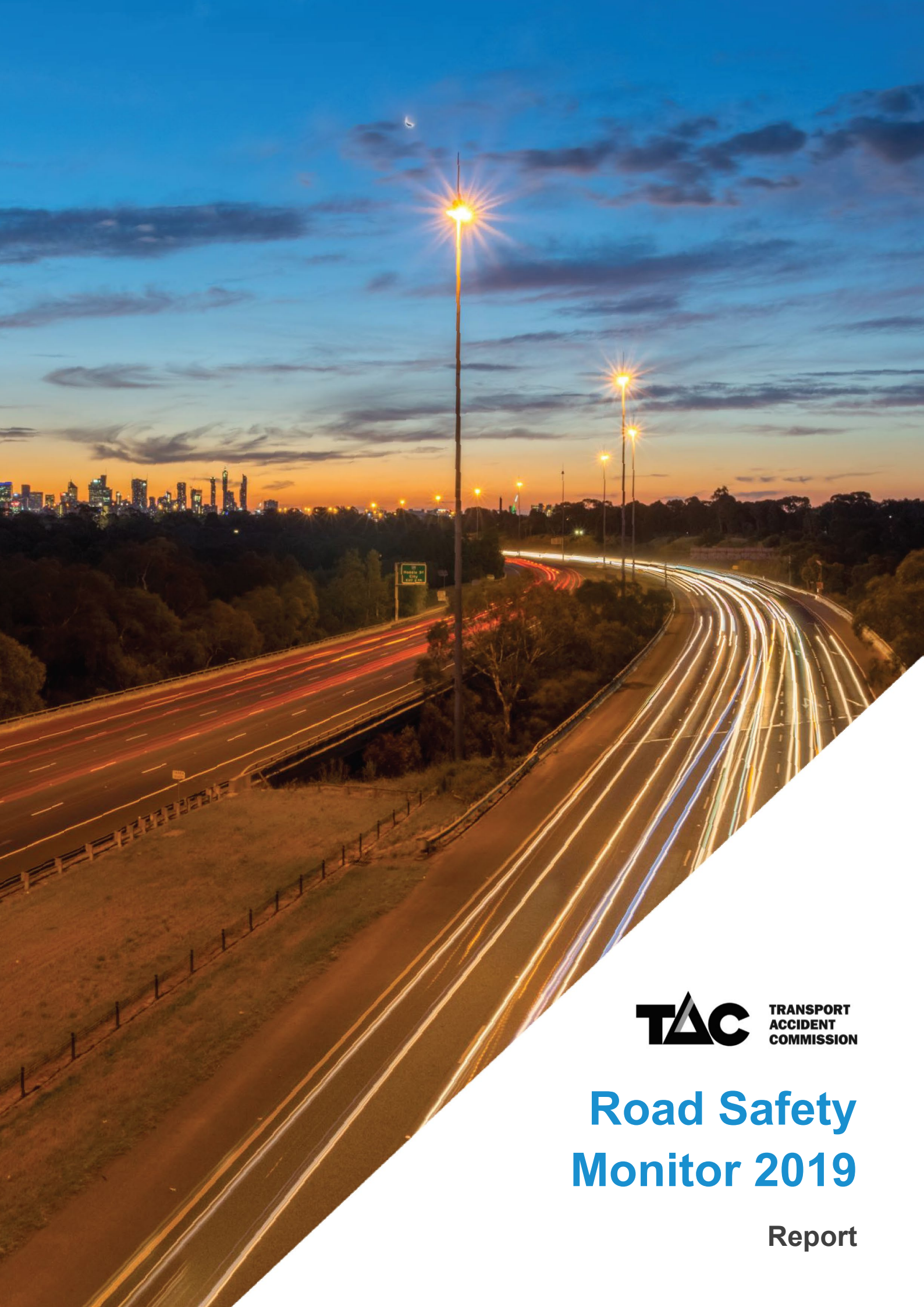

TRANSPORT ACCIDENT COMMISSION

Road Safety Monitor 2019

Report

Report prepared for:

Jodi Page-Smith
Road Safety Research Analyst
Community Relations
Transport Accident Commission (TAC)
60 Brougham Street
Geelong 3220

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Executive Summary

The 2019 Road Safety Monitor (RSM) report presents the findings collected in RSM surveys over the course of 2019. These surveys cover a wide range of topics relating to transport, road safety, infrastructure and the Towards Zero strategy.

While the main way respondents get around continues to be the car, over the last couple of years there has been greater use of commercial ride share (including taxis) and public transport. Use of commercial ride share and public transport is higher amongst younger age groups and those from Major Urban locations.

Despite the greater use of commercial ride share and public transport, most respondents (82%) commute to work by car at least once a week, particularly in Other Urban areas (93%). The majority also drive late at night on occasion, with 80% ever driving between 10pm and 6am. This is more likely to be the case amongst those aged 18-25, 46% of whom drive between 10pm and 6am at least weekly.

Driving with an illegal blood alcohol content level is considered the most dangerous of behaviours when driving, closely followed by driving while drowsy and driving while using a handheld mobile phone. Crossing the street while looking at a mobile phone is considered somewhat less dangerous, while respondents rate the danger of low-level speeding as low relative to these other risky driving behaviours. Those aged 18-25 tend to have lower perceptions of danger, with the exceptions that they are as likely as other age groups to believe drink driving and driving with a handheld mobile phone is dangerous.

One in twenty (5%) admit to drink driving, and one in fifty (2%) admit to driving after using recreational drugs, percentages that have been stable over the last couple of years.

By comparison with drink and drug driving, greater percentages drive while drowsy (37%), look at a mobile phone while crossing the street (29%) or cross a street with headphones (29%). In addition, close to one third (31%) illegally use a mobile phone while driving, although this behaviour is becoming less frequent (from 37% in 2016 to 31% in 2019). The prevalence of each of these behaviours declines with age.

Around four in ten respondents report that they exceed the speed limit in a 60km/h zone (39%) or 100km/h zone (43%). However, when asked about attitudes to speeding, most respondents report they feel guilty if they speed and very few say they enjoy speeding.

Views are polarised regarding how easy or difficult it is for people to be caught drink driving, driving over the speed limit, drug driving or using a mobile phone illegally when driving. For each of these behaviours, at least a third (32%) believe it was easy to avoid being caught.

The majority (70%) believe police play an important role in reducing fatal crashes and agree that seeing police on the roads make them feel safer (also 70%).

Respondents are generally supportive of building more infrastructure, particularly centreline rumble strips (92% support), centreline barriers (83%) and flexible roadside barriers (81%). There is less support for roundabouts (75%) or point-to-point speed cameras (61%).

Nearly all respondents wear a seatbelt all the time while driving (98%) or as a passenger (97%). Respondents born outside Australia are less likely to always wear seatbelts when a passenger than those born in Australia (94% vs 98%).

While the community believes in Towards Zero as a worthy goal, a minority believes it is achievable. Nonetheless, the vast majority of respondents (93%) agree that a safe journey is more important than a quick journey.

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2.0 Introduction

2.1 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:

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

The focus of the Road Safety Monitor (RSM) is largely on the first role – promoting road safety. This important role is somewhat atypical of organisations that administer compensation schemes, but the TAC has been very successful in promoting road safety. 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 other organisations 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 interventions which balance mobility and safety to benefit road users, and implementing these interventions.

Road fatalities and interventions over time

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

The TAC still invests in strategies that promote safe driving by drivers and motorcycle riders. However, the TAC is also delivering safer roads through promotion and support for Victoria Police activities, increased partnership with VicRoads, and through the Safe System Road Infrastructure Program (SSRIP). The primary initiatives include flexible barriers on the sides and centre of roads in high risk locations and audio tactile line 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 road safety strategy is the continued promotion of *'The Road Safety Strategy and Action Plan – Towards Zero 2016-2020'*. This strategy and action plan, usually known simply as simply 'Towards Zero', aims to reduce fatalities on Victoria's roads to fewer than 200 per annum by 2020, as well as reduce serious injuries by 15% over five years.

Towards Zero is inspired by the Swedish Vision Zero model that takes a series of core tenets and applies them across a wide range of areas with the objective of reducing road fatalities to zero. Unlike previous approaches which have been, by comparison, siloed and largely focused on driver behaviour, Visions Zero takes a comprehensive and systemic approach that is 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. For instance, there has been an allocation of $1 billion in funding for safe infrastructure over five years. There is also an allowance to take measures to improve the safety of the Victorian fleet.

While the TAC is the lead organisation for implementation, Towards Zero at its heart is a collaborative effort between VicRoads, Victoria Police, the Department of Justice and Regulation, the Department of Health and Human Services as well as many other organisations - with each having a part to play.

Lives lost

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

In 2017 the number of lives lost 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 the TAC.

There was an increase in the number of lives lost in 2019, with 266 deaths recorded on Victorian roads. This is a 25% increase on 2018 and above the five-year average of 252 for 2014-2018. Fatalities were higher in the first half of the year with 150 occurring from January to June versus 116 from July to December.

2.2 Research objectives

The primary research objectives of the RSM are to:

- Monitor road safety behaviour and the factors which influence behaviour, including attitudes and social norms.
- Identify behaviours and attitudes that are relevant to road safety.

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

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

2.3 Reading this report

Rounding and multiple response questions

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

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

Time series reporting

The profile for Victorians in scope to participate in the RSM changed in 2012. Prior to 2012, only drivers aged 18-60 years who held a current drivers' licence were eligible to participate in the study. From 2012, Victorians aged 18-90 are eligible to take part. To allow valid comparison of data where a time series is presented, results for surveys since 2012 are filtered to respondents aged 18-60 years who have a valid driving licence. Elsewhere, results are presented for the total sample.

Sub-group reporting

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

Major Urban		Major Urban represents a combination of all Urban Centres with a population of 100,000 or more (for example, Melbourne, Geelong, Ballarat).
Other Urban		Other Urban represents a combination of all Urban Centres with a population between 1,000 and 99,999 (for example, Warrnambool, Sale, Benalla).
Rural 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 and question codes

The data in this report have been tested for statistical significance, typically between subgroups. Tests are conducted between the subgroup and the total excluding the subgroup and are at the 95% confidence interval unless stated otherwise. A multiple comparison correction has been used to adjust the statistical significance where several comparisons are made in the one table.

To illustrate, in Table 1 below, the blue arrow indicates that 18-25 year olds are significantly more likely to use recreational drugs than those of all other ages combined. Similarly, the red arrows indicate that 61-90 year olds are significantly less likely to use recreational drugs than those of all other ages combined.

Information below each table in this report shows question numbers as codes. An example is provided in Table 1 below where DK2 and DG3 reference question numbers in the questionnaire. A copy of the questionnaire, which includes the question codes, is provided in Appendix 1

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 using a correction applied for known response rates of the previous waves of the survey. Therefore, the profile of the sample is generally very close to the target population. Weighting is then applied to correct the sample to the known licence population as derived from the VicRoads Registration and Licencing Database.

The weighting efficiency is 91% (an effective base of 1,670 from a sample of 1,835).

The data are weighted by location, age and gender.

3.0 Detailed findings

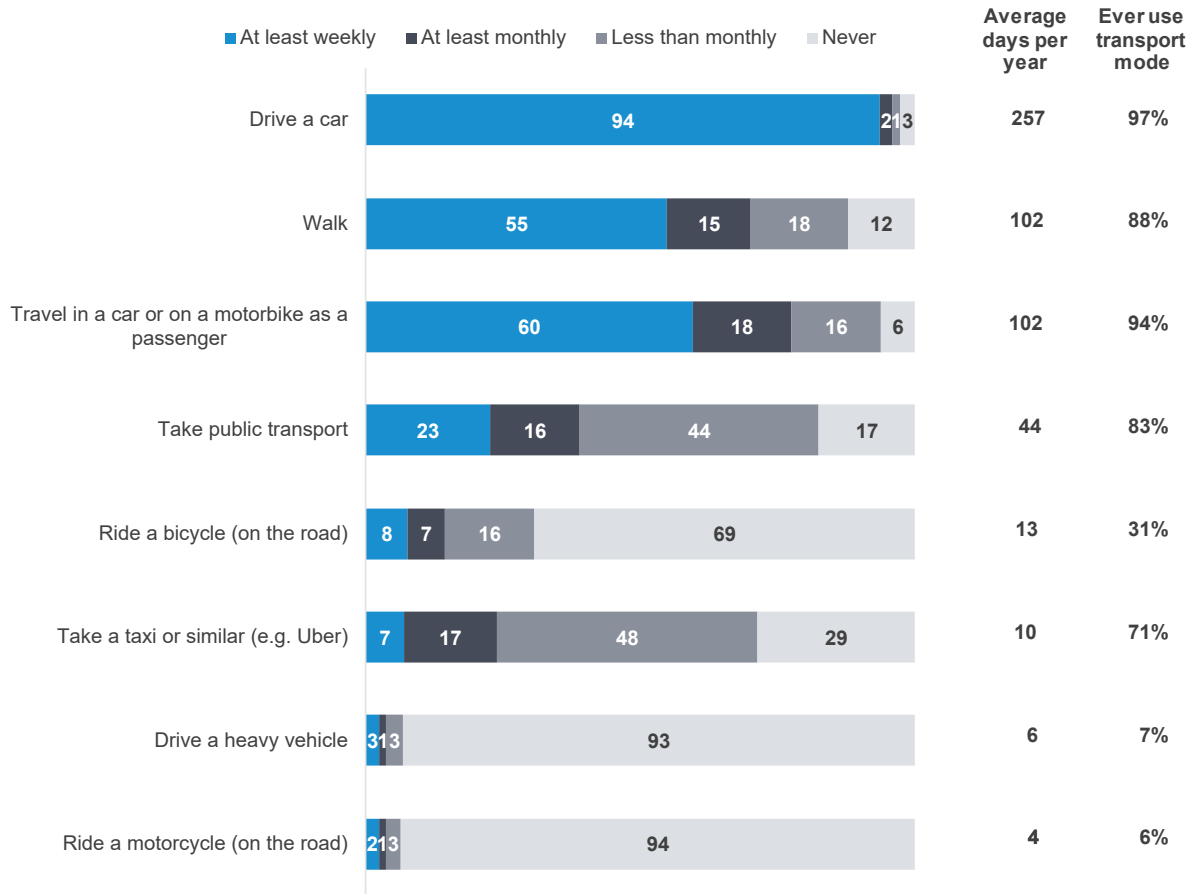
3.1 How people get around

Respondents were asked how frequently they get around by various means of transportation. The categories are: how often they use various vehicles on the road and how often they use other means of transportation such as public transport, commercial ride share, walking or as a passenger in a car or motorbike.

3.1.1 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 respondents), ahead of travelling in a car or on a motorbike as a passenger (60%), walking (55%) or taking public transport (23%). Smaller percentages make at least weekly use of a bicycle on the road (8%), catch a commercial ride share (taxi or similar) (7%), drive a heavy vehicle on the road (3%), or ride a motorcycle on the road (2%). These results are consistent with those in the 2018 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 1760 to 1833
Figures may not add to 100% due to rounding

3.1.2 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 (97%) of respondents drive a car and most do so frequently. Seven in ten (73%) reported driving between five and seven days each week, and 94% drive a car at least weekly.

As was the case in 2018, those aged 18-25 are the group least likely to drive at least weekly. The groups with lower incidences of weekly driving are as follows:

- Males aged 18-25 (83%)
- Females aged 18-25 (85%).

As might be expected, considering those aged 18-25 drive less frequently, this age group is more likely to take public transport or commercial ride share than other people (see Section 2.1.3).

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	83 ↓	96	98 ↑	96	85 ↓	94	97	90
At least monthly	2	10 ↑	1	1	2	7 ↑	2	1	2
Less than monthly	1	2	1	1	1	5 ↑	2	0	2
NET: Ever drive a car	**97**	**94**	**98**	**99**	**98**	**97**	**97**	**98**	**94 ↓**
Never drive a car	3	6	2	1	2	3	3	2	6 ↑
Sample size	*1833*	*110*	*265*	*307*	*200*	*122*	*276*	*335*	*218*

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 2018, in 2019 one in sixteen (6%) respondents ever ride a motorcycle on the road. Close to half (45%) of those with a current motorcycle licence ride on the roads.

The majority of active motorcyclists are male (11% of males vs 2% of females), and riding a motorcycle is more common amongst 40 to 60 year olds (9%). Motorcycle riding is also more common in Other Urban areas (11%) and Rural Balance areas (13%) than in Major Urban areas (5%).

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	2	3	3	1	4 ↑	1 ↓	2 ↓	5 ↑	6 ↑
At least monthly	1	0	1	2	1	2 ↑	0 ↓	1	2	2
Less than monthly	3	2	2	4	2	5 ↑	0 ↓	2 ↓	4	6
NET: Ever ride a motorcycle	6	4	6	9 ↑	4	11 ↑	2 ↓	5 ↓	11 ↑	13 ↑
Never	94	96	94	91 ↓	96	89 ↓	98 ↑	95 ↑	89 ↓	87 ↓
Sample size	*1761*	*231*	*534*	*622*	*374*	*847*	*914*	*1325*	*290*	*146*

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 (31%) respondents ever ride a bicycle on the road, unchanged from 2018. A minority of people ride frequently – 8% of respondents ride a bicycle on the road once a week or more often.

Those who ever ride are significantly more likely to be male (41% of males vs 21% of females), or aged 40 to 60 year olds (39%). These results are similar to those from 2018.

Those who ride at least weekly are also significantly more likely to be males (12% of males vs 4% of females). There are no significant differences by location.

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	9	5	12 ↑	4 ↓	8	7	7
At least monthly	7	7	6	9 ↑	5	9 ↑	4 ↓	6	8	7
Less than monthly	16	11	18	21 ↑	10 ↓	19 ↑	13 ↓	16	16	16
NET: Ever ride a bicycle	31	24 ↓	32	39 ↑	20 ↓	41 ↑	21 ↓	31	32	30
Never	69	76 ↑	68	61 ↓	80 ↑	59 ↓	79 ↑	69	68	70
Sample size	*1768*	*231*	*535*	*623*	*379*	*851*	*917*	*1330*	*291*	*147*

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

About one in fourteen respondents (7%) ever drives a heavy vehicle on the road. Nearly half of these people (3% of all respondents) drive a heavy vehicle at least weekly. These findings are similar to those from 2018.

Those who ever drive heavy vehicles are significantly more likely to be male (12% of males vs 2% of females), and to live in Rural Balance areas (20%) or Other Urban areas (14%).

Those who drive heavy vehicles at least weekly are also significantly more likely to be aged 40-60 (4% vs 2% amongst all other age groups combined), or to be male (5% 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 6% 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	3	2	2	4 ↑	1 ↓	5 ↑	0 ↓	2 ↓	5 ↑	7 ↑
At least monthly	1	1	1	2	1	2	1	1 ↓	2	6 ↑
Less than monthly	3	2	4	4	1 ↓	5 ↑	1 ↓	2 ↓	6 ↑	7 ↑
NET: Ever drive a heavy vehicle	7	6	7	9 ↑	3 ↓	12 ↑	2 ↓	5 ↓	14 ↑	20 ↑
Never	93	94	93	91 ↓	97 ↑	88 ↓	98 ↑	95 ↑	86 ↓	80 ↓
Sample size	*1760*	*231*	*533*	*622*	*374*	*845*	*915*	*1320*	*292*	*148*

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

3.1.3 Other transportation

In this section we explore to what extent respondents 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

As shown in Table 6 below, the majority (83%) of respondents use public transport, up from 79% in 2017. Close to one in four (23%) use 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 (39%) using it weekly. This compares to three quarters (75%) 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 (85% vs 73% in Other Urban areas and 65% in Rural Balance areas), with substantially higher weekly use (26% vs 5% in Other Urban areas and 9% in Rural Balance areas).

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	23	39 ↑	28 ↑	19 ↓	12 ↓	23	22	26 ↑	5 ↓	9 ↓
At least monthly	16	21	13	15	19	18	15	17 ↑	11 ↓	9 ↓
Less than monthly	44	30 ↓	43	49 ↑	44	41	46	42 ↓	57 ↑	47
NET: Ever take public transport	83	91 ↑	85	82	75 ↓	83	83	85 ↑	73 ↓	65 ↓
Never	17	9 ↓	15	18	25 ↑	17	17	15 ↓	27 ↑	35 ↑
Sample size	*1803*	*232*	*536*	*637*	*398*	*874*	*929*	*1357*	*297*	*149*

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

Commercial ride share

As shown in Table 7, in 2019 a majority (71%) of respondents indicate they have ever used a taxi or other commercial ride share, up from 62% in 2016.

However, only one in fourteen (7%) take a taxi or similar on a weekly basis. Younger people aged 18-25 (12%) or 26-39 (10%) are more likely to take taxis or similar on a weekly basis, as are males (9%) and those living in Major Urban areas (8%).

Table 7 Frequency of taking a commercial ride share

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
At least weekly	7	12 ↑	10 ↑	6	2 ↓	9 ↑	6 ↓	8 ↑	3 ↓	3
At least monthly	17	32 ↑	22 ↑	14 ↓	5 ↓	17	16	19 ↑	7 ↓	7 ↓
Less than monthly	48	40 ↓	50	48	48	47	48	47	49	53
NET: Ever use rideshare	71	84 ↑	82 ↑	68	56 ↓	73	70	74 ↑	59 ↓	63
Never	29	16 ↓	18 ↓	32	44 ↑	27	30	26 ↓	41 ↑	37
Sample size	*1787*	*232*	*535*	*628*	*392*	*863*	*924*	*1349*	*291*	*147*

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 2018, nearly all respondents go somewhere by walking (88%), and over half (55%) do so on at least a weekly basis. (See Table 8.)

Those in Rural Balance areas (78%) or Other Urban areas (80%) are less likely to go somewhere by walking than those in Major Urban areas (90%).

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	55	54	54	52	60	56	54	57 ↑	46 ↓	46
At least monthly	15	17	17	16	11 ↓	16	14	16	13	15
Less than monthly	18	18	21	20	11 ↓	16	19	17	21	17
NET: Ever go somewhere by walking	88	89	92 ↑	88	82 ↓	87	88	90 ↑	80 ↓	78 ↓
Never	12	11	8 ↓	12	18 ↑	13	12	10 ↓	20 ↑	22 ↑
Sample size	*1801*	*232*	*536*	*632*	*401*	*871*	*930*	*1358*	*295*	*148*

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

As shown in Table 9, the large majority of respondents (94%) travel in a car or motorbike as a passenger, and over half (60%) do so on a weekly basis.

Younger people aged 18-25 (68%) are more likely than older respondents 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 51%).

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	68 ↑	60	59	54 ↓	51 ↓	68 ↑	59	63	59
At least monthly	18	21	18	16	19	20	16	18	18	19
Less than monthly	16	9 ↓	16	17	21 ↑	21 ↑	12 ↓	17	13	12
NET: Ever travel as a passenger	94	98 ↑	94	92	93	91 ↓	97 ↑	94	95	89
Never	6	2 ↓	6	8	7	9 ↑	3 ↓	6	5	11
Sample size	*1810*	*232*	*541*	*635*	*402*	*873*	*937*	*1361*	*300*	*149*

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

3.2 Driving behaviour

This section examines the general driving behaviour of respondents. For instance, commuting, night-time driving and feeling stressed while driving.

Commuting to and from work in a car

As shown in Table 10, commuting to work by car is the norm for respondents, with close to four in five (82%) who are currently working doing so at least weekly, while nine in ten (90%) ever commute.

Commuting by car is most common amongst those living in Other Urban areas (95% ever commute by car). Respondents living in these locations also commute by car most frequently (93% commute at least weekly vs 81% in Major Urban areas and 82% in Rural Balance areas).

Table 10 Frequency of commuting 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	82	87	79	84	79	83	82	81 ↓	93 ↑	82
At least monthly	3	2	4	2 ↓	7 ↑	3	3	3	2	4
Less than monthly	5	4	6	5	5	6	4	6	1 ↓	6
NET: Ever commute to and from work in a car	90	92	89	91	90	91	89	90 ↓	95 ↑	92
Never commute to and from work in a car	10	8	11	9	10	9	11	10 ↑	5 ↓	8
Sample size	*1261*	*161*	*456*	*541*	*103*	*660*	*601*	*961*	*192*	*108*

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 (96%)
- Technicians and trade workers (90%).

Professionals and associate professionals are least likely (70%) to commute weekly, although notably this group comprises the largest of the occupational categories (28%). People in these occupations are also most likely to ever take public transport (93%) with a third (33%) taking public transport weekly (compared to 23% of all respondents).

Driving between 10pm and 6am

As shown in Table 11, four in five respondents (80%) ever drive at night between 10pm and 6am, with nearly three in ten (27%) doing so on at least a weekly basis.

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

- 18-25 year olds (46% vs 24% of older drivers)
- Respondents who have driven over the speed limit (32%)
- Respondents involved in a crash (37%).

Table 11 Frequency of driving 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	27	46 ↑	29	26	16 ↓	29	25	28	21	31
At least monthly	20	27	24	21	13	22	19	20	23	18
Less than monthly	33	17 ↓	32	35	40	32	34	33	31	37
NET: Ever drive between 10pm and 6am	80	90	85	81	68 ↓	83	78	81	75	86
Never drive between 10pm and 6am	20	10	15	19	32 ↑	17	22	19	25	14
Sample size	*650*	*69*	*203*	*236*	*142*	*301*	*349*	*482*	*112*	*56*

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

As shown in Table 12, most respondents (76%) report driving while feeling stressed at least some of the time, with a third (34%) driving while feeling stressed on at least a weekly basis.

Those aged 61-90 are significantly less likely to feel stressed on a weekly basis (21%).

Feeling stressed while driving is most common amongst younger females. Females aged 18-25 (53%) are most likely to feel stressed while driving at least weekly. This is not the case for younger males, with less than a quarter (21%) reporting they feel stressed while driving at least weekly.

Respondents who report driving while feeling drowsy are more likely to report that they drive while feeling stressed (83% versus 71% of those who do not drive while feeling drowsy). Nearly seven in ten (68%) of those who report driving while feeling drowsy 'half the time or more often' also report driving while feeling stressed on a weekly basis.

Table 12 Frequency of driving while feeling stressed

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	37	36	40 ↑	21 ↓	33	35	35	30	27
At least monthly	20	22	23	20	14	17	23	21	17	15
Less than monthly	22	20	21	20	29 ↑	21	23	21 ↓	28	30
NET: Ever feel stressed when driving	76	79	79	80	64 ↓	71 ↓	81 ↑	76	75	71
Never feel stressed when driving	24	21	21	20	36 ↑	29 ↑	19 ↓	24	25	29
Sample size	*1093*	*138*	*337*	*384*	*234*	*530*	*563*	*813*	*186*	*94*

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

As shown in Table 13, drivers who report driving while stressed are more likely to report driving while fatigued (46%) and involvement in a crash (47%).

Table 13 Frequency of driving while feeling stressed 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	38	41	34	40	38	35	40	46 ↑	33 ↓	47 ↑	35 ↓
At least monthly	22	20	22	30	21	21	22	22	20	20	22
Less than monthly	20	19	21	9	21	25 ↑	17 ↓	17	23	16	21
NET: Ever feel stressed when driving	79	80	78	80	79	81	78	85 ↑	75 ↓	83	79
Never feel stressed when driving	21	20	22	20	21	19	22	15 ↓	25 ↑	17	21
Sample size	*859*	*451*	*383*	*42*	*817*	*319*	*540*	*359*	*477*	*192*	*656*

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

3.3 Vehicle ownership

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

3.3.1 Car purchasing

As is shown in Table 14, close to a quarter of respondents (22%) who drive or ride had bought a car in the last 12 months, with new car purchases (11%) being as likely as used car purchases (12%).

Those aged 18-25 years are more likely to purchase a car (33%), although more commonly a used car (27% used vs 6% new).

As respondents pass the age of 40 years, the likelihood of buying a car decreases, with 17% of those aged 40-59 reporting buying a car in the last 12 months and 15% of those aged 60 and over reporting buying a car in the last 12 months.

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	6	14	9	12	10	11	10	11	10
Yes, a used car	12	27 ↑	16	7	4 ↓	15 ↑	8 ↓	10	18	14
NET: Purchased a car	22	33	29	17	15	25	19	21	30	23
No, I haven't bought a car in the past 12 months	78	67	71	83	85	75	81	79	70	77
Sample size	*640*	*79*	*196*	*225*	*140*	*305*	*335*	*466*	*112*	*62*

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

3.3.2 Type of vehicle usually driven

As shown in Table 15, close to two-thirds of respondents (65%) who drive or ride usually drive a car (a decrease from 70% in 2017 and 66% in 2018), while 26% drive a SUV/4WD (an increase from 22% in 2017 and 25% in 2018) and 6% drive a ute or similar. Other findings include:

- Younger drivers aged 18-25 are more likely to drive cars (80% vs 62% amongst older drivers) and significantly less likely to drive SUVs (14% vs 28% amongst older drivers).
- Utes are almost exclusively driven by males (11% vs 1% of females) and are more likely to be driven in Rural Balance areas (15%) than in Major Urban areas (5%).

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	65	80 ↑	61	59	69	62	68	66	63	47 ↓
SUV / 4WD	26	14 ↓	29	31	24	22	30	26	25	31
Ute / Utility / Pickup	6	3	8	7	3	11 ↑	1 ↓	5 ↓	10	15 ↑
Truck	0	0	1	0	1	1	0	0	0	0
Motorcycle	1	1	1	1	1	1	0	1	0	1
Commercial van	1	1	1	1	1	2	0	1	1	3
Bus	0	0	0	0	0	0	0	0	0	2 ↑
Other	1	0	0	1	2	1	0	1	1	2
Sample size	*851*	*107*	*257*	*306*	*181*	*405*	*446*	*623*	*152*	*76*

VH1 - What type of vehicle do you usually drive?
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

3.4 Road user attitudes and behaviours

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

3.4.1 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 were asked in previous surveys. In Table 16, results are shown for the years 2016 to 2019 for all statements that were asked in 2019. Numbers in the table and the following text are mean ratings derived from an eleven-point scale from 0 to 10.

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

Four behaviours stand out as being perceived by respondents 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)
- Crossing the street while looking at a mobile phone (8.8).

Riding bicycles, speeding behaviours and driving after drinking one alcoholic drink continue to be rated by respondents as the least dangerous of the behaviours they were asked to rate.

Table 16 Perceptions of danger

Average	2016	2017	2018	2019
Drive with an illegal Blood Alcohol Content (BAC) level	9.5	9.5	9.5	9.5
Drive while very drowsy	9.2	9.2	9.2	9.2
Drive while using a handheld mobile phone	9.1	9.0	9.1	9.1
Cross the street while looking at a mobile phone			8.9	8.8
Ride a bicycle on urban roads		6.8	6.8	6.8
Drive a few kilometres above the posted speed limit in a 100km/h zone	6.2	6.2	6.1	6.1
Ride a bicycle on sealed country roads		6.0	6.3	6.0
Drive a few kilometres above the posted speed limit in a 60km/h zone	6.2	6.1	6.0	5.9
Drive a short time after having one alcoholic drink	5.7	5.7	5.7	5.6
Sample size	*452 - 1180*	*809 - 1721*	*393 - 1661*	*133 - 1825*

Mean scores are shown as a heat map where the lowest value is white and the highest value is blue.
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

Table 17 below shows the level of perceived danger of each behaviour in 2019 by demographic. The general trend in perception of danger is that males and those aged under 26 years perceive the danger of these activities as lower than other respondents.

Table 17 Perception of danger by demographic (2019)

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	9.5	9.5	9.6 ↑	9.3	9.3 ↓	9.6 ↑	9.5	9.3	9.4
Drive while **very drowsy**	9.2	8.9 ↓	9.1	9.4 ↑	9.2	9.1 ↓	9.3 ↑	9.2	8.9	9.2
Drive while using a **handheld mobile phone**	9.1	8.9	9.0	9.2	9.2	8.9 ↓	9.3 ↑	9.1	8.9	9.0
Cross the street while **looking at a mobile phone**	8.8	7.9 ↓	8.6	9.0 ↑	9.1	8.7	8.8	8.8	8.5	8.9
Ride a bicycle on **urban roads**	6.8	5.6	6.3	7.1	7.9	6.7	7.0	6.8	6.4	7.6
Drive a few kilometres above the posted speed limit in a **100km/h zone**	6.1	5.6	6.0	6.2	6.3	5.5 ↓	6.6 ↑	6.1	6.1	6.1
Ride a bicycle on **sealed country roads**	6.0	5.2	5.6	6.4	6.2	5.9	6.3	6.0	6.3	5.9
Drive a few kilometres above the posted speed limit in a **60km/h zone**	5.9	5.2 ↓	5.7	6.1	6.3 ↑	5.6 ↓	6.2 ↑	5.8 ↓	6.2	6.5
Drive a short time after having **one alcoholic drink**	5.6	6.0	5.7	5.5	5.5	5.2 ↓	6.1 ↑	5.6	5.5	5.5
Sample size	*1825*	*232*	*542*	*638*	*415*	*880*	*946*	*1368*	*307*	*151*

Mean scores are shown as a heat map where the lowest value is white and the highest value is blue.
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
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

The following section looks at the perceived level of danger in more detail.

Drink Driving

Respondents consider drink driving to be the most dangerous driving behaviour – in particular, driving with an illegal B.A.C (9.5). This average rating is unchanged from 2018. The following groups had a lower perception of danger for drink driving:

- Males (9.3 vs 9.6 amongst females)
- Those who had driven over the legal BAC in the past 12 months (8.7 vs 9.5 amongst those who had not)

However, respondents do not consider having only one alcoholic drink a short time before they drive as particularly dangerous (5.6). Having one alcoholic drink is considered more dangerous amongst females (6.1) than males (5.2). The demographic group with the lowest perceived danger of driving after having one alcoholic drink is males aged over 40 years (5.5).

Driving while drowsy

Driving while drowsy is also perceived to be a dangerous activity (9.2), – slightly lower than driving with an illegal B.A.C. (9.5) which is also unchanged since 2018.

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

- Those aged 18-25 (8.9 vs 9.3 amongst those aged 26 or over)
- Those who have driven when fatigued (8.8 vs 9.4 amongst those who have not)
- Males (9.1 vs 9.3 amongst females).

Driving while using a hand-held mobile phone

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

- Those aged under 40 years (8.9 vs 9.2 amongst those aged 40 or over)
- Males (8.9 vs 9.3 amongst females)
- Those who have used a mobile phone to make a call while driving (8.5 vs 9.4 of those who have not used a phone while driving).

Speeding

Respondents were asked how dangerous they believe 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 lower for both a 60km/h zone (5.9) and a 100km/h zone (6.1). The differences across groups include the following:

- Males are less likely to think speeding a few kilometres above the limit is dangerous in both 60km/h zones (5.6 vs 6.2 amongst females) and 100km/h zones (5.5 vs 6.6 for females).
- Respondents in Major Urban areas are less likely to think speeding in a 60km/h zone is dangerous (5.8 vs. 6.3 for those in other areas), as are those aged under 40 (5.5 vs 6.2 amongst those aged 40 and over).
- Respondents who frequently exceed the speed limit are less likely to think speeding a few kilometres above the limit is dangerous in both 60km/h zones (5.0 vs 6.7 amongst those who do not frequently exceed speed limits) and 100km/h zones (4.9 vs 7.1).

Cycling

Respondents were also asked how dangerous they believe 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 (6.0).

Pedestrian distractions

Crossing a street while looking at a mobile phone is perceived as one of the more dangerous activities (8.8).

Differences observed amongst groups include:

- Respondents aged 18-25 (7.9) are less likely to rate this activity as dangerous than respondents aged 26 and over (8.9),
- Respondents who ever cross the street while looking at a mobile phone (7.7) are less likely to rate this activity as dangerous than respondents who never undertake this behaviour (9.1).

3.5 Speeding

3.5.1 Perceptions of the danger of speeding

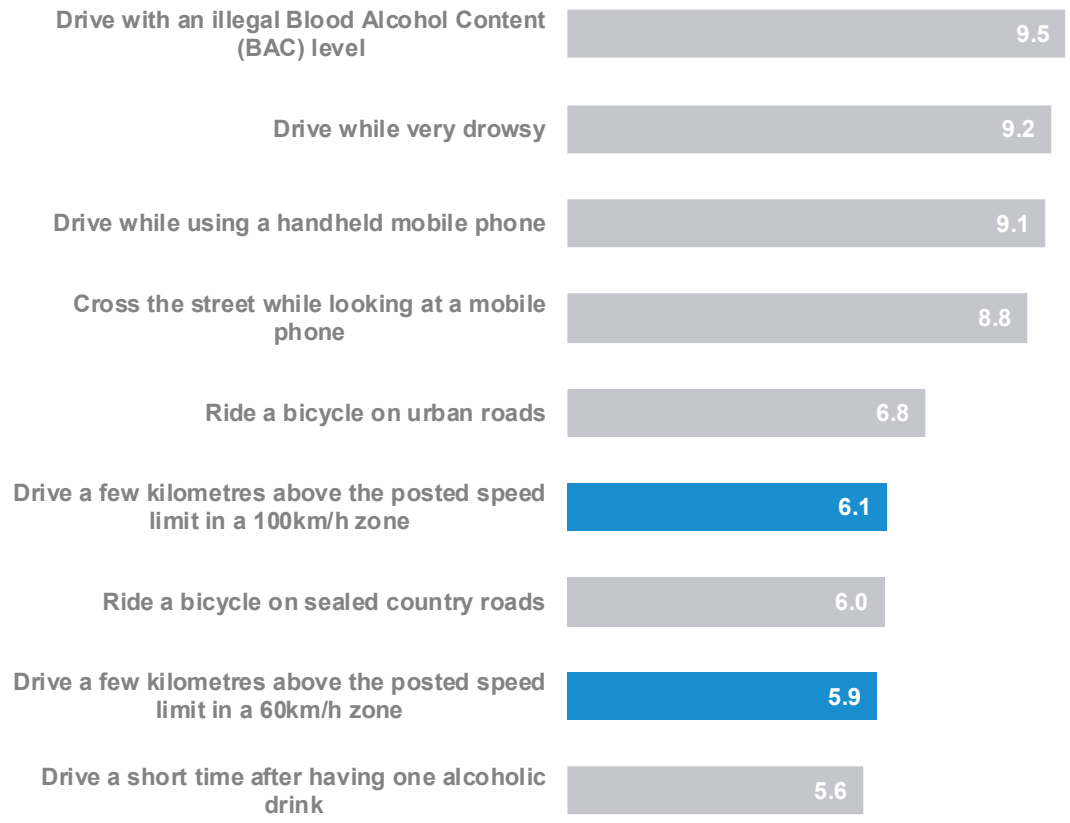
In Figure 2 below, respondents' perceived level of danger from driving a few kilometres over the speed limit (highlighted in blue) are compared with the perceived level of danger associated with other behaviours, such as driving with an illegal BAC, driving while very drowsy, or riding a bicycle on urban roads.

Respondents were asked to rate the perceived level of danger of someone performing each activity in a typical setting on an eleven-point scale from 0 to 10 where 0 is "not at all dangerous" and 10 is "extremely dangerous". Numbers in the table and the following text are mean ratings out of 10.

Respondents 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, driving while very drowsy or driving while using a handheld mobile phone, or riding a bicycle on urban roads.

However, the perceived level of danger from driving a few kilometres over the 60 km/h speed limit is greater than that of driving a short time after having one alcoholic drink.

Figure 2 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

Table 18 shows the perceived level of danger of driving a few kilometres over the speed limit (for both 60km/h and 100km/h zones) amongst respondents by demographic. Key findings include:

- The perceived level of danger is lowest amongst 18-25 year olds (5.2 and 5.6 for 60km/h and 100km/h zones respectively) and highest amongst 61-90 year olds (6.3 and 6.3).
- Males perceive less danger in driving a few kilometres over the speed limit (5.6 and 5.5 for 60km/h and 100km/h zones respectively) than females (6.2 and 6.6).
- Respondents living in Other Urban areas (6.2) and Rural Balance areas (6.5) perceive the danger of driving a few kilometre above the speed limit in a 60km/h to be higher than respondents living in Major Urban areas (5.8).

Table 18 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	5.9	5.2 ↓	5.7	6.1	6.3 ↑	5.6 ↓	6.2 ↑	5.8 ↓	6.2	6.5
100km/h zone	6.1	5.6 ↓	6.0	6.2	6.3	5.5 ↓	6.6 ↑	6.1	6.1	6.1
Sample size	*1812*	*231*	*538*	*637*	*406*	*872*	*940*	*1358*	*305*	*149*

DAN1A/B Using a scale where 0 is 'Not at all dangerous' and 10 is 'Extremely dangerous', how dangerous do you think it is to drive a few kilometres above the posted speed limit in a [60km/h/100km/h] zone
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

As shown in Table 19, respondents who engage in illegal behaviours (Speeding, Drink driving and Mobile phone use – see Section 1.3 for definitions) are less likely to perceive that driving a few kilometres over the speed limit is dangerous. For convenience, respondents in the Speeding behaviour sub-group will be referred to in this report as 'speeders' and other respondents as 'non-speeders'.

Most noticeably, speeders (5.0) are less likely than non-speeders (6.7) to perceive that driving a few kilometres over the speed limit in a 60km/h zone is dangerous. The difference is even greater for 100km/h zones (4.9 for speeders vs 7.1 for non-speeders). These findings are similar to those for 2018.

Amongst all sub-groups (demographic and behavioural), non-speeders (7.1) have the highest rating for the perceived level of danger for driving over the speed limit.

Table 19 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	5.9	5.0 ↓	6.7 ↑	4.6 ↓	5.9 ↑	4.9 ↓	6.3 ↑	5.3 ↓	6.2 ↑	5.8	5.9
100km/h zone	6.1	4.9 ↓	7.1 ↑	4.4 ↓	6.1 ↑	5.0 ↓	6.5 ↑	5.4 ↓	6.4 ↑	5.8	6.2
Sample size	*1812*	*862*	*861*	*91*	*1678*	*542*	*1227*	*665*	*1066*	*346*	*1452*

DAN1A/B Using a scale where 0 is 'Not at all dangerous' and 10 is 'Extremely dangerous', how dangerous do you think it is to drive a few kilometres above the posted speed limit in a [60km/h/100km/h] zone
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

3.5.2 Definition of speeding

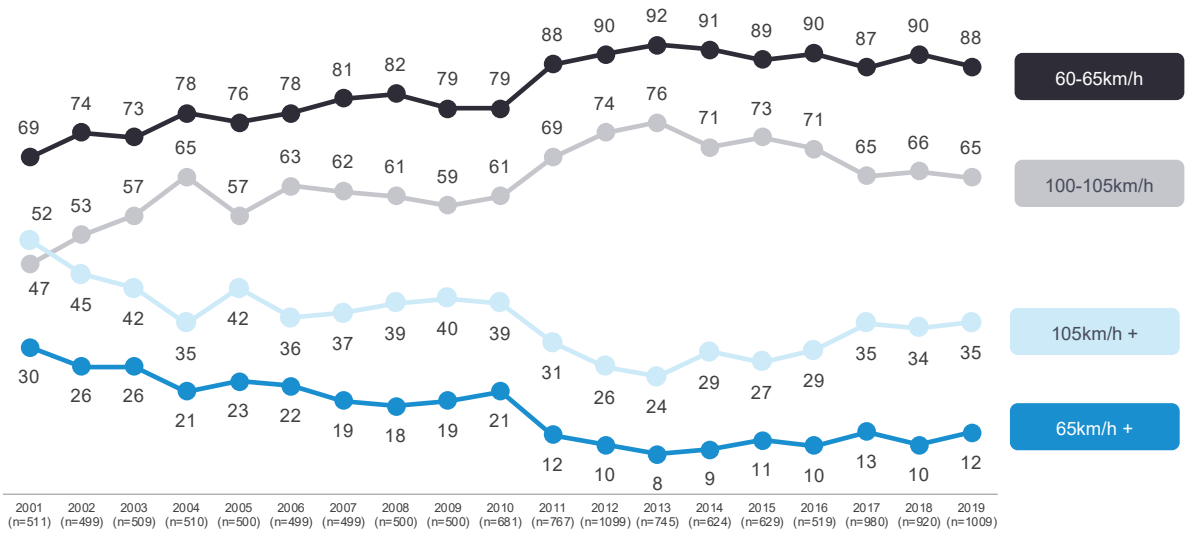
To understand how road users define speeding, respondents were asked to indicate how fast they think people should be allowed to drive in a 60km/h and 100km/h zones without being booked for speeding. The results in this section are restricted to respondents aged 18-60 with a drivers' licence to allow valid comparisons over time. See Section 1.3 for further explanation.)

As shown in Figure 3, many respondents report that drivers should be allowed to drive up to 5km/h over the speed limit in both 60km/h and 100km/h zones (88% and 65% respectively).

There has, however, been an increase in the percentage of respondents who report that drivers should be allowed to drive ***more*** than 5km/h over the speed limit in 100km/h zones. In 2013, 24% of respondents reported that drivers should be allowed to exceed 105km/h in 100km/h zones. In 2017, the percentage had risen to 35%. This belief has been maintained and continues to be 35% in 2019. In contrast, no trend is evident for 60km/h zones.

Males (17%) are more likely than females (8%) to report that drivers should be allowed to drive faster than at 65km/h in a 60km/h zone. The difference is greater for 100km/h zones; 45% of males report that drivers should be allowed to exceed 105km/h in a 100km/h zone compared with 25% of females.

Figure 3 Definition of speeding



The RSM methodology was changed substantially in 2010 (see Section 4.0).

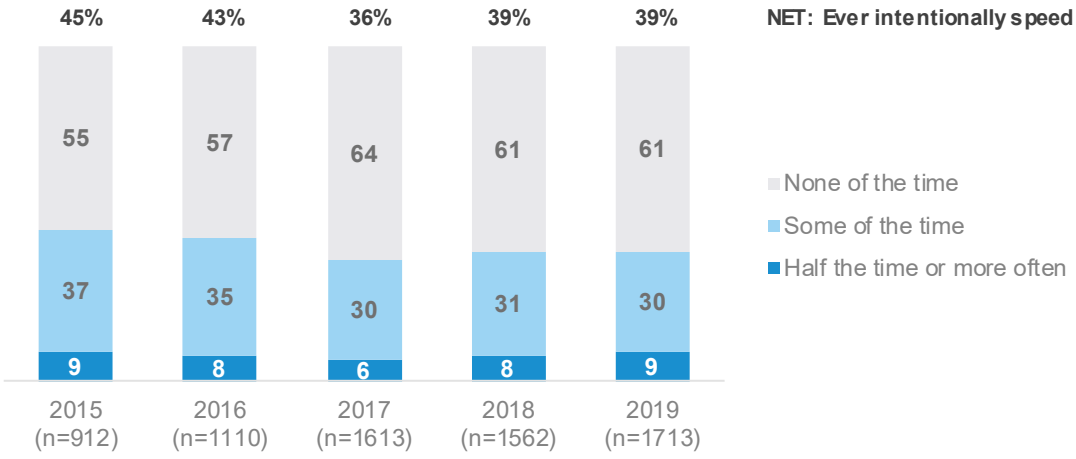
DAN2- How fast should people be allowed to drive in a 60km/h zone without being booked for speeding?
Filter: Aged 18-60 years who could specify a number and not below 60km/h
DAN3 - How fast should people be allowed to drive in a 100km/h zone without being booked for speeding?
Filter: Aged 18-60 years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

3.5.3 Intentionally driving over the speed limit

Respondents were asked how often they intentionally drove above the posted speed limit in the last three months. Note that in contrast to Section 2.5.2, these questions were asked of all respondents aged 18-90 with a drivers' licence.

As shown in Figure 4, the majority of respondents (61%) report never intentionally speeding in a 60km/h zone. Since 2015, the percentage of respondents reporting that they never intentionally speed has increased from 55% to 61% in 2019.

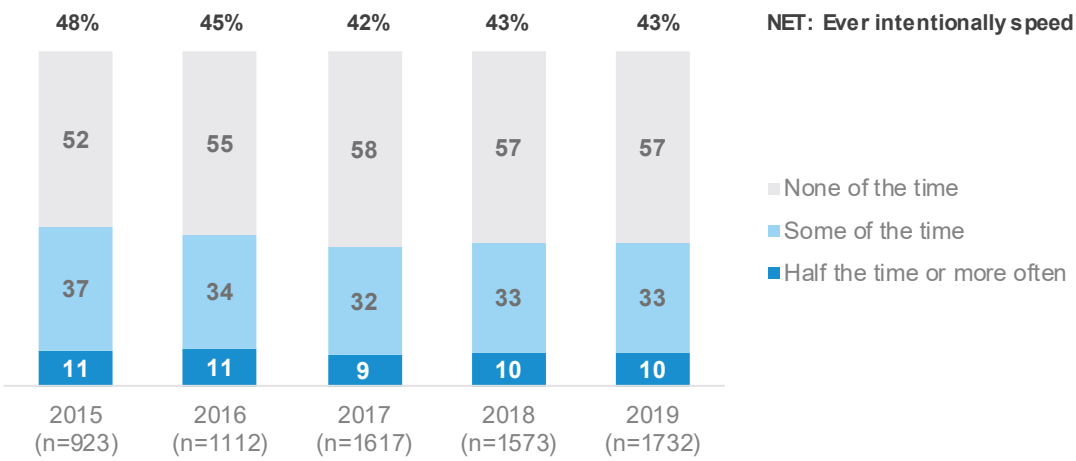
Figure 4 Intentionally driving over the speed limit in a 60km/h zone over time



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

As shown in Figure 5, the findings are similar for intentionally speeding in 100km/h zones. Since 2015, the percentage of respondents reporting that they never intentionally speed has increased from 52% to 57% in 2019.

Figure 5 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 reported likelihood to drive above the speed limit is greater amongst younger people and males, as described below:

- Respondents aged 18-39 (47%) are more likely than respondents aged 40 and over (33%) to ever speed in 60km/h zones.
- Males (45%) are more likely than females (33%) to ever speed in 60km/h zones
- Respondents in Rural Balance areas (29%) are less likely than respondents in Major Urban areas (40%) to ever speed in 60km/h zones.
- In 100km/h zones, respondents aged 18-39 (49%) are more likely than respondents aged 40 and over (38%) to ever speed.
- In 100km/h zones, males (50%) are more likely than females (35%) to ever speed in 100km/h zones.
- In 100km/h zones, respondents in Rural Balance areas (47%) and Other Urban areas (49%) are more likely than respondents in Major Urban areas (42%) to ever speed.

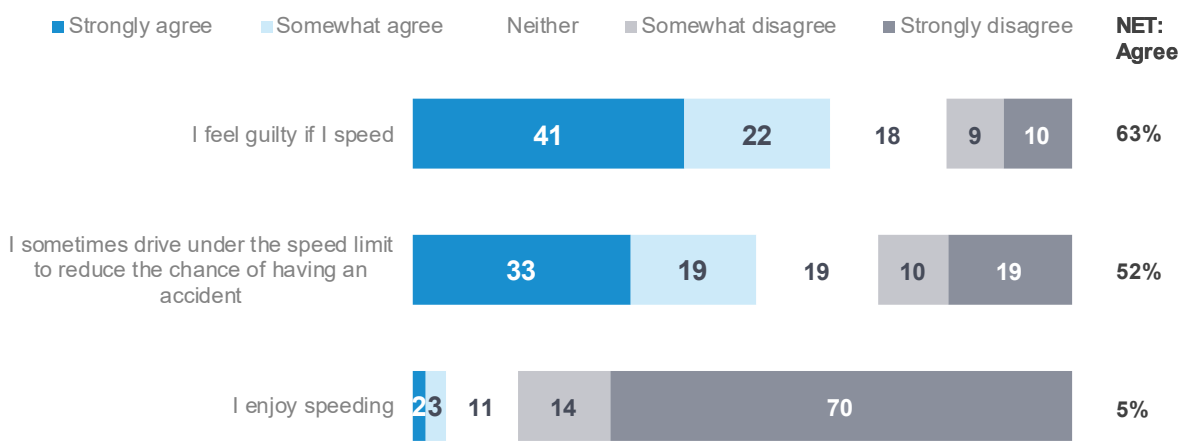
Respondents who are more likely to intentionally exceed the speed limit are also more likely to engage in other illegal behaviours such as using mobile phones while driving or drink driving. For example, respondents who make mobile phone calls while driving are more likely to report intentionally driving above the 60km/h limit at least half the time (14% vs 4% amongst those who never make mobile calls while driving). Similarly, respondents who drink drive are more likely to intentionally drive above the 100km/h speed limit at least half the time (29% vs 9% amongst those who do not drink drive).

3.5.4 Attitudes towards speeding

Respondents were asked to rate the extent to which they agreed or disagreed with a battery of statements about speeding using a five-point scale where 1 is 'strongly disagree and 5 is 'strongly agree'. Numbers in Figure 6 and the following text are the percentages of respondents who are have a drivers' licence who nominated each point on the scale.

A majority of respondents (63%) report that speeding makes them feel guilty. Just over half of respondents (52%) report that they sometimes drive under the speed limit to reduce the chance of having an accident. A minority of respondents (5%) agree that they enjoy speeding.

Figure 6 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

The attitudes to speeding differ by demographic. For example, a higher percentage of females and respondents aged 61 or over hold somewhat stronger views against speeding. For example:

- Females (77%) are more likely to strongly disagree than males (63%) with the statement 'I enjoy speeding'.
- Respondents aged 61-90 (82%) are more likely to strongly disagree than respondents aged 60 and under (66%) with the statement 'I enjoy speeding'.
- Respondents aged 61-90 (49%) are more likely to strongly agree than respondents aged 60 and under (39%) with the statement 'I feel guilty if I speed'.
- Females (49%) were more likely to *strongly agree* than males (33%) with the statement 'I feel guilty if I speed'.

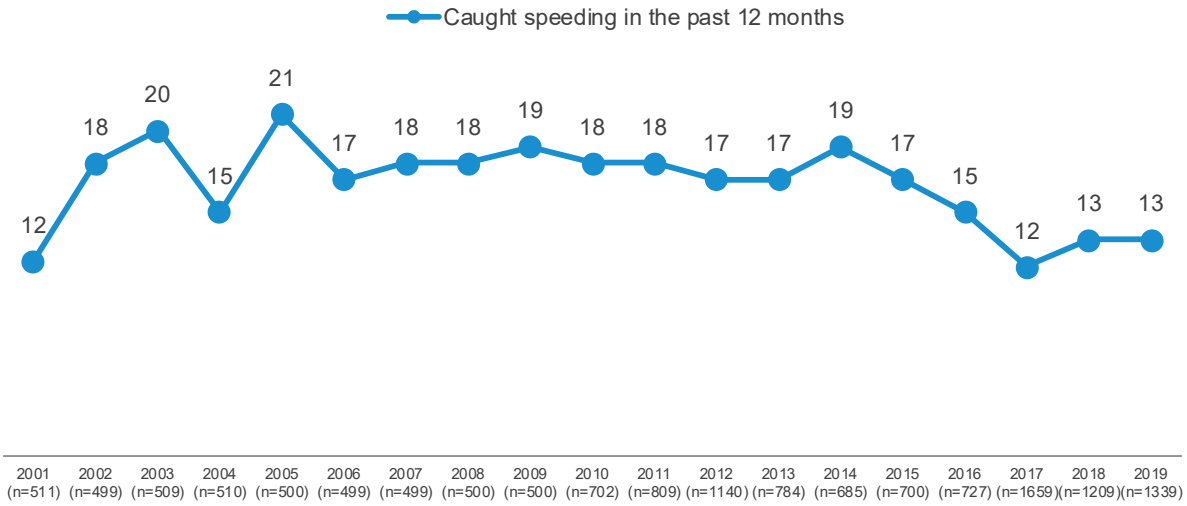
There are few differences by demographic in the level of agreement with the statement ‘I sometimes driving under the speed limit to reduce the chance of having an accident’. However, speeders, respondents who use a hand-held mobile phone and respondents who drive fatigued are less likely to agree with the statement that ‘I sometimes drive under the speed limit to reduce the chance of having an accident’, as shown below:

- 44% of speeders agree with the statement whereas 59% of non-speeders agree.
- 46% of respondents who drive while using a handheld mobile phone agree with the statement whereas 55% of respondents who do not do this agree.
- 48% of respondent who drive fatigued agree with the statement whereas 54% of respondents who do not do this agree.

3.5.5 Caught speeding

Respondents aged 18-60 who are licence holders were asked if they had been caught speeding in the last twelve months. Figure 7 below shows that the percentage of respondents who reported being caught speeding had declined from 2014 to 2017 but has then risen. In 2019, 13% of respondents report being caught speeding.

Figure 7 Caught speeding



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

Males (15%) are more likely to have been caught speeding in the last twelve months than females (10%).

Table 20 Caught speeding in the past 12 months

Column %	Total	Age			Gender		Location		
		18 - 25	26 - 39	40 - 60	Male	Female	Major Urban	Other Urban	Rural Balance
Yes	13	15	11	13	15 ↑	10 ↓	12	16	12
No	87	85	89	87	85 ↓	90 ↑	88	84	88
Sample size	*1339*	*216*	*513*	*610*	*640*	*699*	*1018*	*217*	*104*

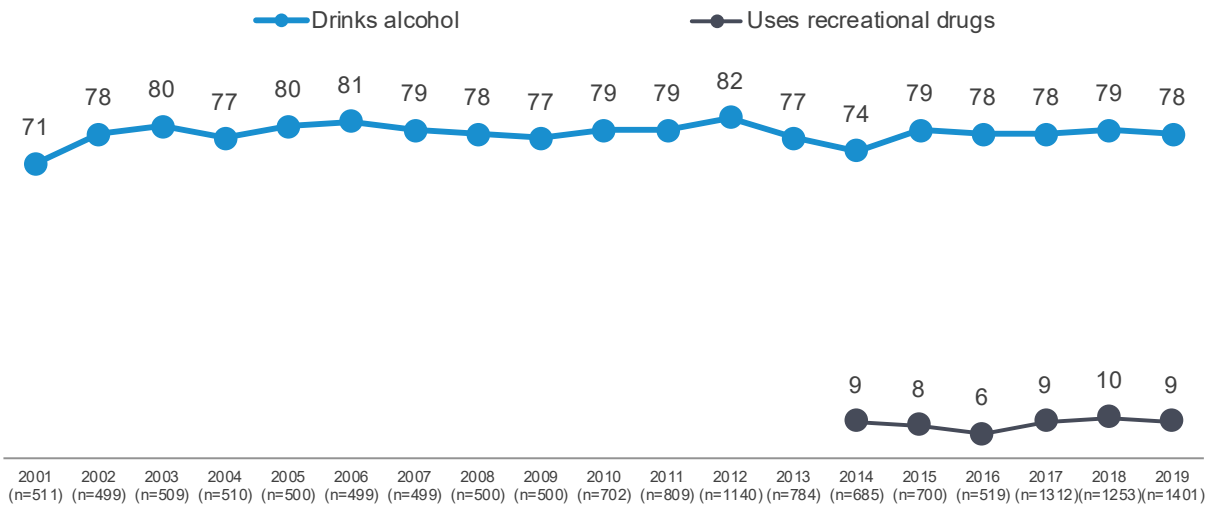
SP2 - Have you been caught speeding in the last 12 months?
Filter: Licence holders
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

3.6 Impaired driving

3.6.1 Use of drugs and alcohol

Respondents were asked whether they drink alcohol and if they had used recreational drugs in the last 12 months. Figure 8 below is filtered to respondents aged 18-60 who are licence holders to allow valid comparisons over time. Figure 8 shows that, on this basis, about four in five respondents (78%) ever drink alcohol, while about one in ten respondents (9%) have used recreational drugs in the last twelve months.

Figure 8 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*

Table 21 shows unfiltered results. Amongst all respondents, more males (83%) than females (73%) report they have ever drunk alcohol.

Usage of recreational drugs is higher amongst respondents aged 18-25 (14%) and 26-39 (11%) than amongst those aged 40-60 (6%) or 61-90 (2%).

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	78	82	78	77	76	83 ↑	73 ↓	77	76	82
Uses recreational drugs	8	14 ↑	11 ↑	6	2 ↓	8	8	8	8	7
Sample size	*1814*	*230*	*537*	*634*	*413*	*874*	*940*	*1358*	*304*	*152*

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

As shown in Table 22, respondents who engage in illegal behaviours, driving fatigued, or who have been involved in a crash (see Section 1.3 for definitions) are more likely to drink alcohol and use recreational drugs. For example:

- Speeders (85%) are more likely to report ever drinking alcohol than non-speeders (71%).
- Respondents who drink drive are more likely to use recreational drugs (21%) than respondents who do not drink drive (7%).
- Respondents who have been involved in a crash in the past five years are more likely to have used recreational drugs (11%) than those who do not (7%).

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	78	85 ↑	71 ↓	100 ↑	77 ↓	86 ↑	74 ↓	87 ↑	73 ↓	81	77
Uses recreational drugs	8	11 ↑	4 ↓	21 ↑	7 ↓	15 ↑	4 ↓	10 ↑	6 ↓	11 ↑	7 ↓
Sample size	*1814*	*864*	*863*	*91*	*1680*	*541*	*1230*	*661*	*1074*	*349*	*1454*

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

3.6.2 Drink driving

Incidence of illegal drink driving

In the last 12 months, 3% of respondents report to have been a passenger when they thought the driver was over the blood alcohol limit – the same percentage recorded in 2017 and 2018.

Amongst respondents who drive, 5% report they had driven a car when they thought they were over the blood alcohol limit. Those who drink drive are more likely to be male (7%) than female (4%).

As shown in Table 23, respondents aged 18-25 (6%) are more likely than respondents aged 26-90 (2%) to be a passenger in a car when they thought the driver was over the blood alcohol limit.

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	6 ↑	4	2	0 ↓	3	3	3	2	2
Sample size	*1825*	*231*	*536*	*640*	*418*	*878*	*947*	*1369*	*306*	*150*
Driven when over legal BAC	5	9	5	5	4	7	4	5	4	7
Sample size	*1778*	*220*	*525*	*632*	*401*	*858*	*920*	*1327*	*303*	*148*

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?
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?
Total sample; Weighted
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

Frequency of illegal drink driving

Of respondents who had driven over the blood alcohol limit, 41% claim to have done so once, 40% claim to have done so twice and 19% claim to have done so at least three times. These results indicate that about 1% of all respondents (filtered to drivers) drive when over the blood alcohol limit. This finding is similar to 2018.

Legal drink driving

Respondents were asked whether they have driven after drinking alcohol, but while they believed they were under their legal blood alcohol limit.

Half (50%) of respondents report driving after drinking, but when they believed they were under their legal blood alcohol limit. This behaviour is most likely amongst those aged 40-60 (59%).

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	50	40	50	59 ↑	41	54	45	49	48	59
NET: Has not driven after drinking alcohol in past 12 months	50	60	50	41 ↓	59	46	55	51	52	41
No, not in the past 12 months	12	11	11	10	15	14	9	11	11	14
Never drives after drinking	16	33 ↑	15	11	13	17	15	16	16	11
Never drinks alcohol	21	15	24	19	26	14 ↓	29 ↑	21	25	17
Doesn't drive / has not driven in past 12 months	1	0	1	0	5 ↑	1	2	2	0	0
Sample size	*422*	*45*	*130*	*151*	*96*	*190*	*232*	*309*	*76*	*37*

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

Number of drinks

Over three quarters (77%) of those who drive and drink alcohol have a maximum one or two drinks if they are considering driving.

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	17	34	15	11	15	16	18	17	19	13
One drink	27	24	25	27	33	24	31	28	27	25
Two drinks	50	43	49	57	46	52	49	50	49	53
Three or more drinks	6	0	11	4	6	8	3	6	5	9
Sample size	*326*	*38*	*101*	*121*	*66*	*165*	*161*	*237*	*57*	*32*

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

Being caught when driving over the limit

The perception of respondents regarding how easy or difficult it was for people to avoid being caught when driving over the legal blood alcohol limit are evenly split with 32% believing it would be easy to avoid be caught and 30% believing it would be difficult. The remainder (38%) report it would be neither easy nor difficult. Views do not vary by demographic.

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	32	32	32	17	33	34	31	30	33	35	32
NET: Difficult	30	28	32	30	30	27	31	29	30	26	30
Extremely easy - 1	12	10	13	4	12	12	12	9	13	11	12
2	20	22	19	13	21	22	19	21	20	24	20
3	38	40	36	53	37	39	38	41	37	40	38
4	19	20	17	20	19	17	19	23	16	20	19
Extremely difficult - 5	11	8 ↓	15 ↑	10	11	10	11	6 ↓	13 ↑	6	12
Sample size	*775*	*412*	*344*	*40*	*735*	*261*	*514*	*299*	*457*	*145*	*624*

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

3.6.3 Drug driving

Recreational drugs used

Respondents who used recreational drugs in the last 12 months are most likely to have used cannabis/marijuana (5%) or stimulants (3%) such as ecstasy, meth, ice, speed or cocaine. Drug use is higher amongst those aged 18-25, with one in seven (14%) 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	14 ↑	11 ↑	6	2 ↓	8	8	8	8	7
Cannabis / marijuana	5	10 ↑	8 ↑	3	1 ↓	5	4	5	5	2
Stimulants	3	5	6 ↑	1 ↓	0 ↓	3	2	3	1	2
Prescription medications for non-medical purposes	2	2	2	3	2	2	2	2	2	6
Hallucinogens	1	2	1	1	0	1	1	1	0	2
Opioids	0	0	0	0	0	0	0	0	0	2 ↑
Sample size	*1835*	*232*	*542*	*642*	*419*	*883*	*952*	*1376*	*307*	*152*

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

Driving after using recreational drugs

The percentage of respondents who are drivers who drive after taking drugs is 1.7%. More than half of those who report driving after taking drugs report doing so multiple times in the past year.

A higher percentage of respondents who are aged under 40 years of age (3%) report driving after taking recreational drugs than those aged 40-90 (0.9%).

Table 28 Frequency of driving after taking drugs

Column %	2017	2018	2019
NET: Driven after using recreational drugs	1.5	2.2	1.7
Once in the last 12 months	0.5	1.0	0.5
Twice in the last 12 months	0.3	0.3	0.4
3 to 5 times in the last 12 months	0.2	0.3	0.3
6 to 10 times in the last 12 months	0.2	0.2	0.2
More than 10 times in the last 12 months	0.2	0.4	0.3
Not at all in the last 12 months	6.7	5.9	5.8
Does not use recreational drugs or does not drive	91.8	91.9	92.4
Sample size	*1250*	*1515*	*1745*

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

Being caught driving after using recreational drugs

Views are polarised regarding how easy or difficult it is for people to be caught when driving after using recreational drugs. More respondents (41%) report it would be easy to avoid being caught than those who report it would be difficult (26%). A third of respondents (33%) report that it would be neither easy nor difficult. These results are the same as 2018.

3.7 Fatigue

Respondents who drive a vehicle or ride a motorcycle were asked how often they have driven while feeling drowsy.

Over a third of respondents (37%) report that they have driven while drowsy in the past three months – the same as in 2018. The incidence of driving while drowsy is higher amongst respondents aged 18-25 (53%) than all other age groups. The incidence of driving while 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 driven while feeling drowsy	37	53 ↑	46 ↑	34	23 ↓	41 ↑	34 ↓	35 ↓	46 ↑	44
Half the time or more often	3	9 ↑	4	2	1 ↓	3	3	3	3	6
Some of the time	34	44 ↑	42 ↑	32	22 ↓	38 ↑	31 ↓	33 ↓	43 ↑	39
None of the time	63	47 ↓	54 ↓	66	77 ↑	59 ↓	66 ↑	65 ↑	54 ↓	56
Sample size	*1747*	*215*	*513*	*622*	*397*	*850*	*897*	*1302*	*296*	*149*

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

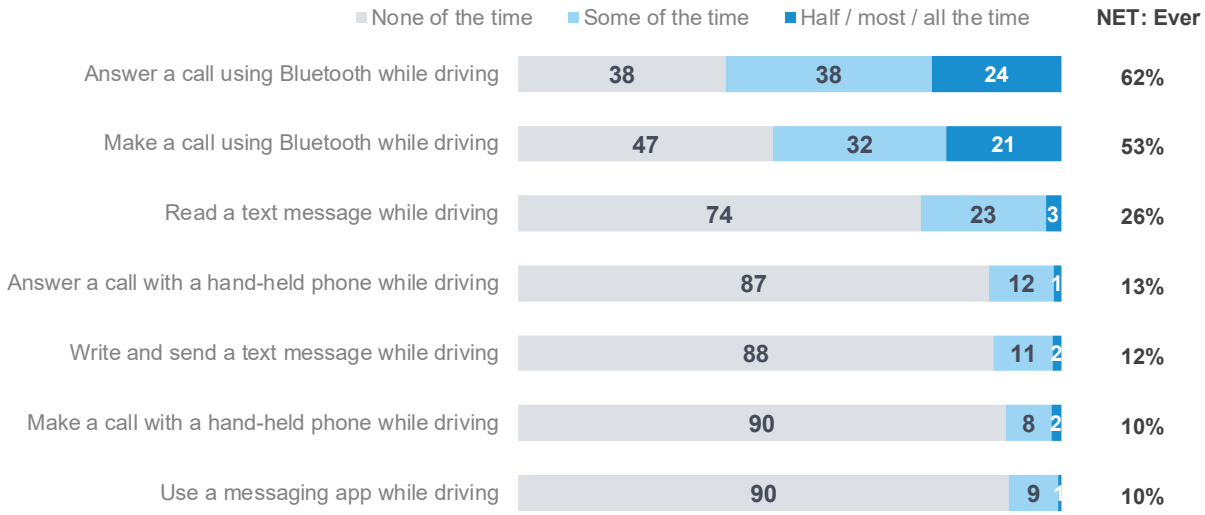
3.8 Distractions

Respondents were asked how frequently they engaged in behaviours using their mobile phones. About seven in ten (71%) report using a mobile phone, including Bluetooth, while driving in the past three months. While a majority of respondents had either made or answered a call using Bluetooth (62%), a substantial minority (31%), had used a mobile phone illegally in the past three months (that is, without Bluetooth).

Respondents who report using a mobile phone illegally while driving are most likely to read a text message while driving (26%). Smaller percentages use their mobile phones in other ways while driving.

Respondents are more likely to use their phone passively than actively while driving; for instance, to answer a call or read a text rather than to make a call or write a text.

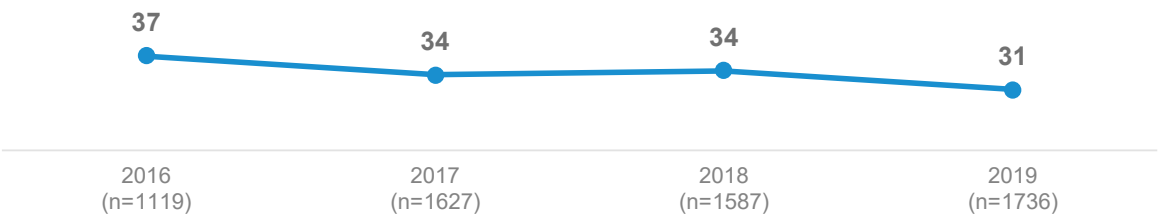
Figure 9 Mobile phone usage while driving



DB2ABCD - In the past three months, how often did you….
Filter: Driver; Weighted sample
Base: from 1761 to 1323
Figures may not add to 100% due to rounding

The percentage of respondents reporting illegal phone behaviours, that is those that require interacting with a mobile phone while driving, has declined from 37% in 2016 to 31% in 2019.

Figure 10 Mobile phone usage while driving



DB2ABCD - In the past three months, how often did you….
Filter: Driver; Weighted sample

Analysis of the use of mobile phones while driving by demographic shows greater illegal use amongst respondents aged under 40 and those in Major Urban areas. Key findings are:

- Illegal mobile phone usage is higher amongst those aged 18-25 (43%) and 26-39 (38%) than amongst those aged 40-60 (32%) or 61-90 (14%).
- Illegal mobile phone usage is higher in Major Urban areas (32%) than other areas (24%).

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
NET: Used a mobile phone at all while driving (including bluetooth)	71	71	83 ↑	76 ↑	49 ↓	72	70	72 ↑	62 ↓	65
Answer a call using Bluetooth while driving	62	61	73 ↑	65	44 ↓	64	60	63 ↑	54 ↓	57
Make a call using Bluetooth while driving	53	56	68 ↑	56	29 ↓	57 ↑	49 ↓	54 ↑	44 ↓	47
NET: Used mobile phone (non-bluetooth)	31	43 ↑	38 ↑	32	14 ↓	33	29	32 ↑	22 ↓	27
Read a text message while driving	26	35 ↑	35 ↑	27	9 ↓	28	24	27 ↑	20	21
Answer a call with a hand-held phone while driving	13	20 ↑	16	14	5 ↓	14	12	13	13	11
Write and send a text message while driving	12	18 ↑	20 ↑	11	2 ↓	14	11	13	9	7
Make a call with a hand-held phone while driving	10	16 ↑	14 ↑	11	3 ↓	11	9	10	11	10
Use a messaging app (eg Facebook Messenger, Whatsapp, Snapchat etc.) while driving	10	17 ↑	16 ↑	7	1 ↓	10	9	10	6	7
Sample size	*1317*	*169*	*373*	*471*	*304*	*652*	*665*	*988*	*221*	*108*

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

Being caught while using a mobile phone without hands free

Drivers are more likely to respond that it is easy rather than difficult to avoid being caught while using a mobile phone without hands free (47% vs 23%). Three in ten (30%) report that it would be neither easy nor difficult. These findings are similar to those from 2018.

3.9 Pedestrian distractions

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

3.9.1 Frequency of pedestrian distractions

Respondents were asked how often they crossed the street while listening to headphones in the last three months. Over one-quarter (29%) report having done so in the last three months, up from 22% in 2018.

Fifteen per cent of respondents listen to headphones when they cross the street at least half the time. Younger respondents are more likely to listen to headphones while crossing the street. Respondents aged 18-25 (41%) report listening at least half the time, compared to 19% of those aged 26-39, 7% of those aged 40-60 and 6% of those aged over 60.

Figure 11 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	15	41 ↑	19	7 ↓	6 ↓	15	14	16	9	8
Some of the time	14	26 ↑	21 ↑	11	3 ↓	14	14	15	11	2 ↓
NET: Ever	29	67 ↑	40 ↑	18 ↓	9 ↓	29	28	31 ↑	20	10 ↓
None of the time	71	31 ↓	60 ↓	82 ↑	90 ↑	70	71	68 ↓	78	90 ↑
Don't know	0	2 ↑	0	0	0	1	0	0	0	0
Sample size	*480*	*60*	*145*	*165*	*110*	*231*	*249*	*366*	*80*	*34*

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. Close to one-third (29%) report having done so in the last three months, while about one in twenty (6%) report having done so at least half the time. Those aged 18-25 are more likely to do so at least half the time (23%) than those aged 26-39 (6%), or those aged 40-60 (1%) or those over the age of 60 (1%).

Figure 12 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	23 ↑	6	1 ↓	1	5	6	7	3	0
Some of the time	23	43 ↑	40 ↑	16 ↓	3 ↓	23	24	25	12 ↓	26
NET: Ever	29	66 ↑	46 ↑	18 ↓	4 ↓	28	30	32 ↑	14 ↓	26
None of the time	70	32 ↓	53 ↓	82 ↑	96 ↑	72	69	68 ↓	85 ↑	74
Don't know	1	2	1	0	0	0	1	1	1	0
Sample size	*478*	*60*	*145*	*165*	*108*	*231*	*247*	*365*	*79*	*34*

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

3.9.2 Causes of pedestrian distraction

Respondents were asked whether they had been distracted by a number of things while walking around. Respondents are most likely to have been distracted by the actions of other road users (48%), ahead of their own thoughts (39%), other pedestrians (34%), mobile phones (33%), and signs on the road (18%). Younger respondents were more likely to be distracted than older respondents – 93% of 18-25 years olds reported being distracted vs 61% of those aged over 60.

Figure 13 What distracts pedestrians

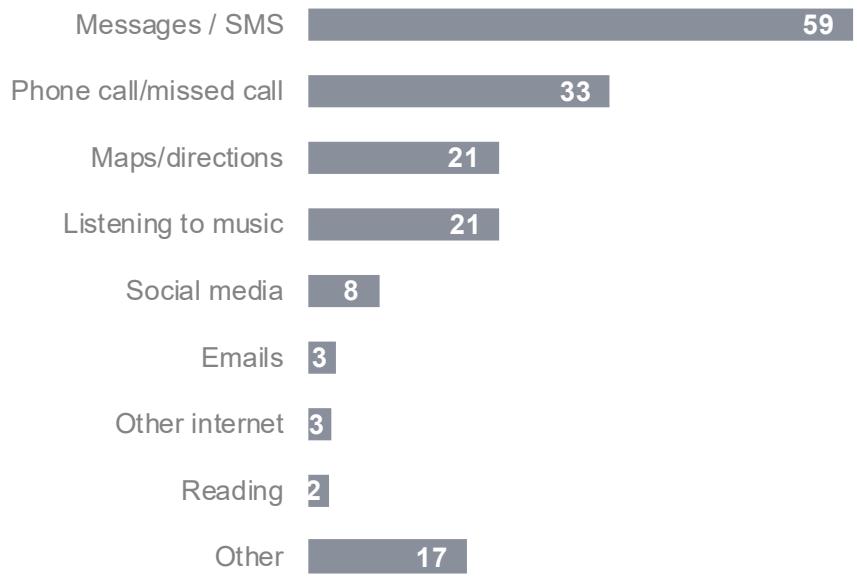
Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Actions of other road users	48	59	52	44	42	50	45	49	40	45
Your own thoughts	39	72 ↑	44	33	24 ↓	36	42	41	29	37
Mobile phone	33	71 ↑	47 ↑	22 ↓	8 ↓	33	33	34	25	24
People you are walking with or other pedestrians	34	54 ↑	37	30	24	33	35	34	29	38
Signs on the road	18	12	21	15	20	18	17	18	11	18
GPS/Map	10	33 ↑	11	6	1 ↓	10	10	11 ↑	3 ↓	4
Other	2	2	4	2	2	2	2	3	0	0
None of the above	25	7 ↓	16 ↓	31	39 ↑	28	22	24	30	33
Don't know	2	2	3	1	1	1	2	2	2	0
Sample size	*473*	*60*	*145*	*162*	*106*	*227*	*246*	*363*	*77*	*33*

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

3.9.3 Distractions while using mobile phones

Respondents who report that they were distracted by their mobile phone while walking were asked what they were using on their mobile phone that was distracting them. They report they were most likely to be distracted by either SMS (59%) or phone calls (33%).

Figure 14 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

3.9.4 Near misses due to pedestrian distractions

About one in ten respondents (9%) report ever having 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	9	8	8	11	9	9	10	10	7	6
No	91	92	92	89	91	91	90	90	93	94
Sample size	*472*	*58*	*143*	*164*	*107*	*225*	*247*	*362*	*77*	*33*

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

3.10 Police enforcement

3.10.1 Avoiding being caught

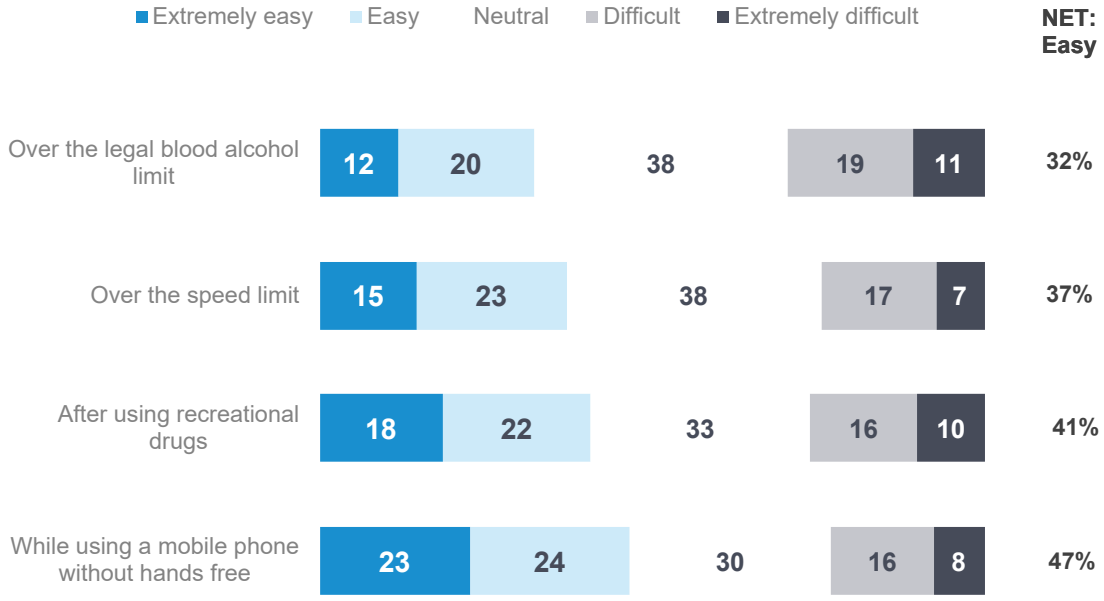
Views were polarised regarding how easy or difficult it is for people to be caught drink driving, driving over the speed limit, drug driving or using a mobile phone when driving.

Respondents think it is easier to avoid being caught for using a hand-held mobile phone (47%) than avoid being caught for driving after using recreational drugs (41%), driving over the speed limit (37%) or drink driving (32%). These findings are similar to those for 2018.

Respondents who do not drive over the speed limit (11%) are more likely than those who do drive over the speed limit (5%) to believe that it would be 'extremely difficult' for someone to avoid being caught if speeding.

The findings did not vary significantly by demographic or by category of risky driving behaviour.

Figure 15 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 741 to 805
Figures may not add to 100% due to rounding

3.10.2 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 amongst respondents are positive, with the majority agreeing that:

- 'Police play an important role in reducing fatal crashes on Victoria's roads' (70%), and
- 'Seeing police on the roads makes me feel safer' (70%).

Agreement that seeing police on the roads makes people feel safer increases substantially with age (56% amongst those aged under 40 vs 82% amongst those aged 40 and over). This pattern is also evident, but to a lesser extent, regarding the perception that police play an important role in reducing fatal crashes (63% amongst those aged under 40 vs 79% amongst those aged 40 and over).

A minority of respondents (30%) agree 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	70	60	64	72	79 ↑	70	70	70	72	69
Seeing police on the roads **makes me feel safer**	70	44 ↓	62 ↓	79 ↑	82 ↑	68	72	71	68	64
Enforcing speed limits just **raises revenue** and doesn't make our roads any safer	30	30	26	30	37	32	29	30	36	28
Sample size	886	113	265	311	197	423	463	651	156	79

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 is a pattern of more negative views of police amongst those who engage in risky behaviour - in particular, amongst those who drink drive. Amongst those who drink drive only 37% indicate that seeing police on the roads makes them feel safer compared to 66% of speeders, 64% of those who drive fatigued, and 61% of illegal mobile phone users. These findings compare to 70% amongst all respondents who admit that seeing police on the road makes them feel safer.

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** crashes on Victoria's roads	70	66 ↓	76 ↑	46 ↓	72 ↑	62 ↓	74 ↑	67	73	62 ↓	72 ↑
Seeing police on the roads **makes me feel safer**	70	66 ↓	75 ↑	37 ↓	72 ↑	61 ↓	75 ↑	64 ↓	75 ↑	63 ↓	72 ↑
Enforcing speed limits just **raises revenue** and doesn't make our roads any safer	30	35 ↑	26 ↓	41	30	36 ↑	28 ↓	31	31	31	30
Sample size	*886*	*446*	*392*	*43*	*820*	*276*	*587*	*323*	*517*	*161*	*716*

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

3.10.3 Perception of police presence

The police presence questions are typically included in the RSM from October to March. On balance, respondents do not believe there is any change in police presence compared with the previous year; four in ten (43%) believe the number of police on the road has not changed, and a further fifth (21%) are unsure as to whether there has been a change or not. Those who report that there is a change are divided between more (20%) and fewer (16%) police on the road. These results are consistent with 2018.

There is a substantial difference in belief by age, with 18-25 year olds (40%) being more likely to believe the number of police had increased, while 61-90 year olds (28%) are more likely than those younger than them to believe that there are fewer police on the road.

There is 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	20	40 ↑	17	18	12 ↓	19	21	20	20	17
Same	43	40	49	44	39	45	42	43	44	47
Fewer	16	5 ↓	12	16	28 ↑	18	14	16	18	19
Don't know	21	15	22	22	21	19	23	22	18	17
Sample size	*887*	*113*	*264*	*310*	*200*	*424*	*463*	*651*	*157*	*79*

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

3.10.4 Interaction with police on the roads

Respondents were asked how often they had interactions with police on the road, including being pulled over, breath-tested or drug-tested. Overall, close to two-thirds (63%) report having some interaction.

Breath testing is the most common interaction with nearly two-thirds (61%) of drivers reporting they had a breath test in the past 12 months, followed by being pulled over (32%) and then being drug-testing (10%). More than half of respondents who reported being 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	67	32	20	8	4	1	*861*
Breath-tested while driving	38 ↓	61 ↑	31 ↑	20 ↑	10 ↑	1	*861*
drug-tested while driving	89 ↑	10 ↓	7 ↓	2 ↓	1 ↓	1	*858*

** EN3 was asked in Jan-Mar and Oct-Dec quarters. The wording was changed in the Oct-Dec quarter to more accurately describe a drug test. Images of the tests were also shown to respondents competing via hard-copy or online. This led to lower, and more accurate reporting of being drug-tested.*

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
Figures may not add to 100% due to rounding

3.11 Social norms

A new section was included in the RSM in 2019 which asked how often respondents believed their friends engage in illegal or dangerous driving behaviour. The three behaviours presented to respondents were:

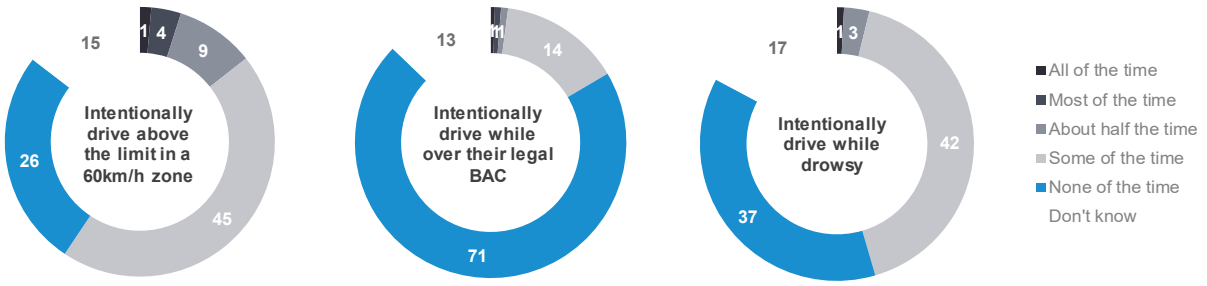
- Intentionally driving above the posted speed limit in a km/h zone
- Driving while drowsy
- Intentionally driving while over their legal BAC

As can be seen in Figure 16, speeding is believed to be done by a higher percentage of friends and with greater frequency than driving while drowsy or driving over their legal blood alcohol limit.

There is uncertainty regarding the extent to which friends engage in these behaviours with between 13% and 17% saying they are unsure. However, most are able to provide an estimate.

Just under six in ten (59%) believe their friends exceed the speed limit in a 60km/h zone, with one in seven (14%) believing they do this half the time or more frequently. Just under half (46%) believe their friends drive while drowsy, although 4% believe they do this half the time or more often. Around one in six (17%) believe their friends ever drive while over their legal blood alcohol limit.

Figure 16 Frequency of friends engaging dangerous driving



DB4 Now thinking about how your friends drive, how often do you think your friends would…
Total sample; Weighted sample; base n=668
Figures may not add to 100% due to rounding

As shown in Table 36, the percentage of respondents reporting having friends who intentionally drive over the speed limit in a 60km/h zone or driving while drowsy declines with age, with those aged over 60 years less likely to report that their friends ever do these behaviours.

Table 36 Frequency of friends engaging dangerous driving by demographic

Average	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Intentionally drive above the limit in a 60km/h zone	59	70	72 ↑	54	46 ↓	64	55	59	64	52
Drive while drowsy	46	56	53	46	31 ↓	49	42	45	47	51
Intentionally drive while over their legal BAC	17	14	22	17	11	19	14	17	15	14
Sample size	*664*	*90*	*188*	*236*	*150*	*330*	*334*	*499*	*104*	*61*

DB4 Now thinking about how your friends drive, how often do you think your friends would…
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

As shown in Table 37, respondents who engage in illegal and dangerous driving behaviour themselves are more likely to believe their friends ever do these behaviours. While those who have been involved in a crash are more likely than those who have not to report that their friends speed and drive while drowsy, there is no correlation between being involved in a crash and reporting that friends drive while over the blood alcohol limit.

Table 37 Frequency of friends engaging dangerous driving 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
Intentionally drive above the limit in a 60km/h zone	59	77 ↑	42 ↓	75	58	78 ↑	51 ↓	73 ↑	52 ↓	76 ↑	56 ↓
Drive while drowsy	46	58 ↑	35 ↓	64 ↑	45 ↓	64 ↑	38 ↓	79 ↑	27 ↓	58 ↑	43 ↓
Intentionally drive while over their legal BAC	17	22 ↑	12 ↓	37 ↑	15 ↓	25 ↑	13 ↓	21 ↑	14 ↓	16	17
Sample size	*664*	*323*	*325*	*37*	*622*	*204*	*455*	*246*	*399*	*114*	*549*

DB4 Now thinking about how your friends drive, how often do you think your friends would…
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

3.12 Infrastructure

Respondents were asked the extent to which they supported or opposed the building of more infrastructure of five types: centreline rumble strips, barriers (both centreline and roadside), roundabouts and point-to-point speed cameras.

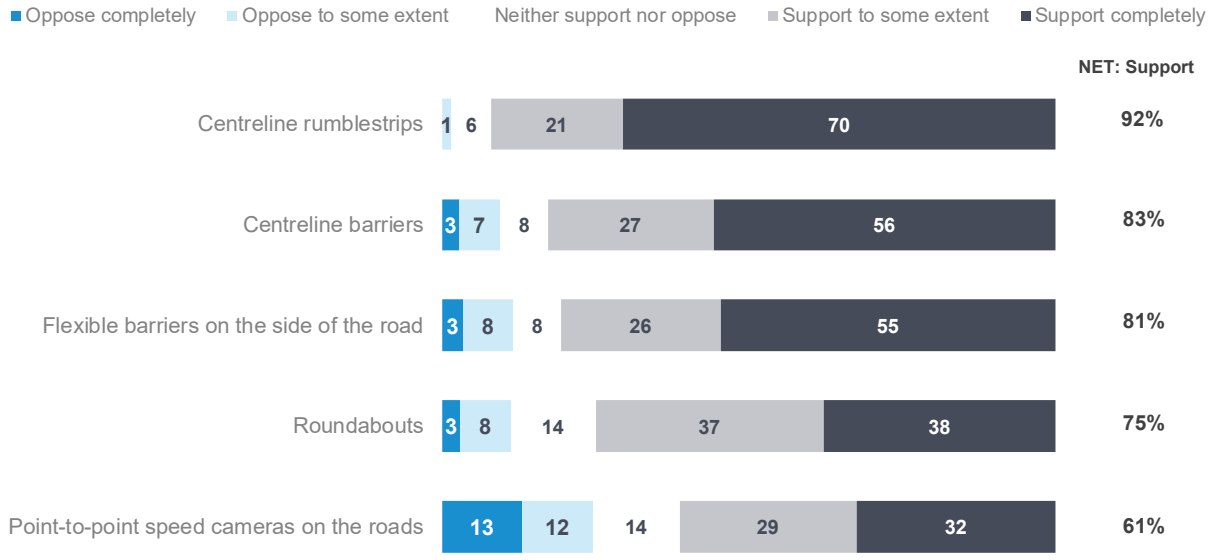
Respondents are most supportive of a further roll-out of centreline rumble strips, with support almost unanimous at 92%. Seven in ten (70%) support building more centreline rumble strips “completely”.

Of the other infrastructure types considered, both centreline and roadside barriers had the next highest level of support. Building more centreline barriers is supported by eight in ten respondents (83%) with more than half (56%) supporting this “completely”. Flexible roadside barriers enjoy a similar level of support with eight in ten (81%) supportive of building more, and over half of respondents (55%) supporting this “completely”.

While on balance respondents are supportive of building more roundabouts – with three quarters (75%) supporting this – sentiment is more ambivalent compared to the other types of infrastructure discussed above. This is evident in that around four in ten respondents (38%) support building more roundabouts “completely” versus more than half for both types of barrier.

Further roll-out of point-to-point speed cameras is the least supported type of road safety infrastructure. We note that, unlike the other types of infrastructure, point-to-point speed cameras are used for enforcement and installation will result in some drivers receiving penalties. Despite this, the majority of respondents (61%) support installation of more cameras. However, only a third (32%) support further roll-out “completely” and a quarter (25%) oppose this. One in eight (13%) oppose building more point-to-point speed cameras “completely”.

Figure 17 Support for road safety infrastructure



P1 Please tell us to what extent you support building more of the following road safety features on Victoria's roads.
Weighted sample; base n=from 628 to 876
Figures may not add to 100% due to rounding

3.13 Towards zero

3.13.1 Awareness of the Towards Zero strategy

A new question was included in the RSM in 2019. It asked respondents whether they were aware of the Towards Zero strategy. The majority of respondents (59%) are aware of the strategy.

Awareness is highest amongst males (65% vs 54% of females) and those living in regional Victoria. Those living in Rural Balance areas had the highest awareness (70%) followed by those living in Other Urban areas (65%). Respondents living in Major Urban areas (58%) have the lowest awareness.

Table 38 Awareness of Towards Zero Strategy

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Aware of Towards Zero strategy	**59**	**58**	**58**	**62**	**58**	**65 ↑**	**54 ↓**	**58 ↓**	**65**	**70 ↑**
Not aware of strategy	41	42	42	38	42	35 ↓	46 ↑	42 ↑	35	30 ↓
Sample size	*1832*	*232*	*541*	*641*	*418*	*883*	*949*	*1374*	*307*	*151*

TZ9 Are you aware of the Toward Zero Strategy?
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
Figures may not add to 100% due to rounding

3.13.2 Reaching zero

Belief that Victoria should aim for zero lives lost

Respondents 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 (89%) believed zero road deaths is a worthy aim, only a minority of 14% believe it would ever be achieved.

Females (92%) are more inclined than males (87%) to believe that Victoria should aim for zero road deaths, although the zero target is supported by the majority of respondents regardless of demographic.

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 39 Belief that Victoria should aim for zero

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	89	91	90	89	87	87 ↓	92 ↑	89	91	90
Sample size	*1830*	*230*	*540*	*641*	*419*	*880*	*950*	*1373*	*306*	*151*

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
Figures may not add to 100% due to rounding

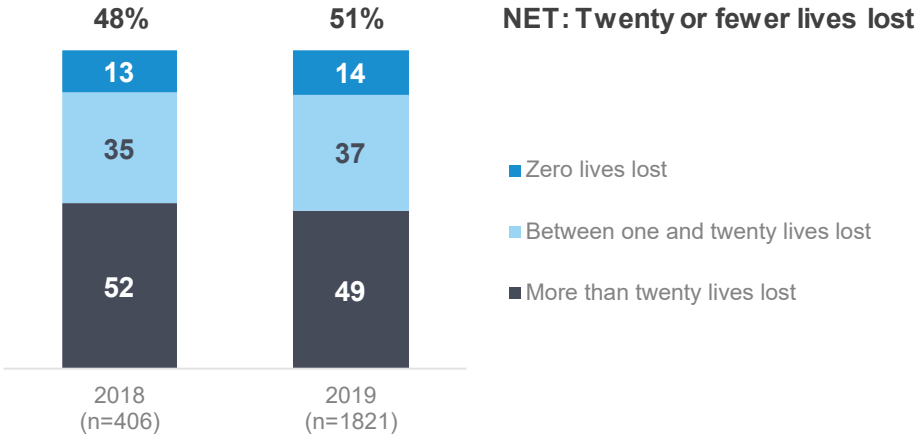
Lowest number of lives lost on Victorian roads in the next 30 years

A new question was added to the RSM in late 2018. It asked respondents what they believed the lowest number of lives lost in a single year could be in the next 30 years. Respondents were given options of zero lives lost, between one and twenty lives lost or more than twenty. The results are shown in Figure 18 below.

One in seven (14%) believes that zero will be achieved while more than a third (37%) believes that between one and twenty lives will be lost. Overall, around half (51%) believes that within the next 30 years 20 or fewer lives will be lost on Victorian roads. The remaining 49% believe that more than 20 lives will be lost each year for the next 30 years.

These results are similar to those obtained in the October-December quarter in 2018.

Figure 18 Belief in the lowest number of lives lost within 30 years



TZ8 Within the next 30 years, which of the following do you think can be achieved in one year
Filter: All respondents excl. refused and not answered; weighted sample

Belief that a low number of lives lost is possible varies by age and gender. Respondents aged 18-25 (64%) and those aged 26-39 (59%) are most likely to believe that Victoria would record a year with fewer than 20 fatalities in the next 30 years. Those aged over 60 years (36%) are the least likely. Females are also more likely to believe that fewer than 20 lives would be lost within the next 30 years, with 55% holding this belief versus 46% of males.

Table 40 Belief in the lowest number of lives lost within 30 years

Column %	Total	Age				Gender		Location		
		18 - 25	26 - 39	40 - 60	61 - 90	Male	Female	Major Urban	Other Urban	Rural Balance
Zero lives lost	14	15	16	15	9 ↓	14	14	14	15	9
Between one and twenty lives lost	37	48 ↑	43 ↑	33	27 ↓	33 ↓	40 ↑	37	32	38
NET: Zero / Twenty or fewer lives lost	**51**	**64 ↑**	**59 ↑**	**49**	**36 ↓**	**46 ↓**	**55 ↑**	**51**	**47**	**47**
More than twenty lives lost	49	36 ↓	41 ↓	51	64 ↑	54 ↑	45 ↓	49	53	53
Sample size	*1821*	*231*	*540*	*639*	*411*	*877*	*944*	*1366*	*305*	*150*

TZ8 Within the next 30 years, which of the following do you think can be achieved in one year
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
Figures may not add to 100% due to rounding

Victorian government actions to achieve Towards Zero

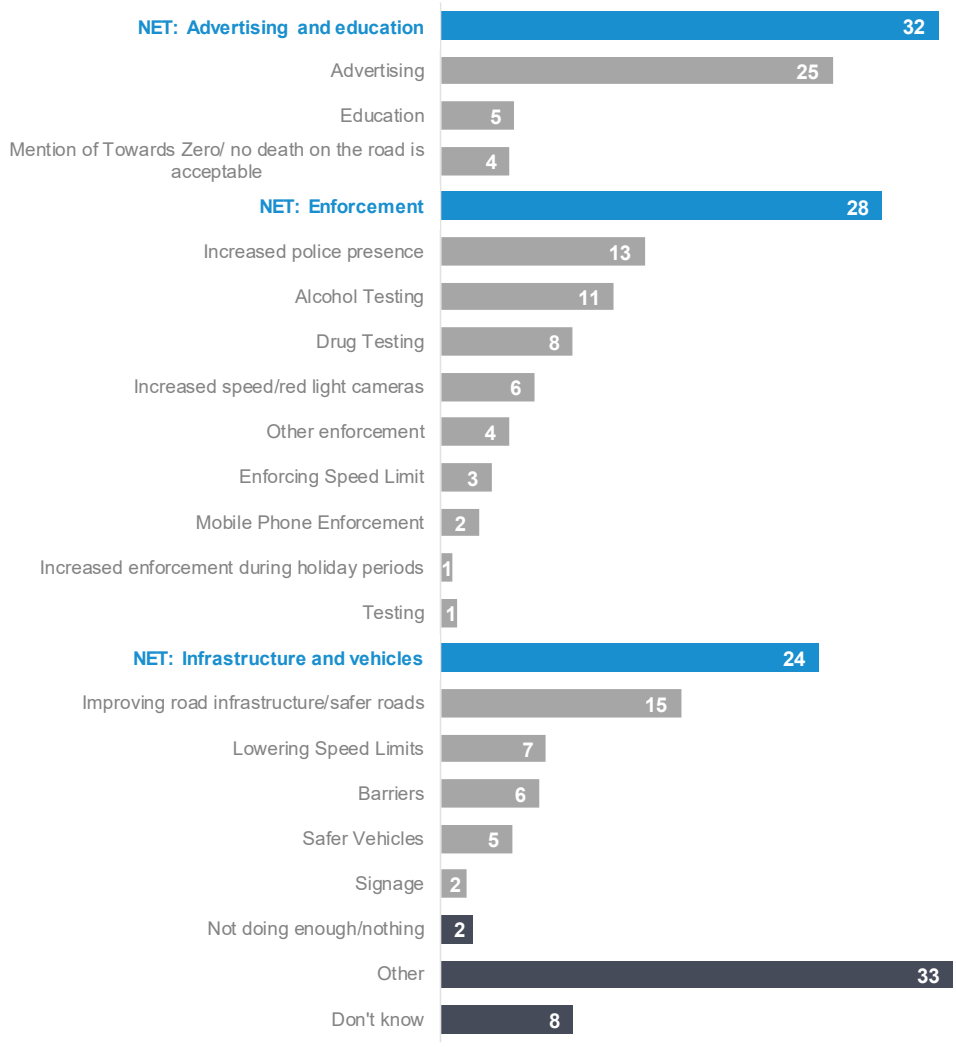
In 2019 respondents who were aware of the Towards Zero strategy were asked an open question asking what action they believe the Victorian government is taking to achieve Towards Zero. The responses to this question reflect TAC and Victoria Police activities in relation to road safety, with broad themes relating to advertising and public education (32%), enforcement (28%) and improving infrastructure and vehicles (24%). There is also a long tail of other mentions which collectively account for a third (33%) of responses to this question.

Mentions of advertising and education include specific reference to the “Man in the Street” public education campaign (4%) which communicated a core principle of the Towards Zero strategy - “no one deserves to die”.

Mentions of enforcement are focused on increased police presence (13%) and testing drivers for alcohol (11%) and illegal drugs (8%).

Those who mentioned infrastructure note improvements to infrastructure and safer roads (15%) with some (6%) specifically mentioning barriers. A percentage (7%) also note the lowering of speed limits on some roads.

Figure 19 Actions taken by the Victorian government to achieve Towards Zero



TZ10 What actions are the Victorian government taking to achieve the Towards Zero Strategy?
Filter: Aware of Towards Zero strategy excl. refused and not answered; weighted sample
Base: n=1055

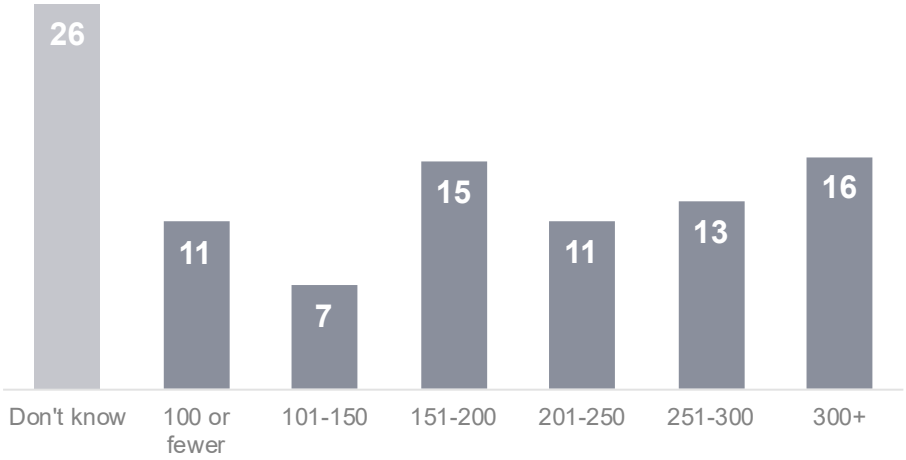
3.13.3 Community understanding of the number of fatalities on Victorian roads

A new question was included in the RSM in Quarter 4 2018. It asked respondents how many people they believed died each year due to crashes on Victorian roads. This question was asked again in 2019.

There is a wide variety of responses, indicating uncertainty, with only 11% giving a response of between 200 and 250, which is close to the actual number of fatalities in 2018 (213). Respondents aged 40-90 are more likely than those aged 18-39 to give this response (14% vs. 8%). There are no significant differences by gender or location.

Eleven per cent of respondents believe there were less than 100 deaths, 22% indicate between 101 and 200, and 29% believe there were over 250 deaths. Twenty-six per cent are unable to give any answer.

Figure 20 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 excl. refused and not answered; Weighted sample; Base n=390

3.14 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 are 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 respondents (19%) report 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 2018.

Younger drivers continue to be more likely to report being involved in a crash, with respondents aged 18-25 years (31%) more likely to have had a crash than those aged over 25 years (17%).

Table 41 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	31 ↑	22	17	14 ↓	21	17	20	18	17
No	81	69 ↓	78	83	86 ↑	79	83	80	82	83
Sample size	*1819*	*230*	*536*	*638*	*415*	*875*	*944*	*1364*	*304*	*151*

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 engage in illegal behaviours are also more likely to have been involved in a crash. There is a pattern of increased involvement in a crash in the past five years amongst those who also report engaging in illegal or risky driving behaviours.

Table 42 Been involved in crash in the past five years by illegal behaviours

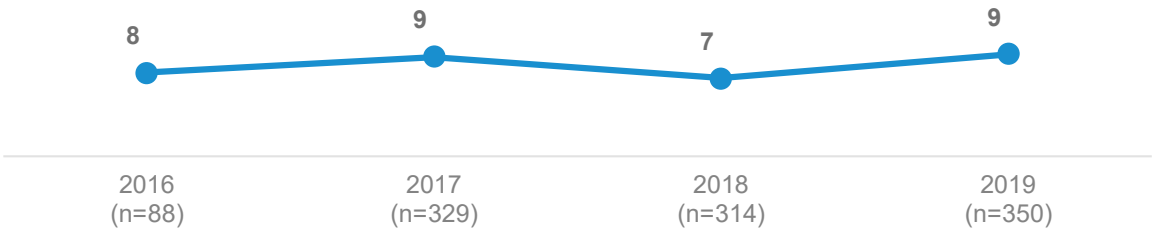
Column %	Total	Speeding		Drink driving		Mobile phone use		Driving fatigued	
		Yes	No	Yes	No	Yes	No	Yes	No
Yes	19	23 ↑	16 ↓	28	19	24 ↑	18 ↓	26 ↑	16 ↓
No	81	77 ↓	84 ↑	72	81	76 ↓	82 ↑	74 ↓	84 ↑
Sample size	*1819*	*863*	*866*	*90*	*1683*	*541*	*1232*	*664*	*1072*

CR1 - In the last five years, have you been involved in any crashes on the road as a driver or rider?
Filter: 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

Injury requiring hospitalisation

Respondents who had been involved in a crash were asked whether anyone was injured to the extent that they required hospitalisation as a result of the crash. In 2019, around one in ten (9%) report that this was the case. These results indicate that about 2% of all respondents have been involved in a crash in the last five years where someone was hospitalised. This percentage is consistent with previous years.

Figure 21 Someone Injured in a car crash to the point of going to hospital



CR2 Was anyone involved in any of the crash(es) injured to the point where they needed to go to hospital?
Filter: Been involved in a crash in the past 5 years; Weighted sample

Change in behaviour on account of a crash

Respondents who had been in a crash were asked whether they had changed how they drive or ride since the crash. Over half (55%) indicate that they had changed their behaviour. There are no significant differences by demographic or driving behaviours.

Table 43 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	55	61	55	45	67	53	57	55	54	60
No	41	39	39	51	31	45	38	41	46	33
Don't know	3	0	5	5	3	2	5	4	0	7
Sample size	*185*	*35*	*56*	*62*	*32*	*89*	*96*	*144*	*26*	*15*

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

3.15 Seatbelts

3.15.1 Wearing of seatbelts when driving a vehicle fitted with them

Almost all drivers aged 18-60 years (98%) report wearing a seatbelt ‘all the time’ in the last three months when driving. This result is consistent with 2018 where 97% reported wearing a seatbelt while driving. There was no significant difference by demographic.

3.15.2 Wearing of seatbelts when a passenger

Almost all respondents (97%) always wear a seatbelt when they are a passenger in a car or other vehicle. This percentage is consistent with 2018 (96%).

Respondents born outside of Australia are less likely to always wear seatbelts when a passenger than those born in Australia (94% vs 98%). This difference was also observed in 2018.

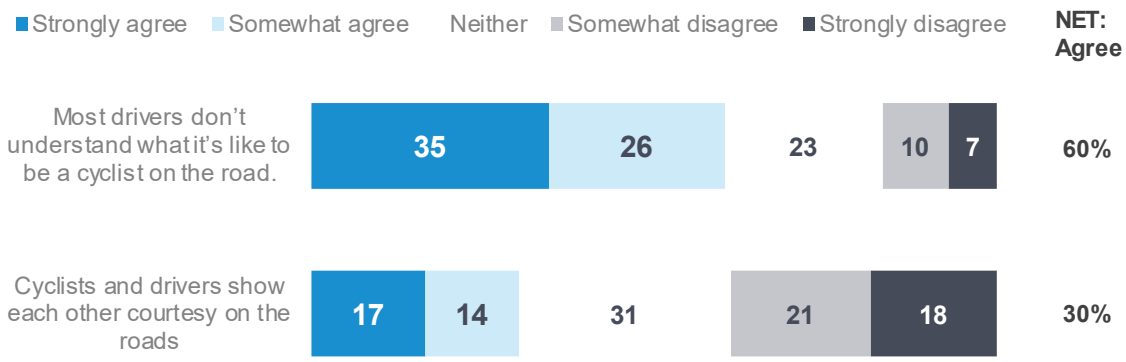
3.16 Cycling

Respondents 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,

- Respondent are more likely to agree that drivers don't understand what it's like to be a cyclist on the road (60% vs 17% who disagree).
- Respondents are more likely to disagree than agree that cyclists and drivers show each other courtesy on the road (39% vs 30%).

The findings do not vary significantly by demographic.

Figure 22 Agreement with statements relating to cyclists



CYC1DE - 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; base n=390 to n=419
Figures may not add to 100% due to rounding

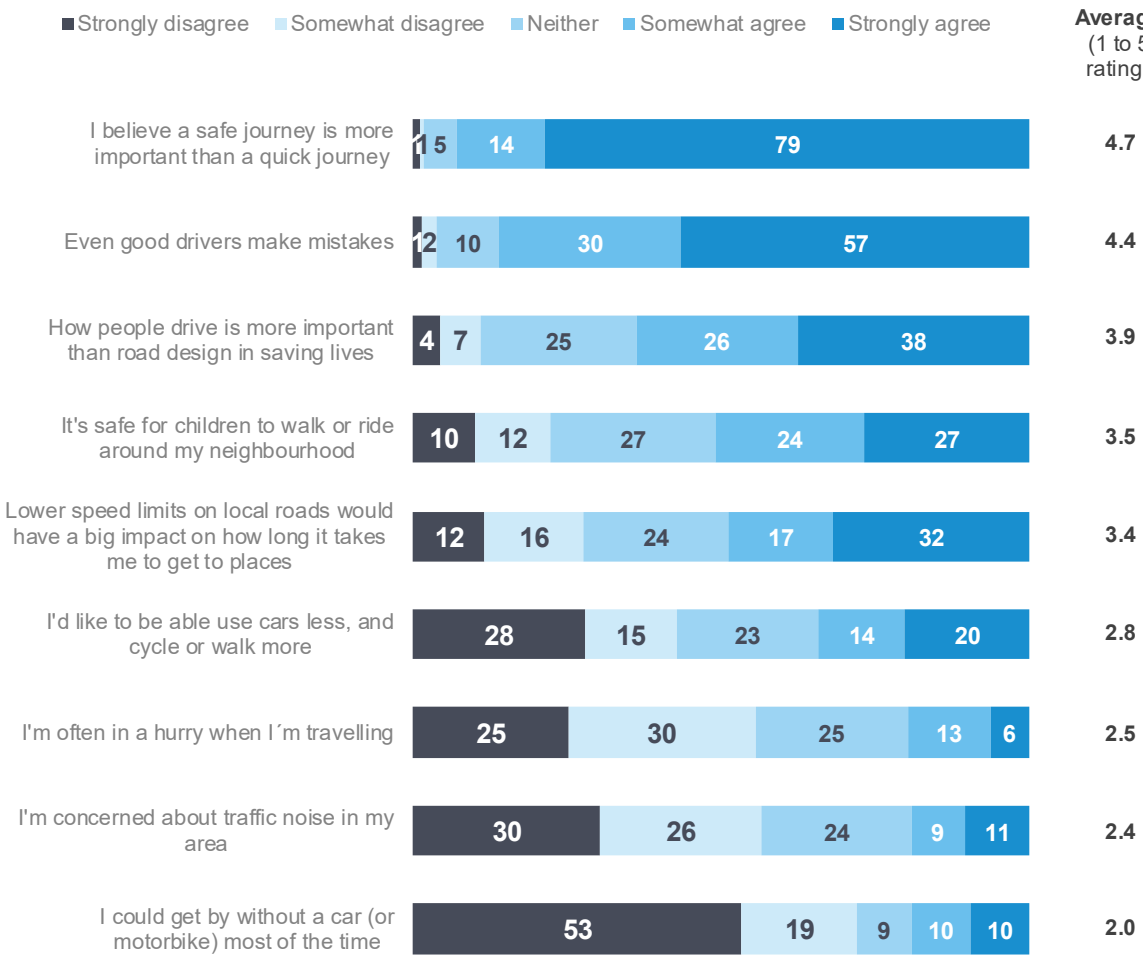
3.17 General attitudes to transport and road safety

3.17.1 Level of agreement with statements relating to roads and transport

Respondents were asked to consider nine statements relating to attitudes and experiences concerning roads and transport, and to rate to what extent they agreed using a five-point scale of 1 “strongly disagree” to 5 “strongly agree”. The topics covered by these statements included attitudes to speed while driving, thoughts on the quality of driving, car usage and local traffic. These questions have been asked from 2016 to 2019 of a random sub-set of respondents.

Respondents’ attitudes relating to the importance of various facets of road safety align with some of the principles underpinning Towards Zero, although in other regards Victorians have yet to take on board aspects of Towards Zero. Agreement is high for ‘a safe journey is more important than a quick journey’ and ‘even good drivers make mistakes’. 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 23 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 437 to 1822
Figures may not add to 100% due to rounding

Attitudes toward travel speed

Several statements relating to attitudes to speed were presented to respondents. Respondents strongly agree (4.7) that 'a safe journey is more important than a quick journey' indicating beliefs consistent with the philosophy of Towards Zero. Respondents are more likely to disagree that they are 'often in a hurry when travelling' (2.5), which also suggests support for the Towards Zero philosophy. Nevertheless, respondents are more likely than not to agree that 'lower speed limits on local roads would have a big impact on how long it takes me to get to places' (3.4). These findings are very similar to those from 2018.

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

- Respondents aged 61-90 years are most likely to agree that 'a safe journey is more important than a quick journey' (4.8) than younger drivers, with drivers aged 18-25 (4.4) least likely to agree.
- Respondents aged 61-90 years are least likely to agree that they are often in a hurry when travelling (2.0).

Table 44 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 ↓	4.7	4.8 ↑	4.6 ↓	4.7 ↑	4.7	4.7	4.7
Lower speed limits on local roads would have a big impact on how long it takes me to get to places	3.4	3.6	3.5	3.4	3.2	3.4	3.5	3.4	3.5	3.3
I'm often in a hurry when I´m travelling	2.5	2.7	2.6	2.5	2.0 ↓	2.5	2.4	2.5	2.4	2.4
Sample size	*435*	*62*	*123*	*153*	*97*	*219*	*216*	*320*	*71*	*44*

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 respondents.

Most respondents agree (4.4) that 'even good drivers make mistakes'. Nevertheless, driver responsibility is considered a major factor given that respondents are more likely to agree than not (3.9) that 'how people drive is more important than road design in saving lives'. These results are very similar to those from 2018.

The mean scores for the two statement do not differ by demographic with the exception that those aged 61 or over are more likely to agree that 'how people drive is more important than road design in saving lives' (4.1 vs 3.8 amongst those aged 60 or under).

Table 45 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	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.5
How people drive is more important than road design in saving lives	3.9	3.7 ↓	3.8	3.8	4.1 ↑	3.9	3.8	3.9	3.9	3.8
Sample size	*1752*	*222*	*509*	*612*	*409*	*857*	*895*	*1310*	*297*	*145*

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 respondents, one asking whether people would 'like to be able to use cars less, and cycle and walk more', and one asking whether people 'could get by without a car or motorbike most of the time.'

Respondents are evenly divided on whether they would 'like to be able to use cars less, and cycle and walk more' (2.8).

Nevertheless, cars are regarded as important by most people as demonstrated by the fact that more respondents are likely to disagree than agree (2.0) that they 'could get by without a car or motorbike most of the time'.

Table 46 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	2.8	2.6	2.9	3.0	2.7	2.9	2.8	2.9	2.7	2.7
I could get by without a car (or motorbike) most of the time	2.0	2.4	2.0	1.9	2.0	2.1	2.0	2.1	1.8	1.8
Sample size	*437*	*62*	*124*	*153*	*98*	*217*	*220*	*322*	*71*	*44*

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 respondents.

Respondents generally agree (3.5) that 'it is safe for children to walk or ride around my neighbourhood'. Although, as was the case in 2018, those with children not yet old enough to drive (3.1) are less likely to agree.

Respondents are more likely to disagree than agree that 'I'm concerned about traffic noise in my area' (2.4). There is less concern about traffic noise amongst those aged 18-25 (1.8).

Table 47 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	3.5	4.0 ↑	3.1 ↓	3.5	3.4	3.5	3.4	3.4	3.6	3.4
I'm concerned about traffic noise in my area	2.4	1.8 ↓	2.6	2.5	2.5	2.5	2.4	2.5	2.3	2.2
Sample size	*437*	*61*	*121*	*156*	*99*	*221*	*216*	*322*	*72*	*43*

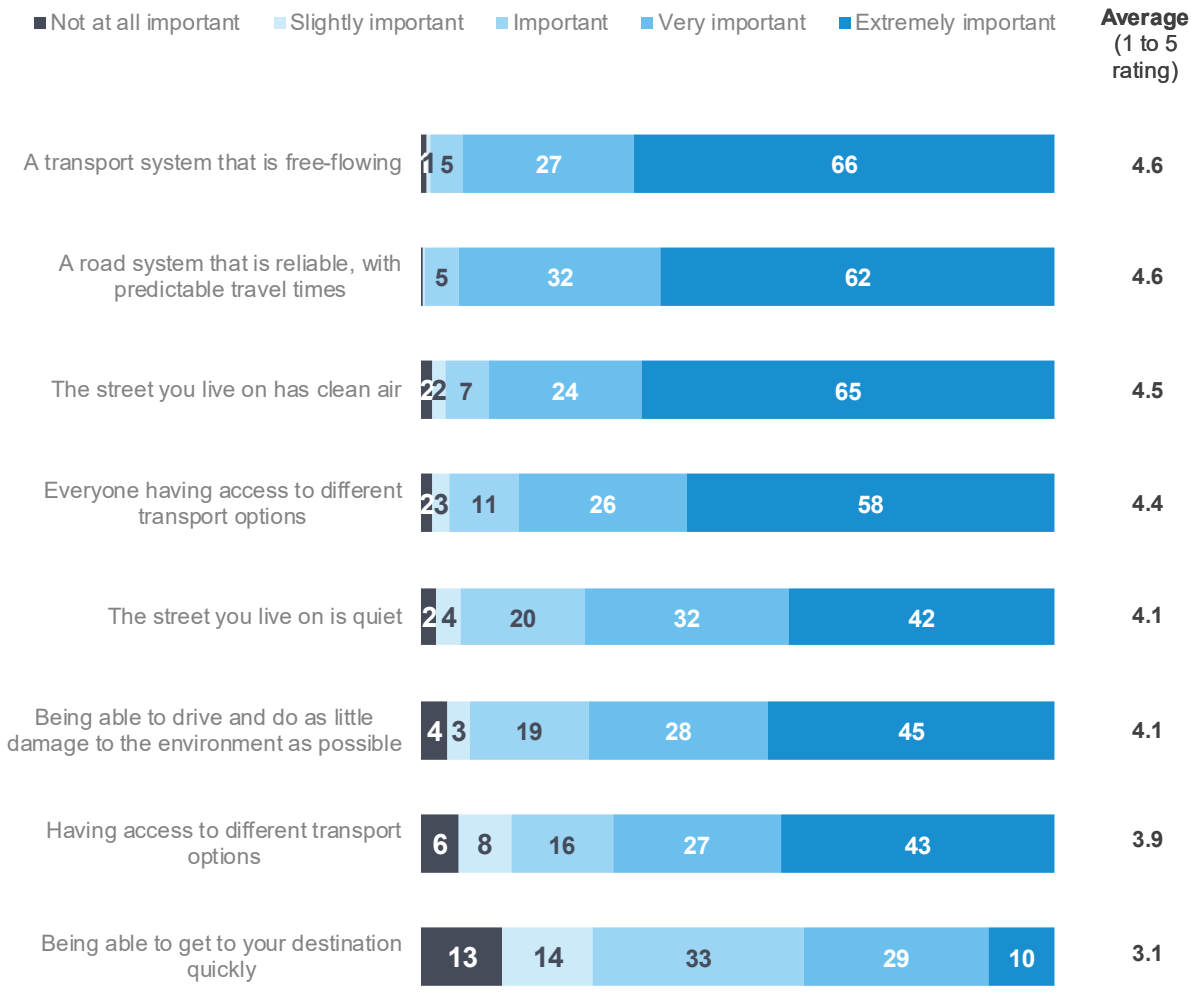
TZ4 - The following statements are about a broad range of attitudes and experiences relating to roads and transport. Please state the extent to which you agree or disagree with these statements where 1 is "Strongly disagree" and 5 is "Strongly Agree"
Total sample; Weighted sample; base n=428 to 444
Blue up arrows (↑) and red down arrows (↓) indicate statistically significant difference compared to respondents not in that category

3.17.2 Perceived importance of statements relating to roads and transport

Respondents 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”. Numbers in the following tables and text are mean ratings out of 5, except for the percentages shown in Figure 24.

The topics 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 24 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

Respondents perceive the quality of the transport and road systems to be very important – with both 'a transport system that is free flowing' (4.6) and 'a road system that is reliable, with predictable travel times' (4.6) both being considered important by most respondents. As a high-quality road system is an integral component of Towards Zero, this suggests respondents' views complements this aspect of Towards Zero. Respondents' views are more polarised concerning whether 'being able to get to your destination quickly' is important (3.1).

The most pronounced demographic differences relate to the perceived importance of 'being able to get to your destination quickly', with those aged under 40 (3.4) placing more importance than those aged 40 and over (2.9) on 'being able to get to your destination quickly'.

Table 48 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	4.3	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.4
A road system that is reliable, with predictable travel times	4.6	4.4	4.7 ↑	4.5	4.5	4.6	4.5	4.6	4.5	4.5
Being able to get to your destination quickly	3.1	3.6 ↑	3.3	3.1	2.6 ↓	3.1	3.1	3.2	3.0	2.4 ↓
Sample size	*428*	*50*	*134*	*149*	*95*	*196*	*232*	*315*	*81*	*32*

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

Respondents agree that it is important to have access to different transport options, although the level of perceived importance is greater when the statement referred to all people rather than the respondent themselves:

- 'Everyone having access to different transport options' (4.4)
- 'Having access to different transport options' (3.9).

Females and those from Major Urban areas are more likely to believe that access to different transport options are important.

Table 49 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	4.5	4.4	4.3	4.4	4.3 ↓	4.5 ↑	4.4 ↑	4.1 ↓	4.3
Having access to different transport options	3.9	4.1	4.1	3.8	3.9	3.8 ↓	4.1 ↑	4.0 ↑	3.5 ↓	3.2 ↓
Sample size	*435*	*50*	*134*	*153*	*98*	*199*	*236*	*320*	*81*	*34*

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

Respondents agree that the three questions asked regarding the quality of life and the environment were important:

- 'The street you live in has clean air' (4.5)
- 'The street you live on is quiet' (4.1)
- 'Being able to drive and do as little damage to the environment as possible' (4.1)

Table 50 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	4.3	4.7 ↑	4.4	4.5	4.4	4.6	4.5	4.5	4.5
The street you live on is quiet	4.1	3.8	4.0	4.1	4.3	4.0	4.2	4.1	4.3	3.8
Being able to drive and do as little damage to the environment as possible	4.1	4.1	4.1	4.0	4.2	4.0	4.2	4.1	3.8	4.1
Sample size	*430*	*50*	*133*	*152*	*95*	*199*	*231*	*318*	*78*	*34*

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

4.0 Summary of findings

How people get around

- **Respondents aged 18-25 drive less frequently than those aged over 25 years**

  While the percentage of respondents who ever drive a car (97%) does not differ significantly by age, younger respondents aged 18-25 are less likely to drive weekly (84% of those aged 18-25 years drive weekly vs 95% of those aged over 25 years).

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

  One in sixteen (6%) respondents ever rides a motorcycle on the road. Considering licenced motorcyclists, close to half (45%) report ever riding on the road while over half (55%) have, at least for the moment, ceased riding on the road.

- **Riding a motorcycle is more common amongst males and in Rural Balance and Other Urban areas**

  Riding a motorcycle is more prevalent amongst males (11% vs 2% of females), and in Rural Balance areas (13%) and Other Urban (11%) areas than in Major Urban areas (5%).

- **A substantial percentage of respondents cycle on the road**

  Close to a third (31%) of respondents cycle on the road, with one in twelve (8%) doing so weekly. Cycling is particularly prevalent amongst males (41% vs 21% of females) and those aged 40-60 years (39%).

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

  One in fourteen (7%) respondents ever drive a heavy vehicle. This is more prevalent in Rural Balance (20%) or Other Urban (14%) areas than in Major Urban areas (5%), and amongst males (12% vs 2% of females).

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

  Over four in five respondents (83%) use public transport, up from 79% in 2017. Close to one in four (23%) use public transport weekly. Weekly public transport users are most likely to be aged 18-25 years (39%) or to live in Major Urban areas (26%).

  While use of commercial ride share is lower than public transport (71% ever use it), the percentage ever using it has increased from 62% in 2016. About one in fifteen (7%) take commercial ride share on a weekly basis. Younger people aged 18-25 (12%) or 26-39 (10%) are more likely to take commercial ride share on a weekly basis, as are males (9%) and those living in Major Urban areas (8%).

Vehicle ownership

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

  Over a fifth (22%) report that they had purchased a car in the past 12 months, with respondents being equally as likely to buy a new (11%) or used (12%) car. Those aged 18-25 years are more likely to purchase a car (33%), although generally a used car (27% used vs 6% new).

Driving habits

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

  More than eight in ten (82%) respondents in paid employment commute to work by car at least once a week.

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

  Eight in ten (80%) respondents ever drive between 10pm and 6am. While under three in ten (27%) do so weekly, this climbs to over four in ten (46%) amongst those aged 18-25 years.

- **Female drivers are more likely to ever feel stressed when driving than male drivers**

  Over three-quarters (76%) of respondent drivers report ever driving while feeling stressed. This percentage is higher amongst female than male drivers (81% vs 71%). Around a third (34%) of respondents drive while stressed at least weekly.

Speeding

- **Respondents do not perceive low level speeding to be dangerous**

  The level of danger associated with driving a few kilometres over the limit is rated at 5.9 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 a sealed country road (6.8) or crossing the street while looking at a mobile phone (8.8). 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 (5.2 for 60km/h zones and 5.6 for 100km/h zones).

- **Greater tolerance for penalties relating to speeding**

  Over the long-term (between 2001 and 2014), respondents 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 respondents becoming less accepting and a higher proportion believing that fines should only be issued if more than 5km/h over the speed limit. This applies to both 60km/h and 100km/h zones.

- **The majority of drivers feel guilty if they speed while only a small minority of drivers report that they enjoy speeding. About half sometimes drive under the speed limit to reduce the chance of an accident.**

  Close to two-thirds (63%) of respondents agree that driving over the speed limit makes them feel guilty. A minority of drivers (5%) report that they enjoy speeding. Just over half (52%) 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 (29%).

- **A sizeable minority of respondents ever speed**

  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 (43%) do so in a 100km/h zone.

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

  While rates of reported speeding offences in the past 12 months are consistent in 2019 (12%) with 2018 (13%), they have declined since 2014 (19%). Males are more likely than females to report being caught for speeding (15% vs 9%).

Drugs and alcohol

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

  Amongst drivers aged 18-60 years, the reported rates of drinking alcohol (78%) and using recreational drugs (9%) remain stable compared to 2018.

- **One in twenty drivers have driven over their legal BAC in the past 12 months, while 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, half (50%) 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 (59%).

- **One in fifty drivers report driving after taking recreational drugs**

  While one in twelve of respondents (8%) have used recreational drugs in the last 12 months, this percentage is significantly higher amongst those aged 18-25 (14%). Overall, 1.7% of drivers report driving after taking recreational drugs.

Fatigue

- **Respondents perceive 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 (53%) of 18-25 year olds driving fatigued in the past three months, and close to one in ten (9%) doing so half the time or more often.

Distractions

- **Illegal mobile phone behaviour has declined**

  About seven in ten (71%) had used a mobile phone, including Bluetooth, while driving in the past three months. While a majority of respondents had either made or answered a call using Bluetooth (62%), a substantial minority (31%), had used a mobile phone illegally in the past three months (that is, without Bluetooth). There has been a decline in the percentage using a mobile phone illegally in the past three months, from 37% in 2016 to 31% in 2019.

  Reading a text message is the most common illegal activity (26%), particularly amongst drivers aged under 40 years (35%). Other use of a mobile phone while driving is substantially lower; answering a call hand-held (13%), writing and sending a text message (12%) or making a call hand-held (10%).

Pedestrian distractions

- **Two-thirds of respondents aged 18-25 years have crossed a street while listening to headphones in the past three months**

  Close to three in ten (29%) respondents report crossing the street while listening to headphones in the last three months, up from 22% in 2018. Fifteen per cent do this when they cross the street at least half the time. Younger people are on average more likely to listen to headphones while crossing the street, with 41% of those aged 18-25 doing do at least half the time, compared to 19% of those aged 26-39, and only 7% of those aged 40-60 and 6% of those aged over 60.

- **Two-thirds of respondents aged 18-25 have crossed the street while looking at a mobile phone in the last three months**

  Close to three in ten (29%) respondents have crossed a street while looking at a mobile phone in the last three months. The behaviour is particularly prevalent amongst those aged 18-25 with two-thirds (66%) having done this. Those aged 18-25 do this most frequently, with a fifth (23%) reporting they have crossed the street while looking at a mobile phone “half the time or more often” in the past three months, compared to 6% of those aged 26-39 and 1% of those aged 40 and over.

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

  While a third (33%) of respondents report being distracted by a mobile phone (predominately messages or phone calls), the most common distractions were the “actions of other road users” (48%) or “one’s own thoughts” (39%). Around one in ten (9%) reports ever having had a near miss, where they were almost hit by a vehicle while walking, due to their own distraction.

Enforcement

- **Respondents' views varied on whether it was easy 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, respondents' views varied a good deal. Respondents are more likely to think it easy to avoid being caught if using a mobile phone illegally (47% vs 24% who thought it difficult), than if using recreational drugs (41% easy vs 26% difficult), driving over the speed limit (37% easy vs 24% difficult) or driving over the legal blood alcohol limit (32% easy vs 30% difficult). Beliefs are similar to 2018.

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

  Over two-thirds (70%) of respondents believe that police play an important role in reducing fatal crashes, and an equal percentage say that seeing police on the road makes them feel safer. While there is a significant minority (30%) of respondents who believe speed enforcement is just revenue raising, this view is more strongly held by those who participating in illegal driving behaviours, such as those who exceed the speed limit (35%).

Social norms

- **Respondents are more likely to think their friends speed than drive drowsy or drive over their legal BAC**

  Just under six in ten respondents (59%) believe their friends exceed the speed limit in a 60km/h zone, with one in seven (14%) believing they do this half the time or more frequently. Just under half (46%) believe their friends drive while drowsy, although 4% believe they do this half the time or more often. Around one in six (17%) believe their friends ever drive while over their legal BAC.

  Those who engage in illegal and dangerous driving behaviour are more likely to believe their friends ever do these behaviours. For example, 37% of drink drivers believe their friends drink drive compared to only 15% of those who don't drink drive.

Infrastructure

- **Respondents are generally supportive of road safety infrastructure**

  Respondents are most supportive of further roll-out of centreline rumble strips, with support almost unanimous at 92%. Building more centreline barriers is supported by eight in ten respondents (83%) while flexible roadside barriers enjoyed a similar level of support with eight in ten (81%) supportive of building more. On balance respondents are also supportive of building more roundabouts – with three quarters (75%) supporting this.

  Further roll-out of point-to-point speed cameras was the least supported type of road safety infrastructure with support of 61% of respondents. It is worth noting that unlike the other items included in this section, point-to-point speed cameras are used for enforcement and installation will result in some drivers receiving penalties.

Towards zero

- **The majority of respondents are aware of the Towards Zero strategy.**

  The majority of respondents (59%) are aware of the Towards Zero strategy. Awareness is higher amongst males (65% vs 54% of females). Those living in Rural Balance have higher awareness (70%) than those in Other Urban areas (65%) or Major Urban areas (58%).

- **Respondents continue to support the goal of achieving zero road deaths but perceives this as a challenging target.**

  A large majority (89%) of respondents considers zero road fatalities as a worthy goal. However, only one in seven (14%) believes this goal will ever be achieved.

- **Respondents are most likely to believe that more than 20 lives will be lost in a single year in 30 years.**

  In late 2018 a new question was added to the Road Safety Monitor asking respondents what they believed the lowest number of lives lost in a single year could be in the next 30 years. One in seven (14%) believe that zero will be achieved while more than a third (37%) believe that between one and twenty lives will be lost. The remaining 49% believe that more than 20 lives will be lost each year for the next 30 years.

- **Respondents aware of Towards Zero believe the Victorian government is aiming to achieve this mainly via public education, enforcement and improving infrastructure and vehicles**

  In 2019 respondents who were aware of the Towards Zero strategy were asked an open question relating to what action they believe the Victorian government is taking to achieve Towards Zero. The responses to this question reflect TAC and Victoria Police activities in relation to road safety, with broad themes relating to advertising and public education (32%), enforcement (28%) and improving infrastructure and vehicles (24%). There is also a long tail of other mentions which collectively account for a third (33%) of responses to this question.

- **Respondents have a poor understanding of the number of fatalities on our roads each year**

  When asked to nominate the number of people killed or hospitalised each year on Victorian roads, about a quarter (26%) are unable to provide an estimate. There is a wide variety of responses, further indicating uncertainty, with only 13% giving a response of between 250 and 300, which is close to the actual number of fatalities in 2019 (266).

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%) respondents report being involved in a crash as a driver or rider in the past five years. Over half (55%) of those involved in a crash reported that they had changed their driving behaviour as a result of the crash.

Seatbelts

- **The large majority of respondents wear a seatbelt all the time while driving or as a passenger**

  Nearly all respondents wear a seatbelt all the time while driving (98%) or as a passenger (97%). Respondents born outside Australia were less likely to always wear seatbelts when a passenger than those born in Australia (94% vs 98%). This difference was also observed in 2018.

Cycling

- **Respondents are more likely to have negative views of cyclists and their interactions with drivers**

  Respondents are more likely to agree that drivers don't understand what it's like to be a cyclist on the road (60% vs 17% who disagree). In addition, they are more likely to disagree than agree that cyclists and drivers show each other courtesy on the road (39% vs 30%).

General attitudes to transport and road safety

- **While respondents value a safe journey over a quick one, they tend to agree lower speed limits on local roads will extend travel time**

  Respondents 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 more likely to disagree than not that they are often in a hurry (2.5), 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).

- **Respondents agree that even good drivers make mistakes, and that driver behaviour is more important than road design in saving lives**

  While agreement is strong that even good drivers make mistakes (4.4), respondents also agree that how people drive is more important than road design in saving lives (3.9).

- **While respondents are evenly divided as to whether they would like to use their car less, they disagree that they could get by without a car or motorbike**

  Respondents are fairly evenly divided (2.8) about whether 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 (2.0).

- **Neighbourhoods are generally considered safe for children to walk and cycle in, while respondents tend not to be concerned about traffic noise**

  Respondents tend to agree that their local neighbourhood is safe for children to walk and cycle around (3.5), although agreement is somewhat lower amongst those with young children (3.1). When asked whether they are concerned about traffic noise, respondents tend to disagree (2.4), especially if they are aged 18-25 (1.8).

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.
- 2017: Continuous tracking with seven waves conducted over four quarters.
- 2018: Continuous tracking with seven waves conducted over four quarters.

The current report includes data collected in quarters 1, 2, 3 and 4 in 2019. Quarterly measures are taken using a modular questionnaire to address road safety 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 were 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. The incentive was changed from July 2019 to a $1,000 prize for which all respondents who completed a survey were eligible and an additional prize of $500 for early completion via the online survey.

Fieldwork

The 2019 survey period is comprised of responses from 1,835 Victorians sampled from the VicRoads Registration and Licencing Database. In total, 4,898 people were selected from the database and invited to take part in the survey. This leads to an overall cooperation rate of 37%.

The survey was launched in seven waves over the course of 2019. The fieldwork schedule is shown in the table on the following page.

Table 51 Fieldwork schedule

Quarter	Week Commencing	Data collection (quarterly wave 1)	Date	Data collection (quarterly wave 2)	Date
2019 Q2 (Jan-Mar)	31/12/2018	Sample loaded (wave 1)			
	7/01/2019				
	14/01/2019	Wave 1 - Questionnaire packs mailed	16/01/2019		
	21/01/2019	Wave 1 - Reminder SMS	25/01/2019		
	28/01/2019	Wave 1 - Reminder letter	30/01/2019		
	4/02/2019	Wave 1 - CATI - follow-up	6/02/2019	Sample loaded (wave 2)	
	11/02/2019				
	18/02/2019	Wave 1 - Closed	24/02/2019	Wave 2 - Questionnaire packs mailed	20/02/2019
	25/02/2019			Wave 2 - Reminder SMS	1/03/2019
	4/03/2019			Wave 2 - Reminder letter	6/03/2019
	11/03/2019			Wave 2 - CATI follow-up	13/03/2019
	18/03/2019				
	25/03/2019			Wave 2 - Closed	31/03/2019
2019 Q2 (Apr-Jun)	1/04/2019	Sample loaded (wave 3)			
	8/04/2019				
	15/04/2019	Wave 3 - Questionnaire packs mailed	17/04/2019		
	22/04/2019	Wave 3 - Reminder SMS	26/04/2019		
	29/04/2019	Wave 3 - Reminder letter	1/05/2019		
	6/05/2019	Wave 3 - CATI follow-up	8/05/2019	Sample loaded (wave 4)	
	13/05/2019				
	20/05/2019	Wave 3 - Closed	26/05/2019	Wave 4 - Questionnaire packs mailed	22/05/2019
	27/05/2019			Wave 4 - Reminder SMS	31/05/2019
	3/06/2019			Wave 4 - Reminder letter	5/06/2019
	10/06/2019			Wave 4 CATI follow-up	12/06/2019
	17/06/2019				
	24/06/2019			Wave 4 Closed	30/06/2019
2019 Q3 (Jul-Sep)	1/07/2019	Sample loaded (wave 5)			
	8/07/2019				
	15/07/2019	Wave 5 - Questionnaire packs mailed	17/07/2019		
	22/07/2019	Wave 5 - Reminder SMS	26/07/2019		
	29/07/2019	Wave 5 - Reminder letter	31/07/2019		
	5/08/2019	Wave 5 CATI follow-up	7/08/2019	Sample loaded (wave 6)	
	12/08/2019				
	19/08/2019	Wave 5 Closed	25/08/2019	Wave 6 - Questionnaire packs mailed	21/08/2019
	26/08/2019			Wave 6 - Reminder SMS	30/08/2019
	2/09/2019			Wave 6 - Reminder letter lodgement	4/09/2019
	9/09/2019			Wave 6 CATI follow-up	11/09/2019
	16/09/2019				
	23/09/2019			Wave 6 Closed	29/09/2019
2019 Q4 (Oct-Dec)	30/09/2019	Sample loaded (wave 7)			
	7/10/2019				
	14/10/2019				
	21/10/2019	Wave 7 - Questionnaire packs mailed	23/10/2019		
	28/10/2019	Wave 7 - Reminder SMS	1/11/2019		
	4/11/2019	Wave 7 - Reminder letter	6/11/2019		
	11/11/2019	Wave 7 CATI follow-up	7/11/2019		
	18/11/2019				
	25/11/2019				
	2/12/2019				
	9/12/2019	Wave 7 Closed	24/11/2019		
	16/12/2019				
	23/12/2019				

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 52 Sample performance

		Sample loaded	Completed surveys	Response rate	Online	Paper	Telephone
		#	#	%		Row %	
	Total	**4,898**	**1,835**	**37%**	**55%**	**36%**	**9%**
Gender	Male	2,616	883	34%	55%	34%	10% ↑
	Female	2,282	952	42%	55%	38%	7% ↓
Age	18-25	862	232	27%	72% ↑	17% ↓	11%
	26-39	1,553	542	35%	70% ↑	23% ↓	8%
	40-60	1,620	642	40%	54%	38%	8%
	61-90	863	419	49%	29% ↓	62% ↑	9%
Location	Major urban	3,723	1,376	37%	57% ↑	35% ↓	8%
	Other urban	809	307	38%	51%	41%	8%
	Rural balance	366	152	42%	47%	42%	11%

APPENDIX 1

Question list for 2019 RSM

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
Mobility	Alternative 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
	Road vehicles	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		
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
		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
	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		Y	
		DAN1M	How dangerous do you think it is to ride a bicycle on sealed country roads	Y		Y	
	Distractions	DAN1F	How dangerous do you think it is to drive while using a handheld mobile phone?	Y	Y	Y	Y
		DAN1N	How dangerous do you think it is to cross the street while looking at a mobile phone?	Y	Y		
Attitudes towards speeding	Speed limits	DAN2	How fast should people be allowed to drive in a 60km/h zone without being booked for speeding?	Y	Y	Y	Y
	Speed attitudes	DAN3	How fast should people be allowed to drive in a 100km/h zone without being booked for speeding?	Y	Y	Y	Y
Speeding	Speeding attitudes	SP1B	I enjoy speeding	Y	Y	Y	
		SP1D	I feel guilty if I speed	Y	Y	Y	
		SP1F	I sometimes drive under the speed limit to reduce the chance of having an accident	Y	Y	Y	
	Speeding	SP2	Have you been caught speeding in the last 12 months?	Y	Y	Y	Y
Driving behaviours	Speeding	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 (mobile)	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
		DB2F	In the past three months, how often did you make a call using Bluetooth while driving?		Y	Y	Y
		DB2G	In the past three months, how often did you answer a call using Bluetooth while driving?		Y	Y	Y

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
		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
		DB2I	In the past three months, how often did you use a messaging app (e.g. Facebook Messenger, Whatsapp, Snapchat etc) while driving?		Y	Y	Y
	Distractions (general)	DIS1	In the last week, have you been DISTRACTED while driving by any of the following?		Y		
		DIS2	What was distracting you on your phone?		Y		
		DIS3	Have you ever had a “near miss” (where you almost had a crash) while driving because you were distracted?		Y		
	Fatigue	DB2E	In the past three months, how often did you drive when feeling drowsy?	Y	Y	Y	Y
	Speeding behaviour	DB4A	Now thinking about when your friends drive, how often do you think your friends would intentionally drive above the speed limit in a 60km/h zone		Y	Y	Y
	Drink driving	DB4B	Now thinking about when your friends drive, how often do you think your friends would intentionally drive while over their legal BAC		Y	Y	Y
	Fatigue	DB4C	Now thinking about when your friends drive, how often do you think your friends would drive while drowsy		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	
	Distractions	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
		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			
	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			
		DK9	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?	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
Enforcement	Effectiveness	EN1_A	How easy or difficult is it for people to avoid being caught when driving over the speed limit?	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
		EN1_C	How easy or difficult is it for people to avoid being caught when driving after using recreational drugs?	Y			Y

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
		EN1_D	How easy or difficult is it for people to avoid being caught when driving while using a mobile phone without hands	Y			Y
	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
	Interaction with police	EN3A	In the past 12 months, how many times have you been…Pulled over by police for any reason	Y			Y
		EN3B	In the past 12 months, how many times have you been…Breath-tested while driving	Y			Y
		EN3C	In the past 12 months, how many times have you been…Drug-tested while driving	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
		CR5	Thinking about the most recent crash you were involved in, in which year did it occur?	Y	Y	Y	Y
		CR3	Since the crash, have you changed how you drive or ride?	Y	Y		
Cyclists	Attitudes towards cyclists	CYC1_D	Most drivers don't understand what it's like to be a cyclist on the road.	Y			
		CYC1_E	Cyclists and drivers show each other courtesy on the roads	Y			
Vehicle safety	Vehicle ownership	VH1	What type of vehicle do you usually drive?	Y			Y
		VH4	In the past 12 months, have you bought a car, either new or used?	Y			Y
General attitudes to road safety	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	Y	Y
		TZ4_H	Even good drivers make mistakes	Y	Y	Y	Y
		TZ4_I	I believe a safe journey is more important than a quick journey	Y	Y	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

Topic	Sub-topic	Question Name	Question text	Quarters			
				Q1	Q2	Q3	Q4
		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
Towards Zero Attitudes	Support	TZ1	Should Victoria aim for zero road deaths?	Y	Y	Y	Y
	Understanding	TZ6	How many people do you believe die each year due to crashes on Victorian roads?	Y	Y	Y	Y
	Reaching zero	TZ8	Within the next 30 years, which of the following do you think can be achieved in one year?	Y	Y	Y	Y
	Awareness	TZ9	Are you aware of the Toward Zero Strategy?	Y	Y	Y	Y
		TZ10	What actions are the Victorian government taking to achieve the Towards Zero Strategy?	Y	Y	Y	Y
Infrastructure	Roundabouts	P1_A	Please tell us to what extent you support building more of the following road safety features on Victoria's roads. Roundabouts to slow traffic and reduce the severity of crashes at intersections.	Y	Y	Y	
	Flexible barriers	P1_B	Flexible barriers on the sides of roads that prevent vehicles from running off the side of the road.	Y	Y	Y	
	Centreline	P1_E	Centreline barriers that prevent vehicles from running onto	Y	Y	Y	
	Tactile road markings	P1_F	Centreline rumble strips- partially raised lines that vibrate the vehicle and warn drivers they are crossing onto the wrong side of the road.	Y	Y	Y	
	Point-to-point speed cameras	P1_G	Point-to-point speed cameras that detect speeding drivers and riders by taking an average speed over a distance.	Y	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	Y
	Cultural background	D1	In which country were you born?	Y	Y	Y	Y
		D2	How many years have you lived in Australia for?	Y	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	Y
		D11	How many hours do you work in an average week?	Y	Y	Y	Y
		D5	How would you describe your main PAID occupation?	Y	Y	Y	Y
		D6	What is the postcode of your main PAID occupation?	Y	Y	Y	Y
	Family	D7	Do you have any children?	Y	Y	Y	Y
		D8	Which of the following do you have? (Children of driving age or not)	Y	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.

HELP MAKE OUR ROADS SAFER AND WIN $1000

- **All participants will be able to enter a draw for $1,000, paid as an Electronic Funds Transfer to nominated bank account or as a GiftPay eGiftCard, as selected by the winner**
- **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)

Josephine Foti
Director
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**.

Wallis | strategic market & social research

APPENDIX 3

Example questionnaire (hard copy and 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.

HELP MAKE OUR ROADS SAFER AND WIN UP TO $1,500

- **The survey takes around 15 minutes**
- **If you complete the survey *online* before {EarlyPrizeDate}, you can enter both the main prize draw for $1,000, and an additional 'early completion' prize draw for $500**
- **As long as you complete the survey by {SurveyCloseDate}, you can still enter the main prize draw for $1,000**
- **Prizes will be paid as either an Electronic Funds Transfer to a nominated bank account or as a GiftPay eGiftCard, as selected by the winner(s)**
- **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)

Josephine Foti
Director
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**.

Wallis | strategic market & social research

FREQUENTLY ASKED QUESTIONS

Is the information collected confidential?

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

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 all reasonable steps to protect any personal information from unauthorised access, use, disclosure or loss. You can view our privacy policy on our website at:
www.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:

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

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

Someone else in my house wants to fill it out instead of me. Is this OK?

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

Why do people who complete the survey online get more chances at prizes?

The TAC aims to minimise the expense of this necessary research, so that the savings can be used for road safety programs. Collecting your responses online costs considerably less than over the phone or by mail, so we want to encourage people to choose the option which incurs less expense to the TAC. Other options are 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, like this: ■ 01 and then mark the correct one.

Some boxes have instructions that look like this: ► **GO TO 3** 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

SECTION 1: 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.

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

Please select 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	☐	☐	☐	☐	☐	☐	☐	☐

1.2 How often do you drive or ride the following on the road…?

Please select 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 ▸ GO TO Q2.1

1.3 Thinking about your driving, how often do you…?

Please select 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	☐	☐	☐	☐	☐	☐	☐	☐

SECTION 2: DRIVING ACTIVITIES

2.1 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 select one response per line

		Not at all dangerous 0	1	2	3	4	5	6	7	8	9	Extremely dangerous 10	Don't know 99
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	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

2.2 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** ☐ 99 Don't know ☐ 98 Prefer not to say

2.3 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** ☐ 99 Don't know ☐ 98 Prefer not to say

IF YOU DO NOT DRIVE A CAR AT ALL ▸ GO TO Q2.5

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.

2.4 Thinking about the **last three months**, how often did you…?

Please select 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	Make a call using Bluetooth while driving	☐	☐	☐	☐	☐	☐	☐
F	Answer a call using Bluetooth while driving	☐	☐	☐	☐	☐	☐	☐
G	Write and send a text message while driving	☐	☐	☐	☐	☐	☐	☐
H	Read a text message while driving	☐	☐	☐	☐	☐	☐	☐

2.4 (CONTINUED) Thinking about the **last three months**, how often did you…?

Please select 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
I	Use a messaging app (e.g. Facebook Messenger, Whatsapp, Snapchat etc.) while driving	☐	☐	☐	☐	☐	☐	☐
J	Drive when feeling drowsy	☐	☐	☐	☐	☐	☐	☐

2.5 Now thinking about how your friends drive, how often do you think your friends would…?

Please select 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	☐	☐	☐	☐	☐	☐	☐
B	Intentionally drive while over their legal BAC	☐	☐	☐	☐	☐	☐	☐
C	Drive while drowsy	☐	☐	☐	☐	☐	☐	☐

IF YOU DO NOT DRIVE A CAR AT ALL ► GO TO Q2.7

2.6 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 ☐ 04 Most of the time ☐ 05 All of the time

IF YOU HAVE NOT BEEN A PASSENGER IN A VEHICLE IN THE LAST 3 MONTHS ► GO TO Q3.1

2.7 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?

☐ 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

SECTION 3: DRINK AND DRUG DRIVING

3.1 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 ☐ 99 Don't know ☐ 98 Prefer not to say

3.2 Do you ever drink alcohol?

☐ 01 Yes ☐ 02 No ► **GO TO Q3.5** ☐ 98 Prefer not to say ► **GO TO Q3.5**

IF YOU DO NOT DRIVE OR RIDE A VEHICLE AT ► GO TO Q3.5

3.3 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 ☐ 02 No ► **GO TO Q3.5** ☐ 98 Prefer not to say ► **GO TO Q3.5**

3.4 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 to 5 times** in the last 12 months
- ☐ 04 **6 to 10 times** in the last 12 months
- ☐ 05 **More than 10 times** in the last 12 months
- ☐ 98 Prefer not to say

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

Please tick all that apply

- ☐ 01 Cannabis / marijuana
- ☐ 02 Stimulants (Ecstasy, MDMA, ice, meth, speed, cocaine, etc.)
- ☐ 03 Hallucinogens (LSD, acid, magic mushrooms, etc.)
- ☐ 04 Opioids (Heroin, morphine, etc.)
- ☐ 05 Prescription medications for non-medical purposes (codeine, pseudoephedrine, dexamphetamine, benzodiazepines etc.)
- ☐ 95 Other *(write in)* _____

▶ **CONTINUE**

- ☐ 97 None of these
- ☐ 98 Prefer not to say

▶ **GO TO Q4.1**

IF YOU DO NOT DRIVE OR RIDE A VEHICLE AT ALL ▶ GO TO Q4.1

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

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

SECTION 4: CONSEQUENCES OF DRIVING BEHAVIOURS

IF YOU DO NOT DRIVE A CAR AT ALL ▶ GO TO Q4.2

4.1 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 select one response per line

		Extremely Easy 1 2 3 4 5 Extremely Difficult	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	☐ ☐ ☐ ☐ ☐	☐

4.2 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 select 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	☐	☐	☐	☐	☐	☐

4.3 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
- ☐ 03 More
- ☐ 02 Same
- ☐ 99 Don't know

IF YOU DO NOT DRIVE OR RIDE A VEHICLE AT ALL ▸ GO TO Q5.1

4.4 In the **last 12 months**, how many times have you been…?

Remember that your responses will be completely confidential

Please select one response per line

			Not at all 01	Once 02	Twice 03	Three or more times 04	Prefer not to say 98	Don't know 99
A	Pulled over by police for any reason		☐	☐	☐	☐	☐	☐
B	Breath-tested for alcohol while driving, where you blew into the testing device		☐	☐	☐	☐	☐	☐
C	Drug-tested while driving, where you wiped the testing device on your tongue		☐	☐	☐	☐	☐	☐

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

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

SECTION 5: CRASHES

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

☐ 01 Yes ☐ 02 No ► **GO TO 6.1** ☐ 98 Prefer not to say ► **GO TO 6.1**

5.2 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

5.3 Thinking about the most recent crash you were involved in, in which year did it occur?

i *Write in the box below*

☐ 98 Prefer not to say

SECTION 6: THE VEHICLES YOU DRIVE

i **IF YOU DO NOT DRIVE OR RIDE A VEHICLE AT ALL ► GO TO Q7.1**

6.1 What type of vehicle do you usually drive? If you drive more than one, please select the type you use **most often**.

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

6.2 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

SECTION 7: GENERAL ATTITUDES TO TRANSPORT AND ROAD SAFETY

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

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...?

i *Please select one response per line*

		Strongly Disagree 1	2	3	4	Strongly Agree 5	Don't know
A	Lower speed limits on local roads would have a big impact on how long it takes me to get to places	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
B	I'd like to be able to use cars less, and cycle or walk more	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
C	It's safe for children to walk or ride around my neighbourhood	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
D	I'm concerned about traffic noise in my area	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
E	I'm often in a hurry when I'm travelling	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
F	I could get by without a car (or motorbike) most of the time	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
G	How people drive is more important than road design in saving lives	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
H	Even good drivers make mistakes	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐
I	I believe a safe journey is more important than a quick journey	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5	☐

7.2 Are you aware of the Toward Zero Strategy?

☐ 01 Yes ☐ 02 No ► **GO TO Q7.4**

7.3 What actions are the Victorian government taking to achieve the Towards Zero Strategy?

i *Write in the box below*

☐ 99 Don't know

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

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

i *Write in number* ☐ ☐ 99 Don't know

7.5 In 2002 there were 397 lives lost on Victorian roads, in 2017, 259 lives were lost, and last year 213 people were killed. Do you think Victoria should aim for **zero** road deaths?

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

7.6 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 ☐ 03 More than twenty lives lost

FURTHER COMMENTS

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

i *Write in the box below*

☐ 97 Nothing further to add

SECTION 8: ABOUT YOU

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

8.1 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)

8.2 In which country were you born?

☐ 01 Australia ► **GO TO Q8.4** ☐ 97 Elsewhere

8.3 How many years have you lived in Australia for?

i *Write in number of years* ☐ 98 Prefer not to say

8.4 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 Q8.7**
- ☐ 05 Unemployed ► **GO TO Q8.7**
- ☐ 06 Home duties ► **GO TO Q8.7**
- ☐ 07 Retired ► **GO TO Q8.7**
- ☐ 98 Prefer not to say ► **GO TO Q8.7**
- ☐ 95 Other *(write in)* _____ ► **GO TO Q8.7**

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

i *Write number of hours per week* _____

8.6 How would you describe your main **paid** occupation?

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

_____

8.7 Do you have any children?

- ☐ 01 Yes
- ☐ 02 No ► **GO TO Q8.9**
- ☐ 98 Prefer not to say ► **GO TO Q8.9**

8.8 Which of the following do you have?

i *Please tick all that apply*

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

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

i *Write in postcode* ☐☐☐☐

☐ 98 Prefer not to say

8.10 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

SECTION 9: FURTHER RESEARCH AND PRIZE DRAW

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

☐ 01 Yes ☐ 02 No ► **GO TO Q9.3**

9.2 Your survey data will be stored in a de-identified format and your answers will remain confidential.

Please note, Wallis will keep your contact details separately from your survey answers, but may need to link them briefly so we can contact the appropriate people for specific TAC projects. Is this still okay?

☐ 01 Yes ☐ 02 No

9.3 Would you like to enter the draw to win a prize of $1000? It will be drawn on the 6th of December 2019 at the Wallis office in Cremorne.

☐ 01 Yes ☐ 02 No

i **Please complete the box below if you answered "Yes" for Q9.2 or Q9.3**

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 where contact details are available.