, or ridden a motorbike, after using recreational drugs?	Y	Y	Y	Y
Crashes	Crashes	CR1	In the last five years, have you been involved in any crashes on the road as a driver or rider?	Y	Y	Y	Y
		CR2	As far as you are aware, was anyone involved in any of the crashes injured to the point where they needed to go to hospital?	Y	Y	Y	Y
		CR3	Since the crash, have you changed how you drive or ride?	Y	Y	Y	Y
Enforcement	General perception of police	EN2_A	To what extent do you agree or disagree that seeing police on the roads makes me feel safer	Y			Y
		EN2_B	To what extent do you agree or disagree that police play an important role in reducing fatal crashes on Victoria's roads	Y			Y
		EN2_C	To what extent do you agree or disagree that enforcing speed limits just raises revenue and doesn't make our roads any safer	Y			Y
		POL1	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?	Y			Y
	Perception of police effectiveness	EN1_A	How easy or difficult is it for people to avoid being caught when driving over the speed limit?	Y	Y	Y	Y
		EN1_B	How easy or difficult is it for people to avoid being caught when driving over the legal blood alcohol limit?	Y	Y	Y	Y
		EN1_C	How easy or difficult is it for people to avoid being caught when driving after using recreational drugs?	Y	Y	Y	Y
		EN1_D	How easy or difficult is it for people to avoid being caught when driving while using a mobile phone without hands free?	Y	Y	Y	Y
	Interaction with police	EN3A	In the past 12 months, how many times have you been…Pulled over by police for any reason	Y	Y	Y	Y

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
		EN3B	In the past 12 months, how many times have you been…Breath-tested while driving	Y	Y	Y	Y
		EN3C	In the past 12 months, how many times have you been…Drug-tested while driving	Y	Y	Y	Y
Cyclists	Attitudes towards cyclists	CYC2A	Most cyclists are visible to drivers on the roads	Y	Y	Y	
		CYC2B	Most cyclists are predictable in traffic	Y	Y	Y	
		CYC2C	Most cyclists obey the traffic signals	Y	Y	Y	
		CYC2D	Most drivers don't understand what it's like to be a cyclist on the road	Y	Y	Y	
		CYC2E	Most cyclists and drivers show each other courtesy on the roads	Y	Y	Y	
Vehicle safety	Vehicle ownership	VH1	What type of vehicle do you usually drive?	Y	Y		Y
		VH4	In the past 12 months, have you bought a car, either new or used?	Y	Y		Y
		VH5	In which month did you most recently purchase a car?		Y		
		VH6	Why did you decide to buy the most recent car you purchased?		Y		
General attitudes to road safety	Funding	IM1	Please imagine you have been given $100 to improve road safety in Victoria. The four areas you can choose to allocate it to are; public education, treatment for drug and alcohol addiction, safer road infrastructure and law enforcement. How would you allocate the $100 across these areas?		Y		
	Agreement	TZ4_A	The following statements are about a broad range of attitudes and experiences relating to roads and transport. Please (tell me / indicate) the extent to which you agree or disagree with these statements where 1 is “Strongly disagree” and 5 is “Strongly Agree” Lower speed limits on local roads would have a big impact on how long it takes me to get to places	Y			Y
		TZ4_B	I´d like to be able use cars less, and cycle or walk more	Y			Y
		TZ4_C	It´s safe for children to walk or ride around my neighbourhood	Y			Y
		TZ4_D	I´m concerned about traffic noise in my area	Y			Y
		TZ4_E	I´m often in a hurry when I´m travelling	Y			Y
		TZ4_F	I could get by without a car (or motorbike) most of the time	Y			Y
		TZ4_G	How people drive is more important than road design in saving lives	Y			Y
		TZ4_H	Even good drivers make mistakes	Y			Y
		TZ4_I	I believe a safe journey is more important than a quick journey	Y			Y
	Importance	TZ5_A	Being able to get to your destination quickly	Y			Y
		TZ5_B	Having access to different transport options	Y			Y
		TZ5_C	Everyone having access to different transport options	Y			Y
		TZ5_D	Being able to drive and do as little damage to the environment as possible	Y			Y
		TZ5_E	The street you live on is quiet	Y			Y
		TZ5_F	The street you live on has clean air	Y			Y
		TZ5_G	A road system that is reliable, with predictable travel times	Y			Y
		TZ5_H	A transport system that is free-flowing	Y			Y
		TZ5_I	That streets are safe enough for children to play on	Y			Y

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
	Reducing road trauma	D9B	Thinking now about the government agencies working in the area of road safety, such as the TAC, VicRoads, and Victoria Police. What do you think they are doing to reduce road trauma in Victoria?	Y	Y		Y
Achieving zero	Towards Zero Attitudes	TZ1	Should Victoria aim for zero road deaths?	Y	Y		Y
		TZ2	Do you think reducing the number of road deaths in a year in Victoria to zero will ever be achievable?	Y	Y		
		TZ3	Thinking about when this will be achieved, by which year would we have had at least one year with zero road deaths?	Y	Y		
		TZ6	How many people do you believe die each year due to crashes on Victorian roads?				Y
		TZ7	How many people do you believe are hospitalised each year due to crashes on Victorian roads?				Y
		TZ8	Which of the following do you think can be achieved within the next 30 years?				Y
Demographics	Driving behaviour	D0	In the past year, how many kilometres have you driven? If you are unsure, an estimate is okay.	Y	Y		Y
	Cultural background	D1	In which country were you born?	Y	Y		Y
		D2	How many years have you lived in Australia for?	Y	Y		Y
	Location	D3	What is the postcode of the area you live in?	Y	Y		
	Work	D4	What is your current employment status?	Y	Y		Y
		D11	How many hours do you work in an average week?	Y	Y		Y
		D5	How would you describe your main PAID occupation?	Y	Y		Y
		D6	What is the postcode of your main PAID occupation?	Y	Y		Y
	Family	D7	Do you have any children?	Y	Y		Y
		D8	Which of the following do you have? (Children of driving age or not)	Y	Y		Y

APPENDIX 2

Reminder letter

TRANSPORT ACCIDENT COMMISSION

JOIN OTHER VICTORIANS IN MAKING OUR ROADS SAFER

{title} {given_nm} {surname}
{Add_Line1} {Add_Line2}
{suburb} {State} {Postcode}

{Lodgement Date}

Project: {Job}
ID: {PIN}

Dear {Title} {given_nm} {surname}

We recently invited you to take part in a Road Safety Survey conducted by Wallis for the Transport Accident Commission. If you have already completed it, thank you! If not, there is still time.

Make sure your views and experiences are included by taking this survey. Your feedback does play an important part in improving road safety in Victoria.

Please remember all road users – drivers, cyclists and pedestrians are eligible to take part.

The survey takes around 15 minutes, and all participants will be able to enter a draw for one of five prizes.

WIN A $200 VISA GIFT CARD

- **All participants will be able to enter a draw for one of five $200 VISA gift cards.**
- **You don't have to enter to take part in the survey.**

The survey and the prize draw are voluntary. Wallis Market and Social Research is conducting the survey and any personally identifiable information you give us will remain confidential and will be de-identified. You can get more information about the study at **www.wallisgroup.com.au/roadsafetysurvey**. Alternatively you can call us on **1800 113 444**.

We hope you decide to take part in this important study and thank you in advance for your time.

Kind Regards,

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

Jayne Van Souwe
Principal
Wallis Market & Social Research

You can take part in one of three ways:

1. Online

Just enter **{Link}** into your internet browser and you will be taken to the start of the survey.

2. Mail

If you still have it, complete the survey and mail it back to Wallis in the supplied reply paid envelope.

3. Phone

If we haven't heard from you one of our interviewers may call you to do the interview on the phone. The survey will close on {CATICloseDate}. If you'd like to make an appointment to do the survey by phone, please call us on **1800 113 444** or send an email to **roadsafetysurvey@wallisgroup.com.au**.

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APPENDIX 3

Example 2018 RSM Questionnaire including Primary Approach Letter

TRANSPORT ACCIDENT COMMISSION

ROAD SAFETY STUDY

{title} {given_nm} {surname}
{Add_Line1} {Add_Line2}
{suburb} {State} {Postcode}

{Lodgement Date}

Project: {Job}
ID: {PIN}

Dear {given_nm},

You have been randomly selected to take part in a study of Victorian road users for the Transport Accident Commission (TAC). All road users – drivers, cyclists and pedestrians are eligible to take part. Join other Victorians in playing an important role in improving road safety in Victoria.

The survey takes around 15 minutes, and all participants will be able to enter a quarterly draw for one of five prizes of $200. If you complete the survey online by {DATE} you can enter into an extra prize draw for another chance to win $200. You don't have to enter to take part in the survey.

WIN A $200 VISA GIFT CARD!

- **All participants will be able to enter a draw for one of five $200 VISA gift cards.**
- **If you complete the survey online by {EarlyPrizeDate} you can enter into an extra prize draw for another chance to win a $200 VISA gift card.**
- **You don't have to enter to take part in the survey.**

The survey and the prize draw are voluntary. Wallis Market and Social Research is conducting the survey and any personally identifiable information you give us will remain confidential and will be de-identified. You can get more information about the study at **www.wallisgroup.com.au/roadsafetysurvey**. Alternatively you can call us on **1800 113 444**.

We hope you decide to take part in this important study and thank you in advance for your time.

Kind Regards,

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

Jayne Van Souwe
Principal
Wallis Market & Social Research

You can take part in one of three ways:

1. Online

Just enter **{Link}** into your internet browser and you will be taken to the start of the survey.

2. Mail

Complete the enclosed survey and mail it back to Wallis in the supplied reply paid envelope.

3. Phone

If we haven't heard from you by the {CATIStartDate} our interviewers may call you to do the interview on the phone. The survey will close on {CATICloseDate}. If you'd like to make an appointment to do the survey by phone, please call us on **1800 113 444** or send an email to **roadsafetysurvey@wallisgroup.com.au**.

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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:
http://www.tac.vic.gov.au/road-safety/statistics/about-tac-surveys/road-safety-and-marketing-surveys

Please remove this front page and keep it for your reference. 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 Market and Social Research is required to comply with applicable privacy laws and takes reasonable steps to protect any personal information from unauthorised access, use, disclosure or loss. You can view their privacy policy on their website at: **www.wallisgroup.com.au/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 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:

https://www.vicroads.vic.gov.au/website-terms/privacy

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 also provided (and people are still given a chance to enter the main prize draw) so that no one misses out if they don't want to (or can't) participate in the online version.

THE SURVEY LINK ISN'T WORKING. WHAT DO I DO?

Please send us an email at **roadsafetysurvey@wallisgroup.com.au** 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: ☑ 01 ☒ 01

Please mark the box which is closest to your view—there are no right or wrong answers. If you make a mistake, please colour the error box and then mark the correct one, like this: ■ 01

Some boxes have instructions that look like this: ► **GO TO Q13** If you chose an answer with a 'GO TO', please follow this 'GO TO' 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. Where exact information is not known, 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, 118 Balmain Street Cremorne, 3121, Victoria

HOW YOU GET AROUND

The following questions are about how often you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things. We understand it can be difficult to be exact.

Q1 Thinking about ways you get around apart from driving or riding yourself, **how often** do you go somewhere by...?

Please enter one response per line

		Never 01	Once every six months or less 02	Every couple of months 03	About once a month 04	About once a fortnight 05	About once a week 06	2-4 days a week 07	5-7 days a week 08
A	Taking public transport	☐	☐	☐	☐	☐	☐	☐	☐
B	Taking a taxi or similar (e.g. Uber)	☐	☐	☐	☐	☐	☐	☐	☐
C	Walking	☐	☐	☐	☐	☐	☐	☐	☐
D	Travelling in a car or on a motorbike **as a passenger**	☐	☐	☐	☐	☐	☐	☐	☐

Q2 How often do you drive or ride the following on the road...

Please enter one response per line

		Never 01	Once every six months or less 02	Every couple of months 03	About once a month 04	About once a fortnight 05	About once a week 06	2-4 days a week 07	5-7 days a week 08
A	Car	☐	☐	☐	☐	☐	☐	☐	☐
B	Motorcycle	☐	☐	☐	☐	☐	☐	☐	☐
C	Heavy vehicle	☐	☐	☐	☐	☐	☐	☐	☐
D	Bicycle	☐	☐	☐	☐	☐	☐	☐	☐

IF YOU DO NOT DRIVE A CAR AT ALL, PLEASE GO TO Q4

Q3 Thinking about your driving, how often do you...

Please enter one response per line

		Never 01	Once every six months or less 02	Every couple of months 03	About once a month 04	About once a fortnight 05	About once a week 06	2-4 days a week 07	5-7 days a week 08
A	Commute to and from work in a car	☐	☐	☐	☐	☐	☐	☐	☐
B	Feel stressed when you are driving	☐	☐	☐	☐	☐	☐	☐	☐
C	Drive between the hours of 10pm and 6am	☐	☐	☐	☐	☐	☐	☐	☐

HOW DANGEROUS ACTIVITIES ON THE ROAD ARE

Q4 We would like you to think about 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.

Using a scale where **0 is "Not at all dangerous"** and **10 is "Extremely dangerous"**, how dangerous do you think it is to:

Please enter one response per line

		Not at all dangerous 0 1 2 3 4 5 6 7 8 9 10 Extremely dangerous	Don't know
A	Drive a few kilometres above the posted speed limit in a 60km/h zone	☐	☐
B	Drive a few kilometres above the posted speed limit in a 100km/h zone	☐	☐
C	Drive with an illegal Blood Alcohol Content (BAC) level	☐	☐
D	Drive while very drowsy	☐	☐
E	Drive while using a handheld mobile phone	☐	☐
F	Drive a short time after having one alcoholic drink	☐	☐
G	Cross the street while looking at a mobile phone	☐	☐

Q5 How fast should people be allowed to drive in a **60km/h zone** without being booked for speeding?

Write in kilometres per hour

☐ **Km/h**

IF YOU DO NOT DRIVE OR RIDE AT ALL, PLEASE GO TO Q7

Q6 When you have the opportunity, how often do you drive at or above **the speed you mentioned in Q5** in a **60km/h zone**?

- ☐ 01 None of the time
- ☐ 02 Some of the time
- ☐ 03 About half the time
- ☐ 04 Most of the time
- ☐ 05 All of the time
- ☐ 99 Don't know
- ☐ 98 Prefer not to say

Q7 How fast should people be allowed to drive in a **100km/h zone** without being booked for speeding?

Write in kilometres per hour

☐ **Km/h**

IF YOU DO NOT DRIVE OR RIDE AT ALL, PLEASE GO TO Q10A

Q8 When you have the opportunity, how often do you drive at or above **the speed you mentioned in Q7** in a **100km/h zone**?

- ☐ 01 None of the time
- ☐ 02 Some of the time
- ☐ 03 About half the time
- ☐ 04 Most of the time
- ☐ 05 All of the time
- ☐ 99 Don't know
- ☐ 98 Prefer not to say

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.

Q9 Thinking about the **last three months**, how often did you...

	Please enter one response per line	None of the time 01	Some of the time 02	About half the time 03	Most of the time 04	All of the time 05	Don't know 99	Prefer not to say 98
A	Intentionally drive above the limit in a 60km/h zone, even if by only a few km's per hour	☐	☐	☐	☐	☐	☐	☐
B	Intentionally drive above the limit in a 100km/h zone, even if by only a few km's per hour	☐	☐	☐	☐	☐	☐	☐
C	Make a call with a hand-held phone while driving	☐	☐	☐	☐	☐	☐	☐
D	Answer a call with a hand-held phone while driving	☐	☐	☐	☐	☐	☐	☐
E	Write and send a text message while driving	☐	☐	☐	☐	☐	☐	☐
F	Read a text message while driving	☐	☐	☐	☐	☐	☐	☐
G	Drive when feeling drowsy	☐	☐	☐	☐	☐	☐	☐

Q10 Thinking about the **last three months**, how often did you **wear a seatbelt** when driving a vehicle fitted with seatbelts? Would you say...?

- ☐ 01 None of the time
- ☐ 02 Some of the time
- ☐ 03 About half the time
- ☐ 98 Prefer not to say
- ☐ 04 Most of the time
- ☐ 05 All of the time
- ☐ 99 Don't know

Q11 Thinking about the **last three months**, how often did you **wear a seatbelt** when you were a passenger in a car or other vehicle fitted with seatbelts? Would you say...?

- ☐ 01 None of the time
- ☐ 02 Some of the time
- ☐ 03 About half the time
- ☐ 98 Prefer not to say
- ☐ 04 Most of the time
- ☐ 05 All of the time
- ☐ 99 Don't know

SPEEDING

Q12 The following are some statements some people believe about speeding and speed limits.

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

Please enter one response per line

		Strongly Disagree 1	2	3	4	Strongly Agree 5	Don't know
A	I enjoy speeding	☐	☐	☐	☐	☐	☐
B	I feel guilty if I speed	☐	☐	☐	☐	☐	☐
C	I sometimes drive under the speed limit to reduce the chance of having an accident	☐	☐	☐	☐	☐	☐

Q13 Have you been caught speeding in the **last 12 months**?

- ☐ 01 Yes
- ☐ 02 No
- ☐ 98 Prefer not to say

Q14 If there were no fines or other penalties for exceeding the speed limit, although there were still speed limits set, how often do you think you would exceed those limits?

- ☐ 01 None of the time
- ☐ 02 Some of the time
- ☐ 03 About half the time
- ☐ 04 Most of the time
- ☐ 05 All of the time
- ☐ 99 Don't know
- ☐ 98 Prefer not to say

DRINK AND DRUG DRIVING

Q15 In the **last 12 months**, have you been a passenger in a car when you knew or thought the driver was over their legal blood alcohol limit?

- ☐ 01 Yes
- ☐ 02 No
- ☐ 03 Don't know
- ☐ 98 Prefer not to say

Q16 Do you ever drink alcohol?

- ☐ 01 Yes ► **CONTINUE**
- ☐ 02 No ► **GO TO Q22**
- ☐ 98 Prefer not to say ► **GO TO Q22**

IF YOU DO NOT DRIVE OR RIDE AT ALL, PLEASE GO TO Q22

Q17 In the **last 12 months**, have you driven a vehicle when you knew or thought you were **over** your legal blood alcohol limit, even slightly?

- ☐ 01 Yes ► **CONTINUE**
- ☐ 02 No ► **GO TO Q23**
- ☐ 98 Prefer not to say ► **GO TO Q23**

Q18 In the **last 12 months**, how many times have you driven a vehicle when you knew or thought you were **over** your legal blood alcohol limit, even slightly?

- ☐ 01 Once in the last 12 months
- ☐ 02 Twice in the last 12 months
- ☐ 03 3 - 5 times in the last 12 months
- ☐ 04 6 - 10 times in the last 12 months
- ☐ 05 More than 10 times in the last 12 months
- ☐ 98 Prefer not to say

Q19 What is the highest number of alcoholic drinks you would have and still consider driving?

- ☐ 01 One drink ► **CONTINUE**
- ☐ 02 Two drinks ► **CONTINUE**
- ☐ 03 Three or more drinks ► **CONTINUE**
- ☐ 04 Would not drive after drinking ► **GO TO Q22**
- ☐ 98 Prefer not to say ► **GO TO Q22**

Q20 In the **last 12 months**, have you driven a car after drinking alcohol when you knew or thought you were **under** the legal blood alcohol limit?

- ☐ 01 Yes ► **CONTINUE**
- ☐ 02 No ► **GO TO Q22**
- ☐ 03 I never drive after drinking ► **GO TO Q22**
- ☐ 04 Have not driven in the last 12 months ► **GO TO Q22**
- ☐ 98 Prefer not to say ► **GO TO Q22**

Q21 In the **last 12 months**, how many times have you driven a car after drinking alcohol when you knew or thought you were **under** the legal blood alcohol limit?

- ☐ 01 Once in the last 12 months
- ☐ 02 Twice in the last 12 months
- ☐ 03 3 - 5 times in the last 12 months
- ☐ 04 6 - 10 times in the last 12 months
- ☐ 05 More than 10 times in the last 12 months
- ☐ 98 Prefer not to say

Q22 In the **last 12 months**, which of the following recreational drugs have you used?

Please select all that apply

Remember that your responses will be completely confidential

☐ 01	Cannabis / marijuana	► **CONTINUE**
☐ 02	Stimulants (Ecstasy, MDMA, ice, meth, speed, cocaine, etc.)	► **CONTINUE**
☐ 03	Hallucinogens (LSD, acid, magic mushrooms, etc.)	► **CONTINUE**
☐ 04	Opioids (Heroin, morphine, etc.)	► **CONTINUE**
☐ 05	Prescription medications for non-medical purposes (codeine, pseudoephedrine, dexamphetamine, benzodiazepines etc.)	► **CONTINUE**
☐ 97	None of these	► **GO TO Q24**
☐ 95	Other *(write in)* ☐	► **CONTINUE**
☐ 98	Prefer not to say	► **GO TO Q24**

IF YOU DO NOT DRIVE AT ALL, PLEASE GO TO Q25

Q23 In the **last 12 months**, how often have you driven a vehicle after using recreational drugs?

☐ 01	Once in the last 12 months	☐ 05	More than 10 times in the last 12 months
☐ 02	Twice in the last 12 months	☐ 06	Not at all in the last 12 months
☐ 03	3 - 5 times in the last 12 months	☐ 98	Prefer not to say
☐ 04	6 - 10 times in the last 12 months		

CONSEQUENCES OF DRIVING BEHAVIOURS

Q24 In general, how easy or difficult do you think it is for people to avoid being caught when doing the following things?

Please use a scale of 1 to 5, where **1 is "Extremely easy"** and **5 is "Extremely difficult"**

Please enter one response per line

		Extremely Easy 1	2	3	4	Extremely Difficult 5	Don't know
A	Driving over the speed limit	☐	☐	☐	☐	☐	☐
B	Driving over the legal blood alcohol limit	☐	☐	☐	☐	☐	☐
C	Driving after using recreational drugs	☐	☐	☐	☐	☐	☐
D	Driving while using a mobile phone without hands free	☐	☐	☐	☐	☐	☐

Q25 The following statements are about police enforcement.

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

Please enter one response per line

		Strongly Disagree 1	2	3	4	Strongly Agree 5	Don't know
A	Seeing police on the roads makes me feel safer	☐	☐	☐	☐	☐	☐
B	Police play an important role in reducing fatal crashes on Victoria's roads	☐	☐	☐	☐	☐	☐
C	Enforcing speed limits just raises revenue and doesn't make our roads any safer	☐	☐	☐	☐	☐	☐

Q26 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?

- ☐ 01 Fewer
- ☐ 02 Same
- ☐ 03 More
- ☐ 99 Don't know

IF YOU DO NOT DRIVE AT ALL, PLEASE GO TO Q28

Q27 In the **last 12 months**, how many times have you been...

Remember that your responses will be completely confidential

Please select one answer per row

		Not at all 01	Once 02	Twice 03	3 or more times 04	Prefer not to say 98	Don't know 99
A	Pulled over by police for any reason	☐	☐	☐	☐	☐	☐
B	Breath-tested while driving	☐	☐	☐	☐	☐	☐
C	Drug-testetd while driving	☐	☐	☐	☐	☐	☐

Q28 In the **last five years**, have you been involved in any crashes on the road as a driver or rider?

- ☐ 01 Yes ► **CONTINUE**
- ☐ 02 No ► **GO TO Q31**
- ☐ 98 Prefer not to say ► **GO TO Q31**

Q29 As far as you are aware, was **anyone** involved in **any** of the crash(es) injured to the point where they needed to go to hospital?

- ☐ 01 Yes
- ☐ 02 No
- ☐ 98 Prefer not to say

Q30 Since the crash, have you changed how you drive or ride?

- ☐ 01 Yes
- ☐ 02 No
- ☐ 98 Prefer not to say

THE VEHICLES YOU DRIVE

IF YOU DO NOT DRIVE OR RIDE AT ALL, PLEASE GO TO Q33

Q31 What type of vehicle do you usually drive?

*If you drive more than one type, please select the one type you use **most often***

- ☐ 01 Car / Station wagon
- ☐ 02 SUV / 4WD
- ☐ 03 Ute / Utility / Pick-up
- ☐ 04 Truck
- ☐ 05 Motorcycle
- ☐ 06 Commercial Van
- ☐ 07 Bus
- ☐ 95 Other *(write in)* _____

Q32 In the **last 12 months**, have you bought a car, either new or used?

- ☐ 01 Yes, a new car
- ☐ 02 Yes, a used car
- ☐ 03 No, I haven't bought a car in the past 12 months
- ☐ 98 Prefer not to say

GENERAL ATTITUDES TO TRANSPORT AND ROAD SAFETY

We would like you to now think about the number of people killed each year on Victorian roads due to crashes.

Q33 How many people do you believe die each year due to crashes on Victorian roads?

Please write in the box below

_____

- ☐ 99 Don't know

Q34 How many people do you believe are hospitalised each year due to crashes on Victorian roads?

Please write in the box below

_____

- ☐ 99 Don't know

Q35 In 2002 there were 397 lives lost on Victorian roads, **last year** 259 were lost. Do you think Victoria should aim for zero road deaths?

- ☐ 01 Yes
- ☐ 02 No
- ☐ 03 Don't know
- ☐ 98 Prefer not to say

Q36 Within the next 30 years, which of the following do you think can be achieved in one year?

- ☐ 01 Zero lives lost
- ☐ 02 Between one and twenty lives lost, or
- ☐ 99 More than twenty lives lost

Q37 Thinking now about the government agencies working in the area of road safety, such as the TAC, VicRoads, and Victoria Police. What do you think they are doing to reduce road trauma in Victoria?

Please write in the box below

☐ 99 Don't know

Q38 The following statements are about a broad range of attitudes and experiences relating to roads and transport.

Please tell us the extent to which you agree or disagree with them, where **1 is "Strongly disagree"** and **5 is "Strongly agree"**

Please enter one response per line

		Strongly Disagree 1	2	3	4	Strongly Agree 5	Unsure
A	Lower speed limits on local roads would have a big impact on how long it takes me to get to places	☐	☐	☐	☐	☐	☐
B	I'd like to be able use cars less, and cycle or walk more	☐	☐	☐	☐	☐	☐
C	It's safe for children to walk or ride around my neighbourhood	☐	☐	☐	☐	☐	☐
D	I'm concerned about traffic noise in my area	☐	☐	☐	☐	☐	☐
E	I'm often in a hurry when I'm travelling	☐	☐	☐	☐	☐	☐
F	I could get by without a car (or motorbike) most of the time	☐	☐	☐	☐	☐	☐
G	How people drive is more important than road design in saving lives	☐	☐	☐	☐	☐	☐
H	Even good drivers make mistakes	☐	☐	☐	☐	☐	☐
I	I believe a safe journey is more important than a quick journey	☐	☐	☐	☐	☐	☐

FURTHER COMMENTS

Q39 If you have any further comments about road safety please write them in below

☐ 97 Nothing further to add

ABOUT YOU

Finally, we just have a few questions about you which will help us to interpret the data.

Q40 In the **past year**, how many kilometres have you driven? If you are unsure, an estimate is okay.

☐ 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)

Q41 In which country were you born?

☐ 01 Australia ▶ **GO TO Q43**
☐ 02 New Zealand ▶ **CONTINUE**
☐ 03 United Kingdom ▶ **CONTINUE**
☐ 04 Italy ▶ **CONTINUE**
☐ 05 Vietnam ▶ **CONTINUE**
☐ 06 China ▶ **CONTINUE**
☐ 07 Sri Lanka ▶ **CONTINUE**
☐ 08 India ▶ **CONTINUE**
☐ 95 Other *(write in)* _____ ▶ **CONTINUE**
☐ 98 Prefer not to say ▶ **GO TO Q43**

Q42 How many years have you lived in Australia for?

Write in years

_____ **years**

Q43 What is your current employment status?

- ☐ 01 Employed full-time ► **CONTINUE**
- ☐ 02 Employed part-time or casual ► **CONTINUE**
- ☐ 03 Self-employed ► **CONTINUE**
- ☐ 04 Student (not working) ► **GO TO Q47**
- ☐ 05 Unemployed ► **GO TO Q47**
- ☐ 06 Home duties ► **GO TO Q47**
- ☐ 07 Retired ► **GO TO Q47**
- ☐ 95 Other *(write in)* _____ ► **CONTINUE IF WORKING**
- ☐ 98 Prefer not to say ► **GO TO Q47**

Q44 How many hours do you work in an average week?

☐☐☐ *Write in hours per week*

Q45 How would you describe your **main PAID** occupation?

*Please write in your **job title** and a **brief description of what you do***

Q46 What is the postcode of your **main PAID** occupation?

☐☐☐☐ *Write in postcode*

- ☐ 99 Don't know
- ☐ 98 Prefer not to say

Q47 Do you have any children?

- ☐ 01 Yes ► **CONTINUE**
- ☐ 02 No ► **GO TO Q53**
- ☐ 98 Prefer not to say ► **GO TO Q53**

Q48 Which of the following do you have?

Please select 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 the above
- ☐ 98 Prefer not to say

Q49 What is the postcode of the area you live in?

☐☐☐☐ *Write in postcode*

- ☐ 98 Prefer not to say

Q50 What is the highest level of education you have completed?

- ☐ 01 University degree or higher (Bachelor / Post-graduate degree / Graduate diploma)
- ☐ 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

Q51 Would you be interested in participating in other road safety related research conducted by the TAC?

- ☐ 01 Yes, I would be interested
- ☐ 02 No, I would not be interested ► **GO TO Q53**

Q52 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?

- ☐ 01 Yes
- ☐ 02 No

Q53 Would you like to enter the prize draw to win one of five VISA gift cards worth $200? It will be drawn on the 17th of October 2018. *(See below for more details)*

- ☐ 01 Yes, I would like to enter the prize draw
- ☐ 02 No, I do not want to enter the prize draw

Please complete the box below if you answered "Yes" for Q52 or Q53 above

First Name	
Phone	
Email	

Please note: Your personal details will be treated in strict confidence and will only be used for the purposes of contacting you for the reasons above. If you have indicated an interest in further research, please note your details will be forwarded to the TAC for this purpose. Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.

THAT IS THE END OF THE QUESTIONNAIRE

Please put the questionnaire into the pre-paid reply envelope and post it back to us. Thank you again for your co-operation.

Prize draw details: Entry to the prize draw open to individuals as named on the cover letter who complete and return the survey. To enter, the invited respondent must complete the survey online at the website using the details listed on the cover letter, over the phone by calling **1800 113 444**, or by returning this form in the reply paid envelope supplied. **Winning individuals will be notified by telephone and in writing.**

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