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Road Safety Monitor 2022

Report

Transport Accident Commission

Prepared for

Transport Accident Commission (TAC)

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Accreditations

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Table of Contents

List of Figures

List of Tables

Executive Summary

The Road Safety Monitor (RSM) was first conducted in 2001 and has continuously tracked community attitudes over this time. During that time, the RSM has been updated occasionally to improve or update the methodology. In 2022, the RSM questionnaire was redeveloped to provide more nuance regarding road user attitudes and behaviour. Given this, the 2022 focuses on these new measures rather than historical trends.

Overall behaviours

In the RSM respondents are asked to what extent they perform eleven heightened-risk behaviours while driving. Most (88%) do one or more heightened-risk behaviour, while more than a third (37%) do four or more behaviours. More than half of drivers report ever driving while quite tired (66%), over the speed limit by 3 km/h (64%) or more or using a handheld mobile phone while driving (52%).

A substantial minority engaged in risker behaviours such as driving after drinking when under the legal BAC (41%), driving 10 km/h over the speed limit (26%), or driving while very tired (20%).

Extremely risky behaviours tended to have much lower prevalence, with 9% driving when they 'might' have been over their legal BAC and 3% driving when they were over their legal BAC. A small percentage travelled as a passenger while not wearing a seatbelt (4%) and 2% drove a vehicle while not wearing a seatbelt. Less than one per cent have driven after using illegal drugs.

Dangerous Driving Behaviour Index

A Dangerous Driving Behaviour Index was developed to explore tendencies towards high-risk behaviour among drivers. The index is a scale from 0 to 100, accounting for the relative severity of driving behaviours and frequency of behaviours to determine a respondent's score. A higher score indicates more risk. The median DBI is 13 with 12% of drivers having a DBI of 26 or higher.

Compared to those with lower DBI scores, drivers with high DBI scores are more likely to be younger, on provisional licences, work full-time, not have children, drive a utility and to drive more kilometres. However, the key finding from the DBI is that most drivers exhibit lower-risk driving behaviour most of the time.

Theory of planned behaviour

A range of measures included in the questionnaire established attitudes which were able to be used to model driver behaviour using a Theory of Planned Behaviour (TPB) approach. A high-level model aggregating behaviours shows that perceived crash risk and perceived control are generally more predictive of behaviour than social norms. However, all three components were significant contributors. Further work will explore understanding individual behaviours using TPB as a basis.

A common theme among drivers and the behaviour they engage in on the road is that those who are more open to risk and who perceive behaviours as less risky are more likely to engage in heightened-risk driving behaviours than drivers who are more risk averse.

There is a tendency for driver who engage in risky driving behaviours that increase their level of risk on the road to feel that they 'have to drive', even if this means driving while fatigued or after drinking when they are not completely confident that they are under their legal BAC. Drivers who do these behaviours are also less likely to take precautionary actions to reduce the chance that the behaviour will occur.

While social norms were less of a contributing factor than perceived risk and perceived control when looking at a high-level model, it is the case that drivers who engage in risk behaviours tend to be less likely to be embarrassed if they are caught. They also tend to be less likely to think that they will be caught if breaking a road rule.

Sensation-Seeking Segmentation

The 2022 RSM included a sensation-seeking segmentation, delineating respondents into low, medium and high-sensation-seeking segments based on their openness to sensation-seeking behaviours. A profile of the segmentation shows a high-degree of similarity with the driver behaviour index. This is consistent throughout the analysis where there is frequently a correlation between sensation-seeking segments and heightened-risk driving behaviours. However, the segmentation also reveals additional groups which have higher sensation-seeking tendencies. These include males and respondents living in Major Urban areas.

Speed and speed limits

Speeding is the most prevalent risky behaviour on the roads, although most intentional speeding behaviour is low-level and infrequent. Considering the level of speeding, while 64% of respondents report driving 3 km/h or more over the speed limit, the percentage reporting driving 10 km/h or more over the speed limit is 26%. Looking at frequency of speeding in 100 km/h speed limit zones, 46% never speed, while 24% do so 'rarely', 23% 'sometimes' and 7% 'most of the time'.

While the extent to which drivers ever exceed the speed limit is similar across 50 km/h (46%), 60 km/h (49%) and 100 km/h roads (54%), respondents are most likely to exceed the speed limit on 100 km/h roads.

As the frequency scale and number of speed limits respondents were asked to consider in relation to speeding behaviour changed in 2022 compared to previous years, the time series results are not directly comparable. However, we note that an increasing trend in speeding was observed in 2021 (55% vs 51% on 2020). The findings of the 2022 RSM suggest that this increase is likely to have been maintained.

Respondents who drive over the speed limit, compared to those who do not, tend to be more open to risk, perceived the risk of speeding as lower, have a lower self-perception that they can avoid speeding, and would feel less embarrassed if they were caught speeding. These differences are more marked among respondents who engaged in high-level speeding compared to those who speed at low-levels.

A sizable minority of respondents agree that 'speeding penalties are just revenue raising' (31%), a belief that is more prevalent among those who exceed the speed limit.

At present there is not widespread support for hypothetical speed limit changes, with 55% of respondents opposed to a reduction of the default speed limit for residential roads from 50 km/h to 40 km/h, while 27% support this change. Attitudes to a reduction of the speed limit on narrow high-speed country roads is mixed, with 45% supportive of a speed limit reduction and 39% opposing any change.

Drink driving

Most respondents reported having consumed alcohol in the last 12 months (73%) and close to half of drivers had driven a vehicle after drinking alcohol. In 2022, the RSM explored three levels of drink driving; driving after drinking when confident the driver's BAC level was below the legal limit (41%), driving when the driver might have been over the legal BAC limit (9%) and driving when definitely over the legal BAC limit (3%).

While there have been some changes to methodology used to determine illegal drink driving, the overall trend suggests that driving with the knowledge that one is over the legal BAC is declining. However, drivers continue to drive after drinking alcohol, rather than separate drinking and driving. Moreover, 9% are driving close enough to their legal BAC that they unsure whether they are over their limit or not.

Driving after drinking at all is most prevalent among males and respondents living outside Melbourne. Considering driving near, or over, the legal BAC, while males are more likely to do this than females, this behaviour is reasonably distributed across demographics.

The risks of drink driving are well understood by drivers, although there is a substantial difference in the perceived risk of driving soon after having one drink (6.9 out of 10) compared to driving when over a BAC of 0.05 (9.3 out of 10). Respondents who are open to risk taking tend place the most distinction between the risk of driving soon after one drink compared to driving when over a BAC of 0.05.

Respondents who are most open to taking risks are four times as likely to have driven when they 'might be' over their legal BAC as respondents who are least open to taking risks (21% vs 5%). They are also less likely to leave their car at home when they are going out to drink (61% vs 77% of 'low-risk' respondents).

Interestingly, while respondents who have driven when near, or over, their legal BAC are more likely to believe that 'sometimes you have to drink even though you might be over your legal BAC' compared to those who did not drink and drive (3% vs 1%) – the vast majority do believe they have control as to whether they drink and drive.

Drink driving enforcement not only carries financial and licensing weight, nearly all respondents reported that they would be embarrassed if caught drink driving (91%). However, respondents who drink and drive are less likely to believe that they would be caught if they broke road rules (22% of those who drove while over their legal BAC and 27% of those who drive when they might have been over vs 39% of those who did not drive after drinking).

Respondents were asked whether they would support or oppose a reduction in the legal BAC for fully licensed drivers from 0.05 to 0.02. On balance this proposal is opposed with 32% supporting it and 47% opposing it. Support is highest among those who do not drink drive and decreases as the level of drink driving behaviour increases.

Drug Driving

Use of illegal drugs is a low incidence behaviour (5.2%) and driving after using illegal drugs is lower still (0.8%) and, while not directly comparable with previous years, the trend towards lower rates of reported drug driving appears to have continued in 2022 (from 1.4% in 2021).

Reported drug driving is consistent by age from 18 to 60 years, at about one per cent. There is some indication in the 2022 results that driving after using illegal drugs is higher among males and respondents living in Rural Victoria (1.8%), however, these results are not statistically significant.

The likelihood of driving after using illegal drugs in significantly higher among respondents who are most open to risk, 3.3% vs 0.6% of medium-risk respondents and 0.1% of low-risk respondents. Respondents who drive after using illegal drugs perceive the danger of doing so as lower than those who do not drive after using illegal drugs (5.9 vs 9.0 out of 10).

Respondents who drive after using illegal drugs are also less likely to perceive that they will be caught for doing so (15% vs 34% of those who do not drive after using illegal drugs).

Distractions

Just over half (52%) of drivers use a mobile phone in their hand while driving. The most common type of handheld use of a mobile phone while driving is ‘interaction with an app’ (45%), followed by ‘making or receiving a call’ (26%) and ‘sending or receiving a message’ (25%). Considering the frequency of interactions with apps, 5% do this ‘most of the time’, while 22% do this ‘sometimes’ and 21% ‘rarely’.

While results between 2022 and previous years are not directly comparable, indicatively the level of distracted driving remains similar with 30% using a hand-held mobile phone ‘sometimes’ or more often in 2022 compared to 30% doing so ‘some of the time’ or more often in 2021.

Mobile phone use is more prevalent among drivers aged under 40 years than it is among older drivers (63% vs 54% of those aged 40-60 and 31% of those aged 61-90).

Respondents who are more open to risk use a hand-held mobile phone while driving to a great extent than more risk averse respondents. This is also evident in precautionary behaviour, with those less open to risk being more likely to leave their mobile phone out-of-sight or mounted while driving than those who are more open to risk (43% vs 28%).

Driving while using a mobile phone is generally considered to be a high-risk behaviour, with respondents who drive while holding a mobile phone rating the danger at 7.9 out of 10 compared to 9.0 among those who do not.

Respondents who drive while using a mobile phone are less likely to feel embarrassed if caught (66% vs 82% of those who do not drive while holding a mobile phone). They are also likely to believe they will be caught (30% vs 37% of those who do not drive while holding a mobile phone).

Fatigue

Measures of fatigued driving were updated substantially in the 2022 RSM, with driving while ‘quite’ tired and ‘very tired’ measured in the survey. Respondents were provided with explanatory text for ‘very’ tired indicating that this was a state where they were ‘struggling to keep your eyes open’. While 66% of drivers report driving ‘quite tired’, this declines to 20% for ‘very tired’. Considering the frequency of driving when ‘very’ tired, 4% do this ‘sometimes’ and 17% ‘rarely’.

The prevalence of driving while ‘very’ tired is highest among drivers aged 18-25 (29%) and decreases with age, with 21% respondents aged 40-60 years reporting driving in this state and a marked decrease among those aged 61-90 (11%). Driving while ‘very’ tired is also more prevalent among males (23% vs 18% of females) and those living in Rural Victoria (27% vs 19% in Major Urban areas).

As observed for other heightened-risk behaviours, respondents with higher-risk profiles are more likely to drive while tired. Respondents with a high-risk profile are twice as likely as those with a low risk profile to do this (34% vs 16%). High-risk drivers are half as likely to take precautionary measures as low-risk drivers (23% ‘avoid driving if too tired’ compared to 45% of low-risk drivers).

Drivers who drive while ‘very tired’ are more likely to believe they ‘have to drive’ than those who do not drive in that state (39% vs 6%). They also perceive

fatigued driving as less risky than drivers who do not drive while very tired (7.7 vs 9.3 out of 10).

Seatbelts

The vast majority of drivers and passengers always wear a seatbelt when driving or travelling in a car. Considering those who do not, 2.3% reported driving a car without a seatbelt and 3.6% reported travelling in a car as a passenger while not wearing a seatbelt.

Driving while not wearing a seatbelt is most common among respondents living in Rural Victoria (6.3%) while travelling as a passenger while not wearing a seatbelt is most common among respondents aged 18-25 years.

Respondents with a high-risk profile are more likely than more risk averse respondents to drive while not wearing a seatbelt (3.9%) and to travel as a passenger while not wearing a seatbelt (7.7%) (compared to 1.5% and 1.7% respectively for low-risk respondents).

Enforcement

One in six (16%) drivers reported having been caught speeding in the previous 12 months, an increase from 11% in 2021. Other interactions with police remain similar with 2021, 34% were breath tested (vs 33% in 2021) and 3% were drug tested (vs 4% in 2021).

Perceptions of police presence have changed, with 15% believing there are more police on the road compared to 22% in 2021. This is driven by an increase in the percentage believing police presence has remained the same (39% vs 31% in 2021).

Respondents who engage in illegal driving behaviour are more likely to be caught, with 25% of drivers who have intentionally exceeded the speed limit by 10 km/h receiving a speeding penalty compared to 8% among those who claim to never intentionally exceed the speed limit. Similarly, drivers who have driven after drinking alcohol when they might have been, or were, over their legal BAC are more likely to have been breathalysed (44%) than those who do not drink and drive (30%).

Transport

Considering both road transport and alternative transport (aside from walking), the most common way respondents travel is by car (97%), with 93% driving at least weekly. Nearly three-quarters (73%) of respondents use public transport, although this mode is less frequently used with 17% doing so weekly. Taxis and commercial ride share are also used by a majority (64%), with 5% using these services weekly. Motorcycles (7%) and heavy vehicles (6%) are used by a minority of respondents.

About of third (35%) of respondents ride a bicycle on the road, with 8% doing so weekly. The 2022 RSM also asked respondent whether they used an e-device for transport. One-in-ten (10%) use e-devices, with 4% using an e-bike and 7% using an e-scooter., from 37% in 2016 to 29% in 2021.

1 Introduction

1.1 Background and objectives

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

The TAC and road safety

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

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

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

Road fatalities and interventions over time

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 of SSRIP include flexible barriers on the sides and centres of roads in high-risk locations and audio tactile line markings. These initiatives are part of the Towards Zero strategy, which is discussed in the next section.

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 largest 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 259 – below the 2012-2016 five-year average of 263 lives lost per year. In 2018, there was a further reduction in the number of lives lost, with 213 lives lost that year.

There was an increase in the number of lives lost in 2019, with 266 deaths recorded on Victorian roads. This was 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 between January and June versus 116 between July and December.

Over 2022, 241 lives were lost on Victorian roads due to road trauma. This number has increased 3% from 2021 (234 lives lost), and it is slightly above the 2017-2021 five-year average of 237 lives lost annually.

Victorian Road Safety Strategy 2021-2030

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

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

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

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

1.2 Research objectives

The primary research objectives of the RSM are to:

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

Identify behaviours and attitudes that are relevant to road safety.

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

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

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

1.3 Reading this report

Rounding and multiple response questions

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

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

Time series reporting

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

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. There is sub-group reporting throughout the report that uses gender, age and location (per ABS SOS definitions). Additionally, there is sub-group reporting that analyses responses by self-reported behaviours. These definitions can be found in Appendix 4 of this report.

Statistical significance and question codes

The data in this report have been tested for statistical significance, typically between subgroups. Tests are conducted between the subgroup and the total excluding the subgroup and are at the 95% confidence interval, unless stated otherwise. A multiple comparison correction 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 males and those aged 40-60 are significantly more likely to have drunk alcohol and drove. Similarly, the red arrow indicates that those in Major Urban areas were significantly less likely to have drunk alcohol and drove when they were confident they were under the legal limit.

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

Table 1 Significance reporting example table

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

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

Weighting

The sample for the survey is drawn from the VicRoads Registration and Licensing Database and has 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 Victorian population. Weighting by location, age and gender is then applied to correct the sample to the known licence holder population as derived from the VicRoads Registration and Licencing Database.

The weighting efficiency is 78% (meaning there is an effective base of 1,936 from a sample of 2,492 respondents).

2 Behaviours at a glance

		% Prevalence	Key findings
Drink driving			
	**Over the legal BAC**	**3%**	Three percent of respondents drove over their legal BAC in the past three months, which represents a downward trend from previous years. The perceived risk of crashing due to drink-driving, the influence of social norms and the perceived self-control over drink driving are factors which reduce drink driving.
Speeding			
	**10km/h+ over the limit**	**26%**	While a quarter of respondents report intentionally driving 10 km/h or more over the speed limit in the previous three months, two-thirds report driving 3 km/h or more over the speed limit. Driving over the speed limit is a choice that drivers make. Relative to other behaviours, respondents tend to feel they do have self-control regarding speeding. Driving at 3 km/h or more above the limit is perceived by respondents as a comparatively low-risk in terms of safety and a normalised behaviour. In contrast, driving at 10 km/h above the limit is perceived to be a less acceptable behaviour.
	3km/h+ over the limit	**64%**	
Distracted driving			
	**Used mobile phone in hand**	**52%**	About half of respondents admit to having used a mobile phone in their hand at all while driving in the past month. While this activity is perceived as high-risk and socially unacceptable among those who do the behaviour, this perception does not lead to reduced distraction from mobile devices.
Tired driving			
	**Drove while very tired**	**20%**	One-in-five respondents drove while very tired (so tired they struggled to keep their eyes open). Respondents who avoid fatigued driving understand the high perceived crash risk and have higher levels of perceived sense of control over the behaviour.
Drug driving			
	**Used illegal drugs and drove**	**<1%**	Less than one percent of respondents reported driving after using illegal drugs in the past three months. Drug driving is seen by almost all respondents as highly dangerous. However, the perceived danger among those do drive after using illegal drugs is lower.
Seatbelt use			
	**Drove without a seatbelt**	**2%**	Driving without a seatbelt is a low prevalence behaviour. However, travelling as a passenger without a seatbelt is twice as common. The perceived risk of enforcement among those who drove without a seatbelt is similar to the average driver.
	Passenger without a seatbelt	**4%**	

3 Detailed findings

This section includes three introductory chapters providing an overview of behaviours and attitudes.

Subsequent chapters provide more detailed analysis on the following behaviours: speeding, drink driving, distracted driving, tired driving, drug driving, seatbelt use, and transport use. The remaining chapters in this section examine road enforcement and the TAC's Toward Zero key metrics.

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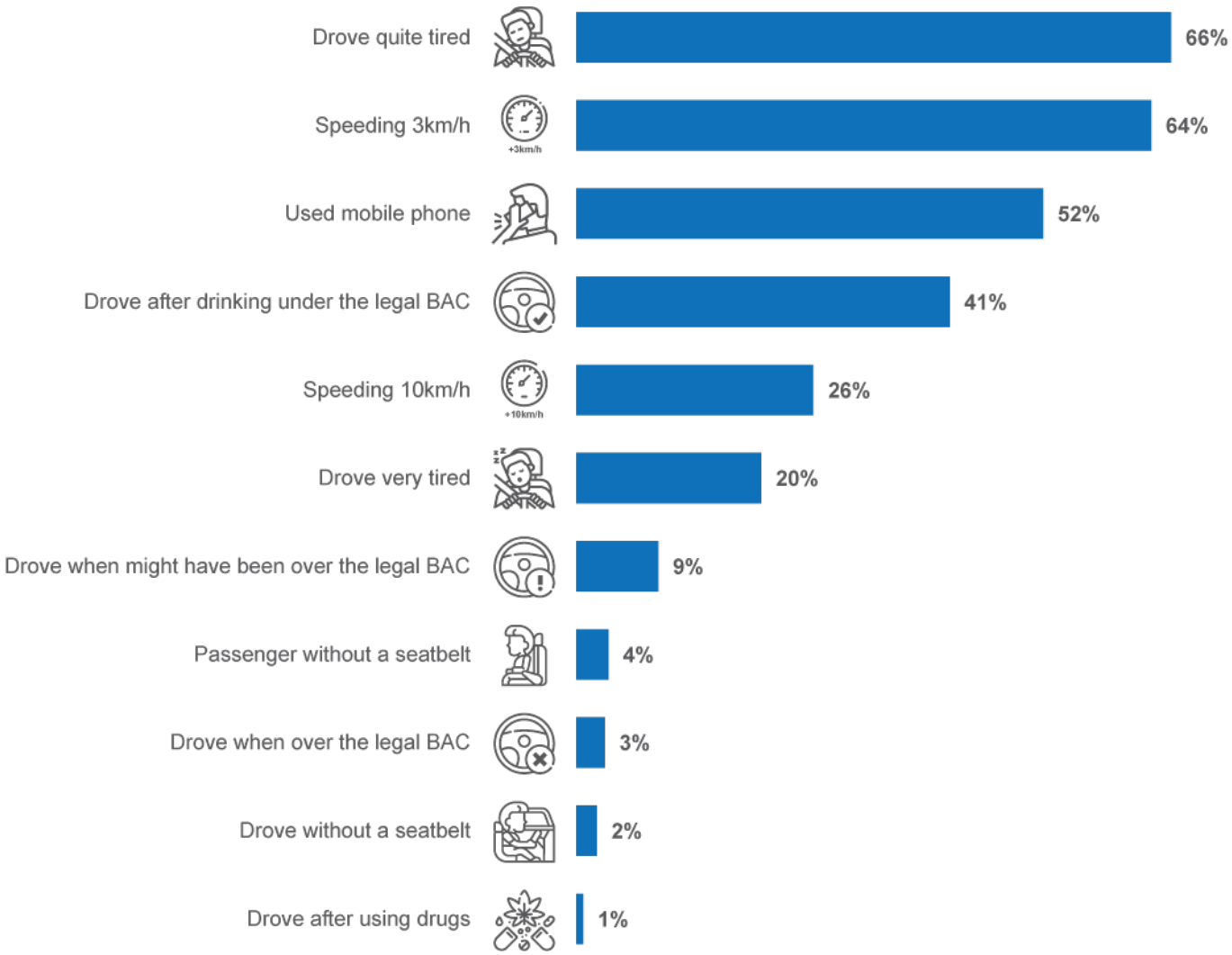
TAC

3.1 Prevalence of heightened-risk driving behaviours

Nearly nine-in-ten (88%) respondents who drive reported at least one of the heightened-risk driving behaviours shown in Figure 1. This encompasses a range of behaviours with varying levels of risk, from those who drove while feeling quite tired or 3 km/h over the speed limit, to those who drove while under the influence of illegal drugs or over their legal BAC.

More than half of respondents reported that they drove while quite tired (66%), drove 3 km/h or more over the speed limit (64%) or drove while holding a mobile phone in their hand (52%). Less than 5% of respondents travelled as a passenger while not wearing a seatbelt (4%), drove while over their legal BAC (3%), drove while not wearing a seatbelt (2%) or drove after using illegal drugs (0.8%).

Figure 1 Prevalence of heightened-risk driving behaviours

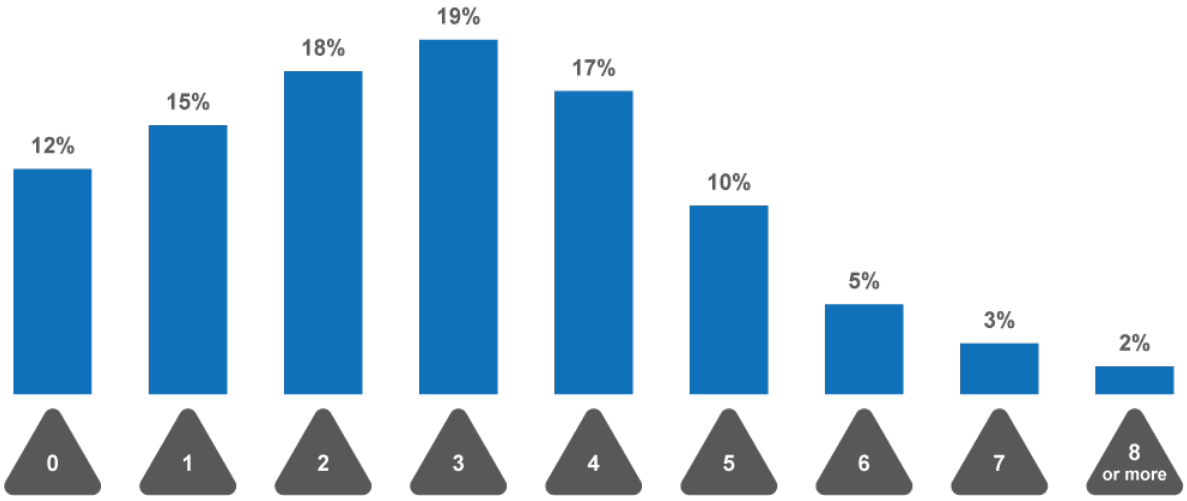


DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
DB2 In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
DB4 In the last three months, how often did you intentionally drive 10km/h or more above the limit in the following [speed limit zone]?
DB3 In the last 12 months, how often did you [dangerous driving behaviour]?
Base: Drivers (n=1,311 – 2,430)

3.1.1 Number of heightened-risk driving behaviours performed by drivers

Examining the number of driving behaviours out of a possible eleven reported by respondents who drive shows that the majority of drivers do engage in risky driving, at least to some extent. Only 12% of drivers report not engaging in any of these heightened-risk behaviours. About half (52%) of drivers do between one and three behaviours, with an average of three behaviours among all drivers. More than a third (37%) of drivers report doing four or more behaviours.

Figure 2 Number of heightened-risk driving behaviours performed by drivers



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
DB2 In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
DB4 In the last three months, how often did you intentionally drive 10km/h or more above the limit in the following [speed limit zone]?
DB3 In the last 12 months, how often did you [dangerous driving behaviour]?
Base: Q3-Q4 Drivers (n=1,311)

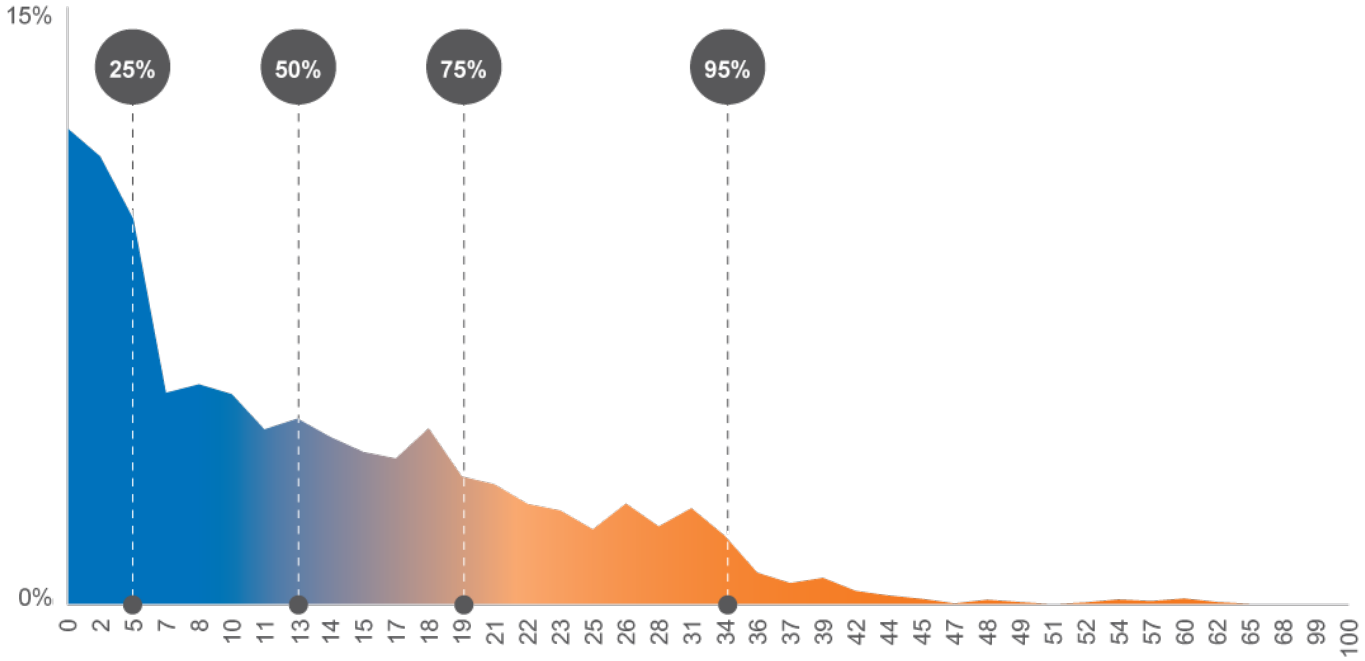
3.2 Dangerous Driving Behaviour Index

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

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

The DBI indicates that most drivers have a low risk profile, with the median score being 13 out of a possible 100 points on the DBI. Compared with the 75th percentile of drivers, the DBI is only 6 points higher than the median, or 19 out of a possible 100 points. This demonstrates that there is a long tail of drivers with relatively high to extremely high risk, with one-in-eight (12%) having a score of at least double the average driver (26+).

Figure 3 Dangerous Behaviour Index summary



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
DB2 In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
DB4 In the last three months, how often did you intentionally drive 10km/h or more above the limit in the following [speed limit zone]?
DB3 In the last 12 months, how often did you [dangerous driving behaviour]?
Base: Drivers (n=2,430)

3.2.1 Profile of DBI levels

Understanding the profile of those with high DBI levels provides an overview of the characteristics of drivers who have lower or higher risk. In this section, we show attributes which vary among respondents with different DBI levels. We have categorised these in order of percentiles, with the lowest 25th percentile of DBI scores categorised as 'Low', scores up to and including the median as 'Medium', scores in the 75th percentile as 'High', the 95th percentile as 'Very High' and the remaining high scores beyond the 95th percentile as 'Extremely High'.

The findings show that those with extremely high DBI scores (drivers with scores of 34 and above) are more likely than the average driver to:

- Be aged 18-25 and 26-39
- Be on a provisional licence
- Not have children
- Be employed full-time
- Use public transport, taxis or similar, ride a bicycle, motorcycle or e-device (scooter, bicycle or skateboard)
- Drive a utility or pickup
- Drive more kilometres on average in a year.

Table 2 DBI categories by selected demographic factors

Column % / Average		Low	Medium	High	Very High	Extremely High
Age	18-25	**11% ↓**	**10% ↓**	13%	**17% ↑**	**31% ↑**
	26-39	**22% ↓**	26%	28%	30%	**41% ↑**
	40-60	**31% ↓**	36%	**40% ↑**	39%	**21% ↓**
	61-90	**37% ↑**	29%	**19% ↓**	**15% ↓**	**6% ↓**
Children	Have children	**66% ↑**	63%	60%	**51% ↓**	**38% ↓**
Licence type	Learner	**7% ↑**	2%	**1% ↓**	**1% ↓**	1%
	Provisional	**9% ↓**	**7% ↓**	13%	**16% ↑**	**29% ↑**
	Full	85%	**90% ↑**	86%	83%	**70% ↓**
Employment type	Full-time	**35% ↓**	38%	49%	**55% ↑**	**58% ↑**
	Retired	**29% ↑**	17%	**10% ↓**	**8% ↓**	**2% ↓**
Transport use	drive a car	100%	100%	100%	100%	100%
	public transport	**66% ↓**	73%	76%	**79% ↑**	**83% ↑**
	taxi or similar	**49% ↓**	63%	**72% ↑**	**75% ↑**	**89% ↑**
	bicycle	**27% ↓**	**29% ↓**	39%	**47% ↑**	**49% ↑**
	motorcycle	**3% ↓**	6%	7%	**11% ↑**	**15% ↑**
	heavy vehicle	4%	4%	7%	**10% ↑**	10%
	an e-device (scooter, bicycle or skateboard)	**5% ↓**	7%	12%	**16% ↑**	**22% ↑**
Type of vehicles driven	Car / station wagon	73%	71%	71%	67%	68%
	SUV / 4WD	**33% ↓**	43%	38%	43%	36%
	Ute / Utility / Pickup	**7% ↓**	7%	12%	**14% ↑**	**17% ↑**
Km driven (average)	Kilometres driven in past year	**8,839 ↓**	10,554	**12,123 ↑**	**13,857 ↑**	**14,788 ↑**
	Base	*786*	*488*	*577*	*442*	*137*

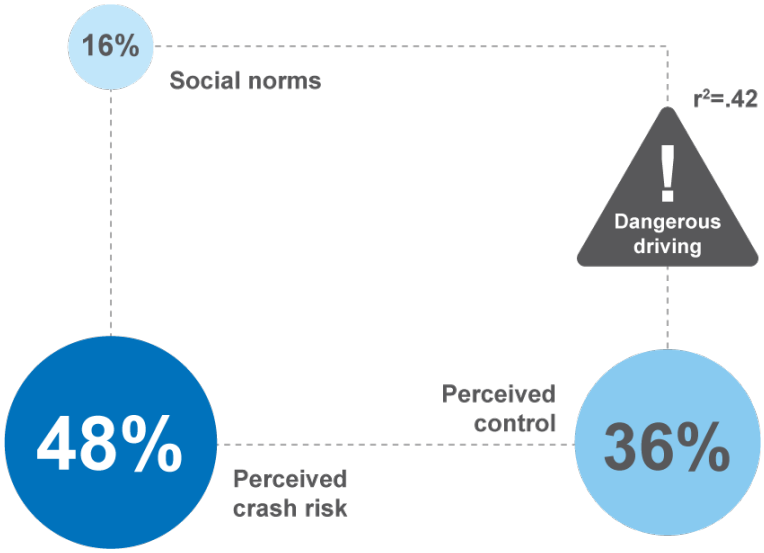
3.2.2 Theory of Planned Behaviour

In addition to the construction of a dangerous behaviour index, the RSM sought to measure and understand the factors which contribute to, or mitigate, heightened-risk driving behaviours. The RSM used the Theory of Planned Behaviour as a theoretical base to understand driver behaviour. Where practical, the RSM included questions that measured social norms, perceived crash risk, and perceived control for key heightened risk driving behaviours. It should be noted that due to the general nature of the RSM questionnaire, requiring coverage of broad topics and with reasonable questionnaire duration limits, the number of variables available to model behaviour using a TPB approach were limited compared to a more specialised research activity. For more information on the construction of this index, see Appendix 3.

The variables used to build the model shown below in Figure 4 are composite variables, with the dependent variable being the DBI and the independent variables are indexes of the TPB factors across all behaviours for which they were asked. This model is designed to demonstrate how well the TPB holds for road safety at a high-level, not for specific behaviours.

Overall, the model has a moderate fit (r^2=.42), and is mostly driven by perceived crash risk, and perceived control. Perceived crash risk (48%) and perceived control (36%) have the strongest influence on the model, while social norms (16%) has less than half the relative influence of both other measures.

Figure 4 Theory of Planned Behaviour - Dangerous Driving Model



DBI [Derived composite variable]
RI1 How dangerous do you think it is to…? [Composite]
ACC1 How embarrassed would you be to tell your friends or family that you had been caught by the police for…? [Composite]
PC1 To what extent do you agree or disagree that sometimes you have to [Composite]
Base: Drivers (n=2,187)
Note: 10% of the most outlying cases have been removed from the regression due to missing responses

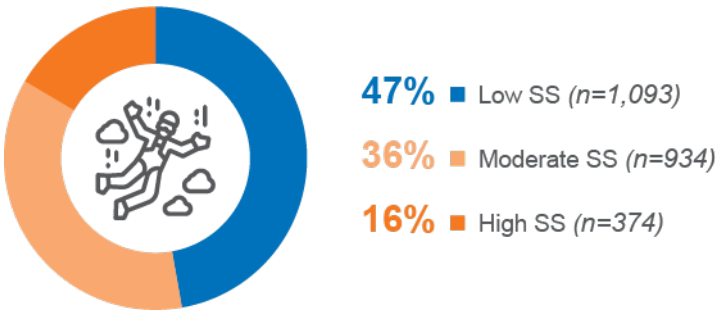
3.3 Sensation Seeking Segmentation

One of the goals of the RSM is to understand which factors beyond demographic characteristics play a role in understanding driver's propensity to engage in heightened-risk driving behaviours. In testing the hypothesis of whether there are latent characteristics that influence dangerous driving, the RSM asked a series of questions to respondents about their sensation-seeking tendencies. This scale was an adapted version of Zuckerman's 'sensation seeking scale' that measures latent constructs such as a person's disinhibition, boredom susceptibility, thrill and adventure seeking, and experience seeking[1]. For further information on the sensation seeking segmentation, see Appendix 2.

This scale was used to develop a respondent segmentation using a latent class clustering method in place of a total sensation seeking score. From this, three primary segments emerged, and can be considered as those with low, moderate, and high sensation-seeking tendencies.

The low sensation-seeking segment is the largest, with nearly half (47%) fitting in this segment. This is followed by just over a third (36%) who fit in the moderate sensation-seeking segment. The high sensation-seeking segment (16%) is the smallest of these segments.

Figure 5 Sensation seeking segment size



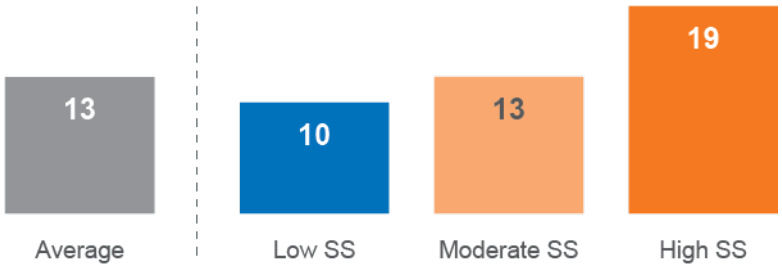
SS1BCFGH To what extent does this statement describe you [sensation seeking statement]?
Base: Drivers (n=2,401)

[1] (Zuckerman, 1964)

As shown in Figure 6, sensation seeking tendencies are associated with heightened-risk driving behaviours. As sensation seeking tendencies become higher, so too does the propensity to engage in riskier driving behaviour. As discussed in section 3.2, the median DBI is 13, the same DBI score for the moderate sensation-seeking segment. Respondents in the high sensation-seeking segment have a DBI score of 19, which is the same as a driver in the 75th percentile of the DBI range.

It should be noted that psychographic characteristics when isolated, are not wholly predictive of people's propensity to enact heightened-risk driving behaviours. What these do provide is a generalisable understanding that those undertaking higher risk behaviours in other domains are more likely to undertake dangerous driving risks. Ultimately, this segmentation presents a broader picture of who the risky drivers are, and how they are likely to interact with driving.

Figure 6 Sensation seeking segments by dangerous behaviour index



SS1BCFGH To what extent does this statement describe you [sensation seeking statement]?
DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
DB2 In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
DB4 In the last three months, how often did you intentionally drive 10km/h or more above the limit in the following [speed limit zone]?
DB3 In the last 12 months, how often did you [dangerous driving behaviour]?
Base: Drivers (n=2,401)

3.3.1 Demographic profile of sensation seeking segments

Understanding the demographic profile of these sensation seeking segments allows a more refined probabilistic assessment of who the heightened-risk drivers are. In this section, we review a number of demographic data points to understand who these drivers are.

There is evidently a high degree of overlap between those in the 95th percentile of DBI scores. Overlaps in the below bulleted list are distinguished by blue text. The findings show that the high sensation-seeking segment are more likely than the average driver to:

- Be aged 18-25 and 26-39
- Be male
- Reside in major urban areas
- Not have children
- Be on a provisional licence
- Be employed full-time
- Use public transport, use taxis, ride a bicycle and ride an e-device
- To drive more kilometres on the road in a given year

Table 3 Significant demographic skews of sensation-seeking segments

Column %		Low Sensation-seeking	Moderate Sensation-seeking	High Sensation-seeking
Age	18-25	**9% ↓**	12%	**28% ↑**
	26-39	**22% ↓**	26%	**42% ↑**
	40-60	36%	37%	**26% ↓**
	61-90	**33% ↑**	25%	**3% ↓**
Gender	Male	**43% ↓**	51%	**64% ↑**
	Female	**57% ↑**	49%	**36% ↓**
Location	Major Urban	**77% ↑**	**70% ↓**	**81% ↑**
	Other Urban	15%	**19% ↓**	**13% ↓**
	Rural Balance	**8% ↓**	**11% ↑**	**6% ↓**
Children	Have children	**67% ↑**	62%	**36% ↓**
Licence type	Learner	3%	3%	5%
	Provisional	**9% ↓**	**10% ↓**	**24% ↑**
	Full	**88% ↑**	**87% ↑**	**71% ↓**
Employment type	Full-time	**38% ↓**	45%	**59% ↑**
	Retired	**22% ↑**	16%	**2% ↓**
Transport use	drive a car	100%	100%	100%
	public transport	**71% ↓**	72%	**83% ↑**
	taxi or similar	**58% ↓**	61%	**88% ↑**
	bicycle	**26% ↓**	**40% ↑**	**52% ↑**
	motorcycle	**4% ↓**	**9% ↑**	9%
	heavy vehicle	5%	6%	7%
	an e-device (scooter, bicycle or skateboard)	**7% ↓**	8%	**26% ↑**
Type of vehicles driven	Car / station wagon	72%	**66% ↓**	**79% ↑**
	SUV / 4WD	37%	**44% ↑**	**30% ↓**
	Ute / Utility / Pickup	**7% ↓**	**12% ↑**	**14% ↑**
Km driven (average)	Kilometres driven in past year	**9,696 ↓**	**12,565 ↑**	**12,333 ↑**
Number of days commuting in personal vehicle to work/study	None	**48% ↑**	39%	**28% ↓**
	1	4%	3%	5%
	2	6%	5%	7%
	3	8%	7%	7%
	4	7%	6%	8%
	5	**20% ↓**	28%	**34% ↑**
	6	4%	5%	**8% ↑**
	7	3%	5%	3%
	Average days	***3 ↓***	***4 ↑***	*4*
	Base	*1,093*	*934*	*374*

3.4 Speeding

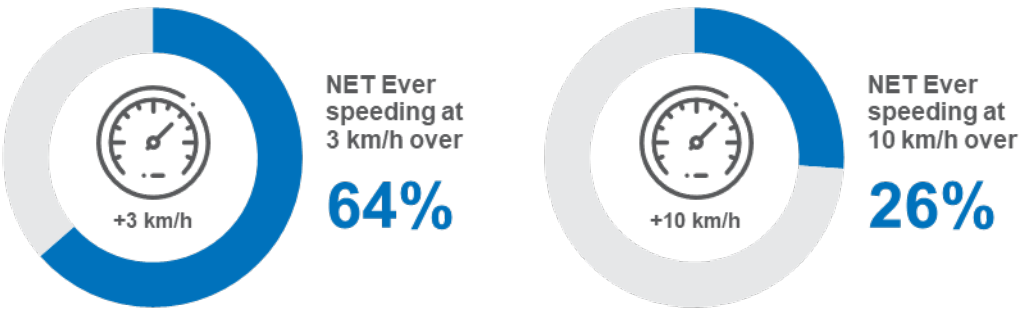
This section aims to understand the prevalence of speeding in the community, attitudes, beliefs, and behaviours towards speeding, the risk profile of drivers relating to speeding and how speeding behaviours can be explained.

3.4.1 Prevalence of intentional speeding

The survey covers intentional low-level speeding (at least 3 km/h over the speed limit) and intentional high-level speeding (at least 10 km/h over the speed limit). Respondents were asked how often they intentionally drove 3 km/h or more above the posted speed limit in three speed limit zones in the last three months (50 km/h, 60 km/h, and 100 km/h). Respondents who had driven 3 km/h or more above the limit in any of these speed zones were then asked how often they intentionally drove 10 km/h or more above the limit in those zones.

Considering the prevalence of speeding across all three speed limit zones, low-level speeding is twice as prevalent as high-level speeding. Just under two-thirds of drivers (64%) drove 3 km/h or more above the posted limit in any of the three speed limit zones, whereas a quarter (26%) of all drivers also drove 10 km/h or more above the same posted speed limits.

Figure 7 Prevalence of intentional speeding behaviours

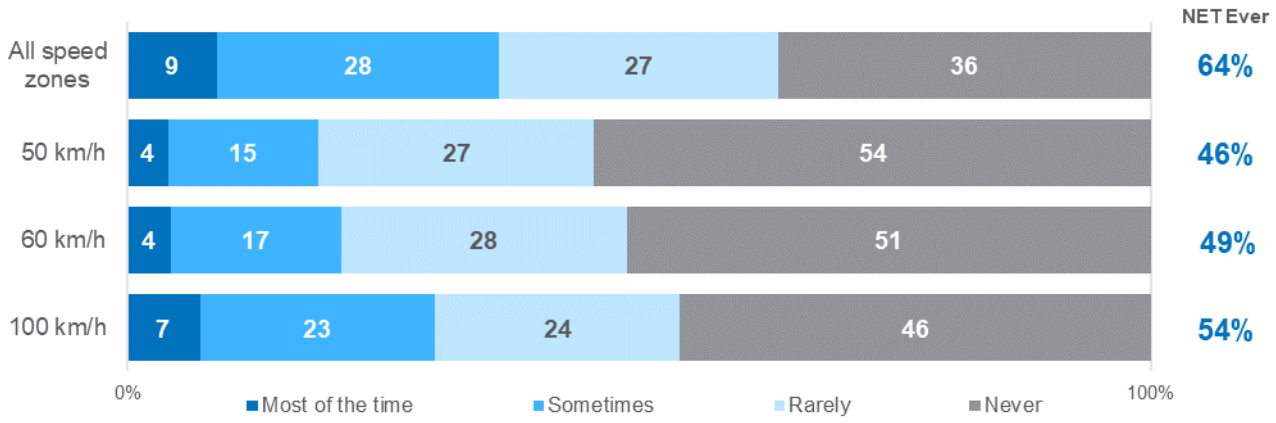


DB2ABC In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
DB4ABC In the last three months, how often did you intentionally drive 10km/h or more above the limit in the following [speed limit zone]?
Base: Drivers n=2,399 (3km/h over), Drivers n=1,311 (10km/h over)*
**Speeding at 10km/h was not asked in Q2 2022*

Drivers' propensity to engage in low-level speeding increases on roads with higher speed limits. For instance, driving 3 km/h above the limit is most prevalent in 100 km/h zones (54%), followed by 60 km/h zones (49%), and is least prevalent in 50 km/h zones (46%).

- Additionally, the frequency of low-level speeding also increases on roads with higher speed limits. Across all speeding zones combined, those who drove over the speed limit by 3km/h or more are most likely to have done so 'sometimes' (28%) or 'rarely' (27%)
- Those who drove over the speed limit in 50km/h and 60km/h zones are most likely to have done so 'rarely' (27% at 50km/h, 28% in 60km/h zones).
- Those who drove over the speed limit in 100km/h zones are most likely to have done so 'rarely' (24%), or 'sometimes' (23%)

Figure 8 Frequency of intentionally speeding 3km/h over the limit (%)

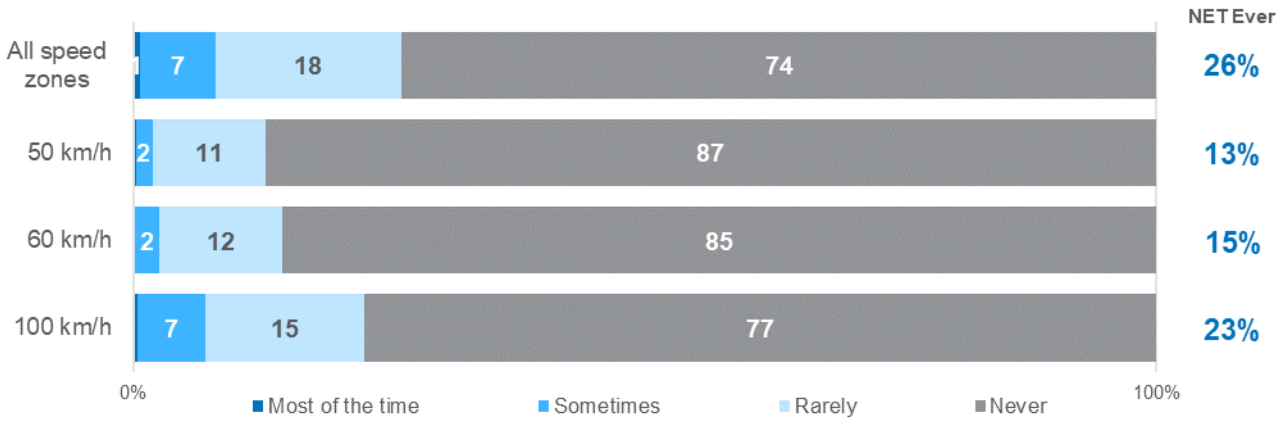


DB2ABC In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
Base: Drivers n=2,399 (3km/h over)

Similarly, drivers' tendency to engage in high-level speeding also increases on roads with higher speed limits. For instance, driving 10 km/h above the limit is the most prevalent in 100 km/h zones (23%), followed by 60 km/h zones (15%), and is the least prevalent in 50 km/h zones (13%).

- Across all speeding zones combined, those who drove over the speed limit by 10 km/h or more are most likely to have done so 'rarely' (18%)
- This is similar across both 50 km/h and 60 km/h speed zones, with speeding 10 km/h over the limit in 50 km/h and 60 km/h zones being done so by roughly one in ten 'rarely' (11% at 50 km/h, 12% at 60 km/h).
- In 100km/h zones, most of those who drove over the speed limit did so 'rarely' (15%), however, a substantial minority compared to speeding at other speed limits did so 'sometimes' (7%).

Figure 9 Frequency of intentionally speeding 10km/h over the limit (%)

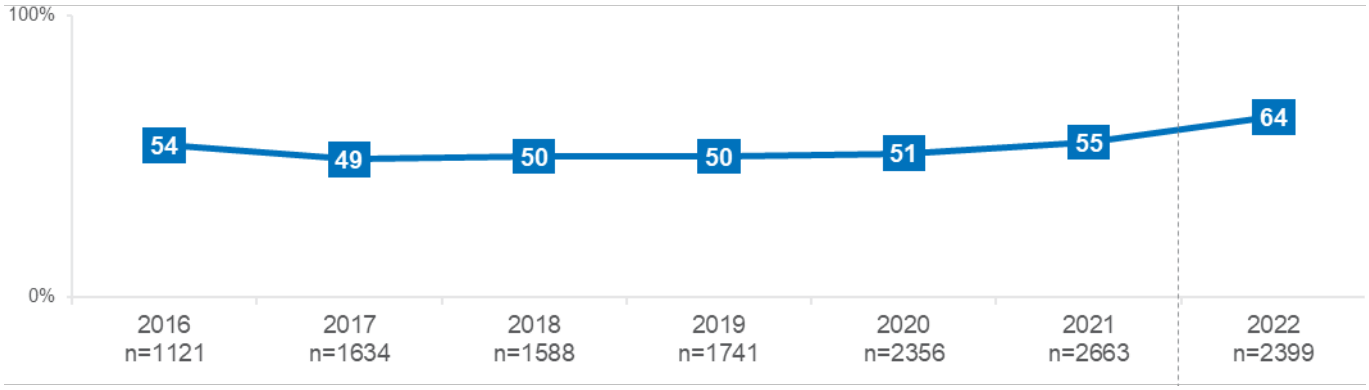


DB4ABC In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
Base: Drivers n=1,311 (10km/h over)*
**Speeding at 10km/h was not asked in Q2 2022*

Figure 10 shows the historical trend for intentionally engaging in low-level speeding. Low-level speeding is defined as 'ever driving over the speed limit by 3 km/h or more over the past three months'. It is important to note that results from 2022 cannot be directly compared to previous years. Prior to 2022 the lowest frequency respondents could select was 'some of the time' whereas in 2022 respondents could select 'rarely'. Additionally, in 2022 behaviour was measured for three speed limits (50 km/h, 60 km/h and 100 km/h) compared to two speed limits prior to 2022 (60 km/h and 100 km/h).

Over time, there has been a noticeable shift in low-level speeding behaviour. The percentage of respondents reporting low-level speeding decreased from 54% in 2016 to 49% in 2017. This prevalence remained stable until 2021, when an increase to 55% was recorded. Although the changes in measurement must be considered, this trend appears to have continued in 2022, with 64% engaging in low-level speeding.

Figure 10 Low-level speeding (3 km/h+) by year: 'ever' at any speed limit (%)



DB2ABC In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
Base: Drivers (n=1,121 to 2,663)

3.4.2 Demographic characteristics

Across demographic groups, males and those living in rural Victoria have the highest propensity to engage in speeding behaviour. Males are more likely than females to engage in both low-level speeding (3 km/h+) (67% vs 60%) and high-level speeding (10 km/h+) (31% vs 22%). Respondents living in rural Victoria are more likely than those living elsewhere to engage in low-level speeding (71% vs Other Urban: 66% and Major Urban: 62%).

Figure 11 Prevalence of speeding among demographics

Column %		Age group				Gender		Location		
	Total	18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
Drove 3 km/h over the limit	**64%**	**65%**	**64%**	**67%**	**57% ↓**	**67% ↑**	**60% ↓**	**62% ↓**	**66%**	**71% ↑**
Base	*2399*	*386*	*537*	*795*	*681*	*1156*	*1243*	*1177*	*809*	*413*
Drove 10 km/h over the limit	**26%**	**30%**	**25%**	**31%**	**20%**	**31% ↑**	**22% ↓**	**26%**	**24%**	**34%**
Base	*1311*	*252*	*284*	*437*	*338*	*650*	*661*	*662*	*426*	*223*

DB2ABC In the last three months, how often did you intentionally drive 3km/h or more above the limit in the following [speed limit zone]?
DB4ABC In the last three months, how often did you intentionally drive 10km/h or more above the limit in the following [speed limit zone]?
Base: Drivers n=2,399 (3km/h over), Drivers n=1,311 (10km/h over)*
**Speeding at 10km/h was not asked in Q2 2022*

Speeding – Demographic Interactions

This section provides additional detail regarding higher and lower propensity to engage in speeding among finer demographic groupings. The analysis uses classification and regression decision trees (CART) to identify the demographic characteristics of those most likely to intentionally drive over the speed limit. The intent is to provide more nuanced demographic findings, however, the reported sub-groups will tend towards smaller subsets of the overall population.

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

Low-level speeding

As shown previously (Section 3.4.2, Page 18), low-level speeding (3 km/h+) is most prevalent among males and those living in rural locations. The CART algorithm found the following significant demographic interactions:

- Males aged 40-60 are more likely than males aged 18-39 and 61-90 to engage in low-level speeding (3 km/h+) (70% vs 64% respectively).
- Females aged 18-60 in other urban and rural areas (70%) are more likely than females aged 18-60 in major urban areas (60%) and females aged 61-90 in any area (51%) to engage in low-level speeding (3 km/h+).

Figure 12 Prevalence of speeding at 3 km/h by demographic interactions

Propensity	Age	Gender	Location	%
Higher	40-60	Male	All	70
Higher	18-60	Female	Other Urban / Rural	70
Lower	61-90	Female	All	51

DB2 In the last three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers (n=2,399) (3km/h over)

3.4.3 Sensation seeking characteristics

This section explores the outcomes of the sensation seeking-segmentation in relation to speeding behaviours. For more detail on the segmentation, see section 3.3.

As shown in Figure 13, the segments' sensation-seeking profiles are positively associated with propensities to speed. Specifically, as the sensation-seeking profile increases, so does the likelihood of engaging in both low-level and high-level speeding.

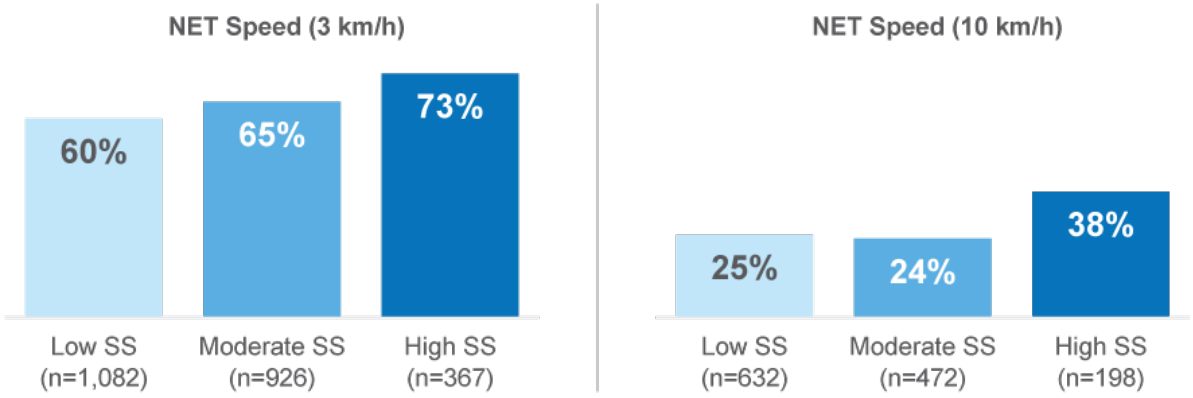
Low-level speeding

- Drivers in the high sensation-seeking segment (73%) are more likely than those in the low sensation-seeking segment (60%) to engage in low-level speeding. Those in the moderate sensation-seeking segment (65%) are slightly more likely than those in the lower sensation-seeking segment to drive 3 km/h above the speed limits, but they are just as likely as the average respondents to have done so (64%).

High-level speeding

- Drivers in the high sensation-seeking segment (38%) are much more likely than those in the low and moderate sensation-seeking segments to intentionally drive 10 km/h or more above the speed limit. However, the propensity to engage in high-level speeding is similar between those in the low sensation-seeking segment (25%) and moderate sensation-seeking segment (24%), and they are similarly likely as the average respondent (26%) to intentionally exceed the speed limit by 10 km/h or more.

Figure 13 Speeding prevalence by sensation seeking segments



DB2 In the last three months, how often did you intentionally drive 3 km/h or more above the limit in the following [speed limit zone]?
DB4 In the last three months, how often did you intentionally drive 10 km/h or more above the limit in the following [speed limit zone]?
Base: Drivers n=2,399 (3 km/h over), Drivers n=1,311 (10 km/h over) *Speeding at 10 km/h was not asked in Q2 2022*

3.4.4 Behavioural Insights

In the RSM for 2022, there were several questions that asked how frequently respondents exceeded the speed limit. These were separated into categories of different speeding zones, and different speeding levels. In terms of zones where people speed, the RSM asked how often people exceeded the speed limit in 50 km/h zones, 60 km/h zones, and 100 km/h zones. In terms of speeding levels, the RSM asked how often they exceeded the speed limit by 3 km/h or more in the three speed limit zones, and if they did speed 3 km/h or more over the limit in those zones, they were asked how often they speeded 10 km/h over the limit in those zones.

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

To explain speeding behaviour, a series of questions were asked to all respondents regarding:

- Their perceived control over speeding
- Their perceived danger of speeding
- The impact of social norms on speeding enforcement
- Their attitudes toward speed enforcement
- Their perceived risk of encountering enforcement
- Their self-perceptions of how safe they are as a driver

Why do people exceed the speed limit?

Those who are speeders and those who are non-speeders are vastly different in their perceived control over speeding, their perception of the risks of speeding, and their attitudes towards speed-related policies and enforcement.

Perceived control

Overall, respondents who are high-level speeders are more substantially likely to agree that sometimes they have to drive over the speed limit compared to non-speeders, indicating a lower level of perceived control over speeding. To assess respondents' level of perceived control over speeding, they were asked to what extent they agree or disagree with the statement 'sometimes I have to drive over the speed limit'. Those who are high-level speeders are twice as likely to agree that they sometimes have to drive over the speed limit than those who were low-level speeders (17% vs 8%), and nearly nine times more likely than non-speeders to agree (17% vs 2%).

Figure 14 Sometimes have to drive over the speed limit (% agree)

PC1C To what extent do you agree or disagree that sometimes you have to drive over the speed limit? (% agree)
Base: Drivers (Q3-Q4) (n=1,293)

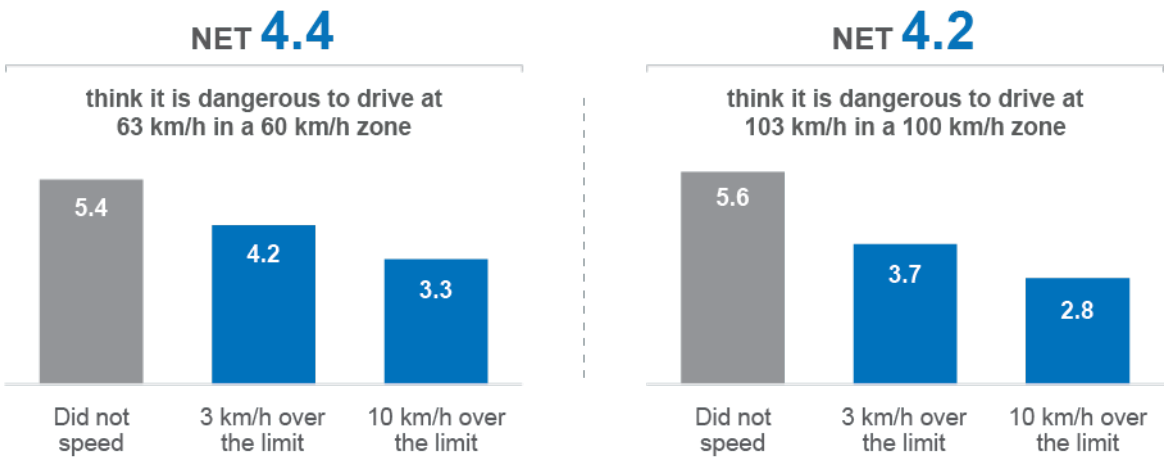
Perceived danger

In terms of the perception of danger associated with speeding, those who are non-speeders on average perceived speeding in any zone to be more dangerous than speeders. On average, speeders perceived driving 3 km/h over the speed limit in a 60 km/h zone as slightly more dangerous than in a 100 km/h zone, whereas non-speeders had the opposite view. In order to assess respondents' perceived danger of speeding, they were asked to rate how dangerous it is to drive at 3 km/h above the speed limit in a 60 km/h and 100 km/h zone, respectively, on an 11-point scale, with 0 being not at all dangerous and 10 being extremely dangerous.

Those who are low-level and high-level speeders differ in their perceptions of danger, however, both groups of those who were speeders, perceived speeding as less dangerous than those who did not speed.

- Low-level speeders perceive speeding 3 km/h above the limit as 22% less dangerous (4.2) in 60 km/h zones compared to non-speeders (5.4), and 34% less dangerous in 100km/h zones compared to non-speeders (3.7 vs. 5.6).
- High-level speeders perceive speeding 3 km/h above the limit as 39% less dangerous (3.3) in 60 km/h zones compared to non-speeders (5.4), and 50% less dangerous (2.8) in 100 km/h zones compared to non-speeders (5.6).

Figure 15 Perceived danger of low-level speeding at different speed limits (average score 0-10)



RI1A How dangerous do you think it is to drive at 63 km/h in a 60 km/h speed limit zone? (Scale from 0 'not at all dangerous' to 10 'extremely dangerous')
RI1B How dangerous do you think it is to drive at 103 km/h in a 100 km/h speed limit zone? (Scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (Q3-Q4) (n=1,302)

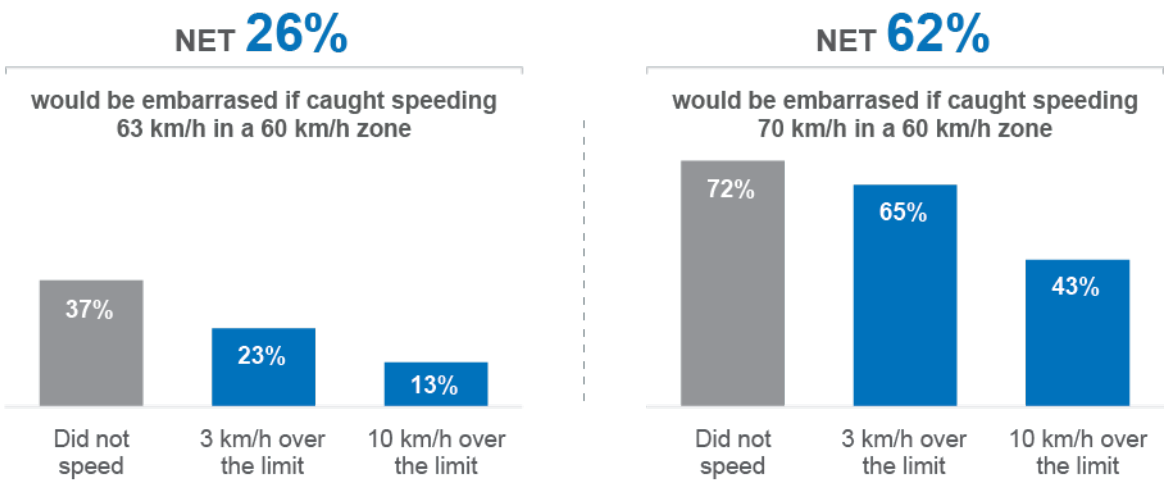
Social norms

Overall, respondents are more likely to be affected by social norms when given a hypothetical that they were caught high-level speeding compared to low-level speeding. To assess the impact of social norms on respondents' perceptions, two questions were asked of respondents that had them rate their perceived level of embarrassment if they were to tell their friends or family that they had been caught: 'speeding at 63 km/h in a 60 km/h zone' and 'speeding at 70 km/h in a 60 km/h zone.

Those who are non-speeders are affected more by social norms than speeders (at both high and low levels). The proportion of those who are non-speeders who would feel embarrassed about telling their friends that they had been caught driving 3 km/h or 10 km/h over the limit in a 60 km/h zone is roughly double those who are high-level speeders (37% vs 13% for speeding at 63 km/h, 72% vs 43% for speeding at 70 km/h).

The impacts of speeding-related social norms also differ among those who were low-level and high-level speeders. Those who are high-level speeders are less likely than those who are low-level speeders to feel embarrassed to tell their friends that they had been caught driving marginally or substantially over the speed limit in a 60 km/h zone (13% vs 23% for speeding at 63 km/h, 43% vs 65% for speeding at 70 km/h).

Figure 16 Likelihood of feeling embarrassed for being caught speeding at different levels (% said they would be embarrassed)



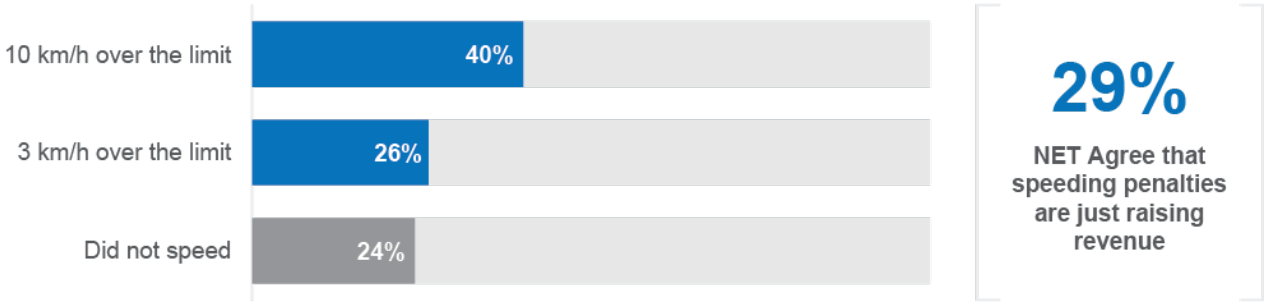
ACC1A How embarrassed would you be to tell your friends that you had been caught driving 63 km/h in a 60 km/h zone? (% embarrassed)
ACC1B How embarrassed would you be to tell your friends that you had been caught driving 70 km/h in a 60 km/h zone? (% embarrassed)
Base: Drivers (Q3-Q4) (n=1,289 - 1,290)

Attitudes toward enforcement

Attitudes towards speeding-related enforcement are mixed, with those who are high-level speeders being the most likely to have cynical attitudes regarding the purpose of speeding enforcement and those who did not speed being the least likely. To gauge attitudes toward speeding enforcement, respondents were asked to what extent they agree or disagree with the statement 'speeding penalties are just revenue raising'. Overall, 31% of respondents agree that 'speeding penalties are just revenue raising', while 38% disagree and 28% are neutral. This is similar to 2021 where 29% agreed that 'enforcing speed limits just raises revenue and does not make our roads any safer'.

Those who are high-level speeders (40%) are more likely to agree that speeding penalties are just revenue raising, whereas those who are non-speeders (24%) and low-level speeders (26%) are less likely to agree with this statement.

Figure 17 Speeding penalties are 'revenue raising' by speeding behaviour (% agree)

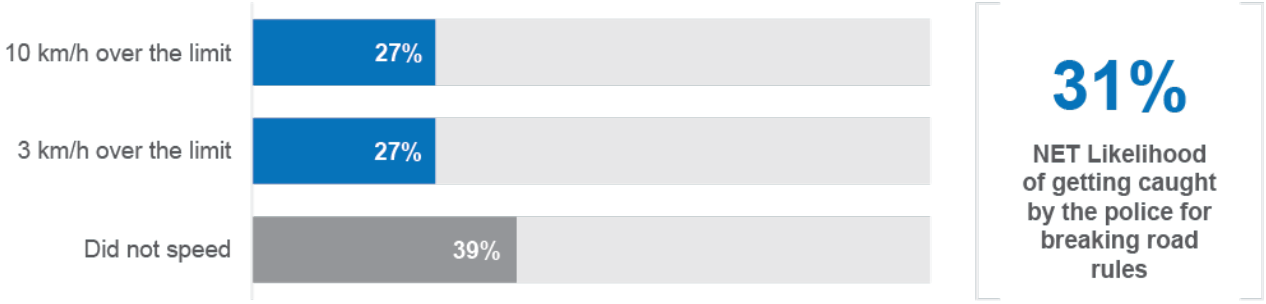


ATD1A The following are some statements about the state of driving in Victoria. Please tell us the extent to which you agree or disagree that speeding penalties are just revenue raising? (% agree)
Base: Drivers (Q3-Q4) (n=1,296)

Perceived enforcement risk

On average, speeders perceive a lower likelihood of being caught by police for violating road rules than non-speeders, although the perceived enforcement risk between low-level and high-level speeders is similar. To understand the perceived risk of enforcement, respondents were asked how likely they believe they are to get caught by the police for breaking any road rule. Just over a quarter of both low-level (27%) and high-level (27%) speeders believe that they would likely be caught, in contrast to non-speeders, with almost four in ten (39%) indicating a likely risk of getting caught by police for breaking road rules.

Figure 18 Perceived enforcement risk by speeding behaviour (% feel they are likely to get caught)

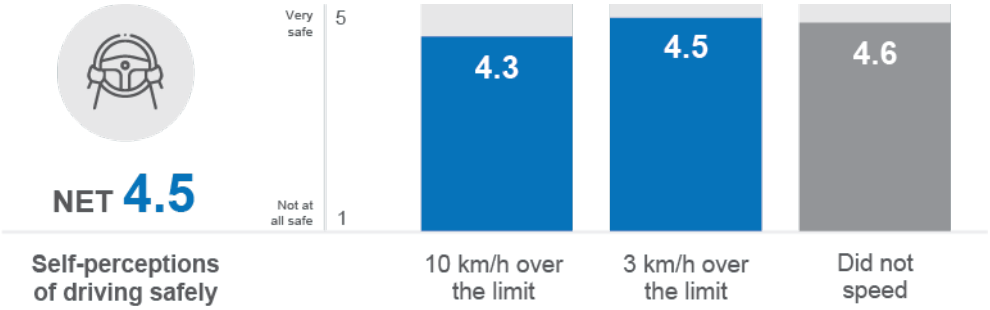


EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (% likely)
Base: Drivers (Q3-Q4) (n=1,241)

Self-perceptions of driving safely

Overall, self-perceptions of driving safely are similar among those who are speeders and non-speeders. To understand drivers' self-perceptions of their safety on the road, respondents were asked on a 5-point scale, with 5 being 'very safe', and 1 being 'not at all safe'. High-level speeders (4.3) are slightly less likely than non-speeders (4.6) to perceive themselves as safe drivers. Low-level speeders, on the other hand, rated their driving safety slightly lower than non-speeders (4.5 vs. 4.6) but are as likely as the average respondent (4.5) to perceive themselves as safe drivers on the road (4.5).

Figure 19 Self-perceptions of driving safely by speeding behaviour (average score 1-5)



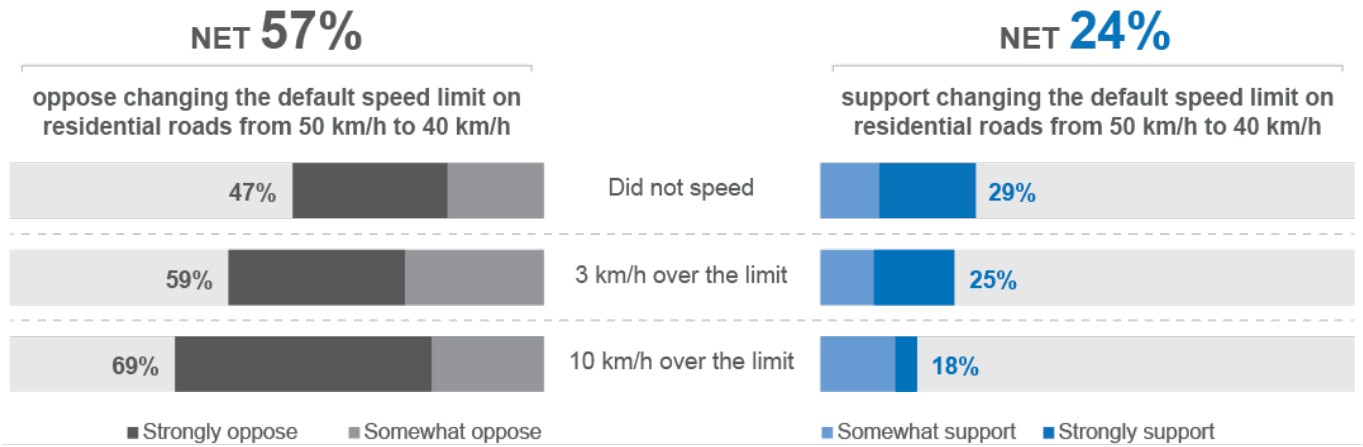
OB1 How safe a driver would you say you are? (Scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (Q3-Q4) (n=1,293)

3.4.5 Other speeding related findings

This section explores other speeding-related findings that were captured in the RSM, with a particular focus on support and opposition toward hypothetical policy changes. Respondents were asked whether they would support, oppose or be ambivalent toward hypothetical policy changes relating to reducing residential speed limits from 50 km/h to 40 km/h and reducing narrow country road speeds from 100 km/h to 80 km/h. On balance, drivers do not support a reduction of the residential speed limit from 50 km/h to 40 km/h (27% support, 55% oppose and 19% are neutral). However, drivers are more favourable towards the hypothetical lowering of the speed limit on narrow country roads (45% support, 39% oppose and 16% are neutral).

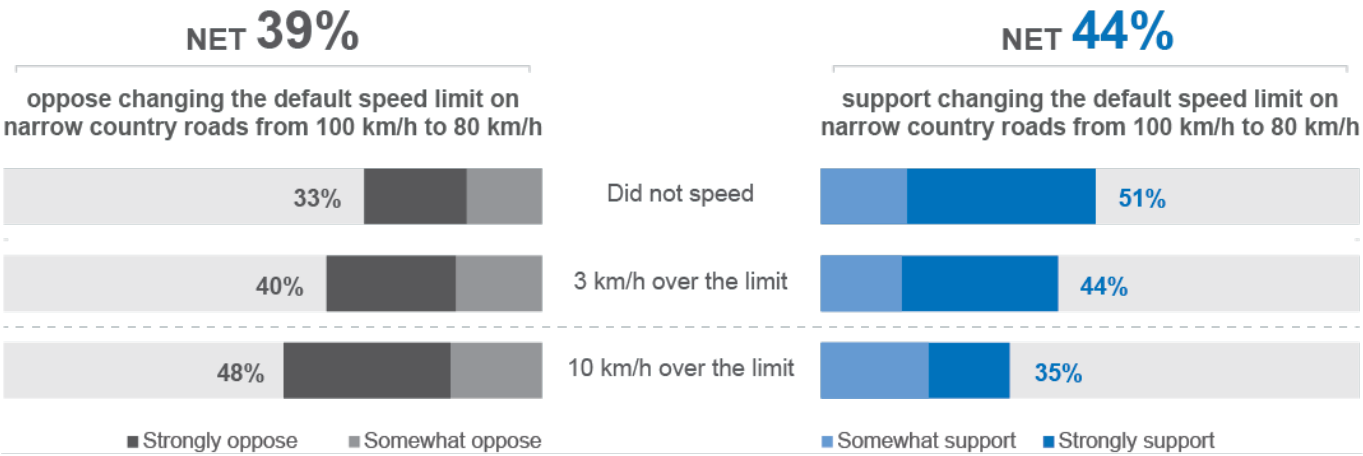
Drivers who exceed the speed limit, especially at high levels, are more likely to oppose reduced speed limits than non-speeders. Those who are high-level speeders are the least likely to support the hypothetical 10 km/h speed limit reduction on residential roads to 40 km/h, with less than one in five (18%) supporting it, whereas a quarter (25%) of low-level speeders and nearly one third (29%) of non-speeders supported this hypothetical reduction. Similarly, high-level speeders are also half as likely as non-speeders to support the hypothetical 20 km/h speed limit reduction on narrow country roads, with only about one third (35%) of high-level speeders in favour of the change, compared to two in five (44%) of low-level speeders and half (51%) of the non-speeders who supported it.

Figure 20 Support and opposition for reducing residential road speed limit from 50 km/h to 40 km/h



DFC1A In terms of changes to current policy and regulations, how strongly would you oppose or support the following hypothetical scenarios with current road rules… the default speed limit on residential roads being changed from 50 km/h to 40 km/h?
Base: Drivers (Q3-Q4) (n=740-741)

Figure 21 Support and opposition for reducing narrow country roads speed limit from 100 km/h to 80 km/h



DFC1B In terms of changes to current policy and regulations, how strongly would you oppose or support the following hypothetical scenarios with current road rules… the default speed limit on narrow country roads being changed from 100 km/h to 80 km/h?
Base: Drivers (Q3-Q4) (n=740-741)

3.5 Drink Driving

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

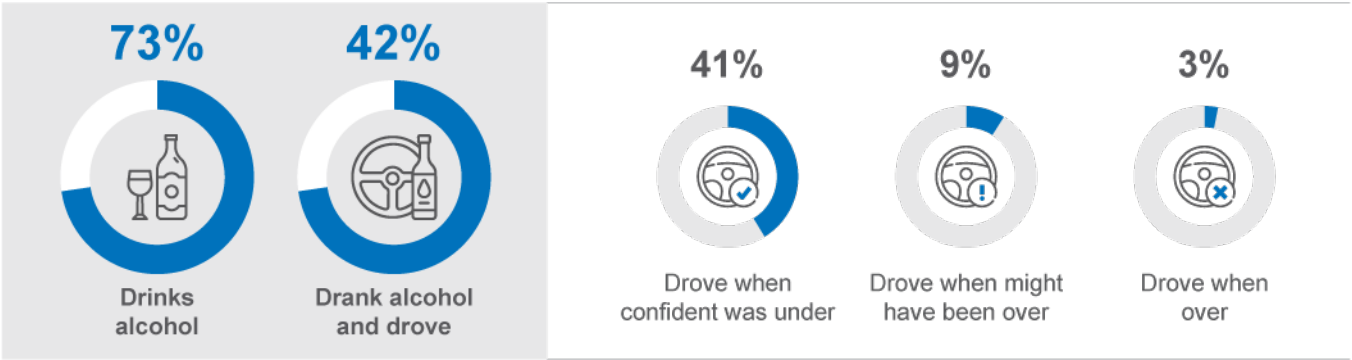
3.5.1 Prevalence of drinking and drink driving

To understand the prevalence of drinking and drink driving behaviour in the community, respondents were first asked how often they consumed any alcoholic drinks. Those who consume alcohol were then asked to indicate how often they drove after drinking in three scenarios: where they were sure they were under the legal BAC limit, when they might have been over the BAC limit, and when they were certain they were over the BAC limit.

Almost three quarters (73%) of respondents had consumed any alcohol in the previous 12 months.

Considering the prevalence of drink driving behaviour across all three scenarios, legal drink driving has the highest prevalence (driving after drinking alcohol when confident of being under the legal BAC limit: 41%). Less than one-in-ten respondents drove when they might have been over the legal BAC limit (9%), and a smaller percentage drove when they were certain they were over the legal BAC limit (3%).

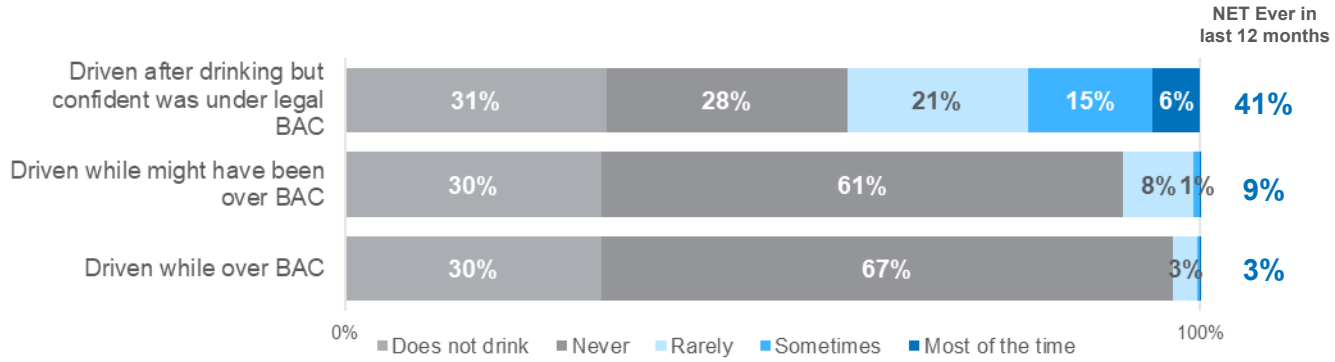
Figure 22 Prevalence of drinking and drink driving



DK1 In the last 12 months, on average, how often did you have an alcoholic drink of any kind?
Base: All respondents excluding Apr-Jun 2022 (n=1,297)
DB3ABC In the last 12 months, how often did you [drink and drive behaviour]?
Base: Drivers (n=2,220 – 2,266)

Considering the frequency of drinking alcohol and driving, driving after drinking when confident people were under the legal BAC limit is relatively common, while driving after drinking when people might have been or were over the legal BAC are less common. As well as being the most prevalent drink driving behaviour, driving under the legal BAC limit is also the most frequent behaviour. Most of those who engaged in this behaviour did so 'rarely' (21%) or 'sometimes' (15%), whereas driving when 'might have been over' or 'definitely over' the legal BAC tended to be reported as 'rare' occurrences (8% and 3% respectively).

Figure 23 Frequency of drinking and driving (%)

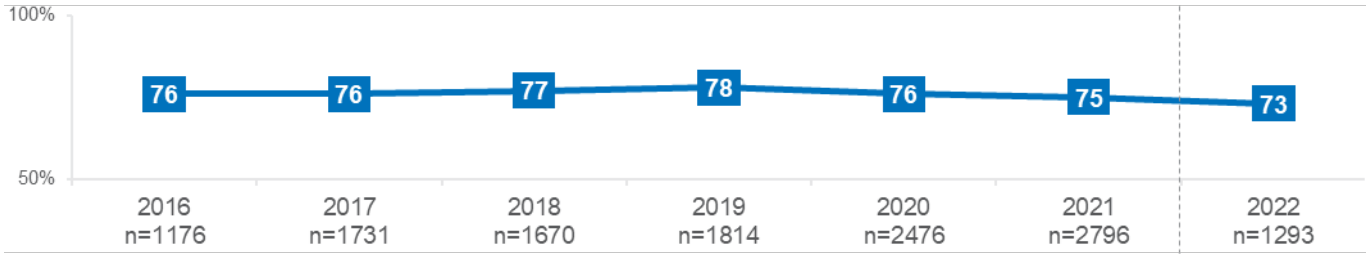


DB3ABC In the last 12 months, how often did you…?
Base: Drivers (n=2,227 –2,266)

Figure 24 shows the historical trend for alcohol consumption. It is important to note that results from 2022 cannot be directly compared to previous years due to a change in how this question was asked in 2022.

Alcohol consumption has been relatively stable over the past six years. The rate of alcohol consumption among respondents increased from 76% in 2016 to 78% in 2019. However, it has gradually declined since then, and is at 73% in 2022.

Figure 24 Alcohol use by year: 'ever' (%)

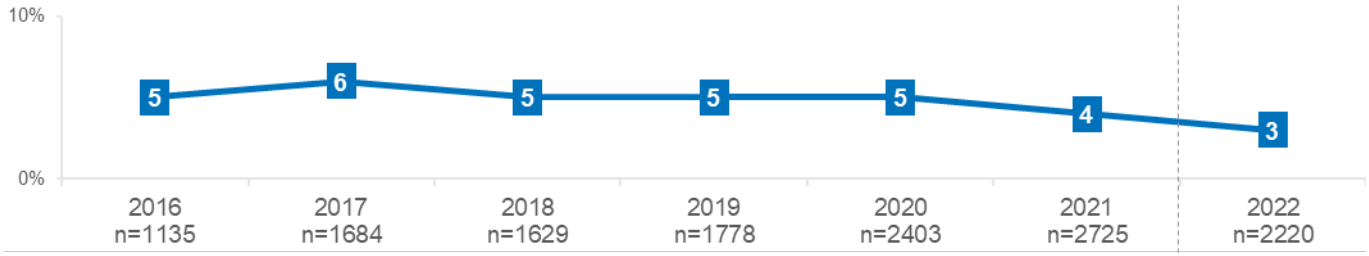


Dk1 In the last 12 months, on average, how often did you have an alcoholic drink of any kind?
Base: Drivers (n=1,176 to 2,796)
Note: Due to substantial changes in instrument design, any data changes between 2021 and 2022 should be interpreted with caution.

Figure 25 shows the time series for the frequency of driving over the legal BAC limit between 2016 and 2022. The overall incidence of drink driving remained consistent from 2016 (5%) to 2020 (5%), with the exception of 2017 (6%). However, a downward trend is observed from 2021 (4%) to 2022 (3%).

Considering the trend for driving after drinking alcohol at all, a similar rate is found in 2022 (42%) as was observed in 2021 (41%).

Figure 25 Drink driving when over the legal BAC limit by year: 'ever' (%)



DB3A In the last 12 months, how often did you drive a vehicle when you knew you were over your legal blood alcohol limit?
Base: Drivers (n=1,135 to 2,725)
Note: Due to a break in the time-series data between 2021 and 2022, any inferences drawn from the data during this period should be interpreted with caution.

3.5.2 Demographic Characteristics

Across demographic groups, males and respondents living in Other Urban and Rural areas have the highest propensity to engage in drink driving behaviour. It should be noted that these differences are largely driven by legal drink driving, where the respondent was confident that they were under the legal BAC.

- Males are more likely than females to report driving when they were under the legal BAC limit (47% vs 36%) and when they might have been over the limit (11% vs 7%).
- Respondents in Other Urban (48%) and Rural (47%) areas are more likely than those in Major Urban (40%) areas to drive after drinking alcohol.

Table 4 Prevalence of drinking and driving behaviours among demographics

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

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

Drink driving – Demographic Interactions

This section provides additional detail regarding higher and lower propensity to drink and drive among finer demographic groupings. The analysis uses classification and regression decision trees (CART) to identify the demographic characteristics of those most likely to drink and drive. The intent is to provide more nuanced demographic findings, although it is worth noting that the reported sub-groups will tend towards smaller subsets of the overall population.

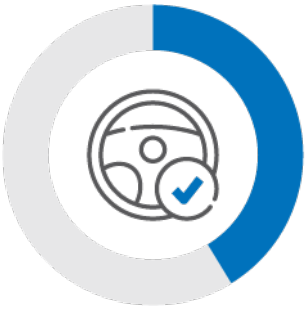
The results in this section are a summary of the full analysis and serve to highlight high or low propensity groups and are shown against the population average to indicate the relative difference in propensity.

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

As shown previously (Section 4.5.2, Page 26), driving after drinking when confident they were under the legal limit is most prevalent among males, those aged between 40-60, and those living in other urban locations. The CART algorithm found the following significant demographic interactions:

- Males aged 26-90 in other urban and rural areas (54%) are more likely than males similar in age in major urban areas (43%) to drive after drinking with a BAC level lower than the legal limit.
- Males aged 26-90 in other urban and rural balance areas (54%) are nearly twice as likely as males aged 18-25 living in any area (33%).

Table 5 Prevalence of driving after drinking under the legal BAC by demographic interactions

Prevalence among the average driver	Propensity	Age	Gender	Location	%
 Drove when confident was under **41%**	Higher	26-90	Male	Other Urban / Rural	**57**
	Lower	18-25	Male	All	**33**
	Lower	18-25, 61-90	Female	All	**30**

DB3C In the last 12 months, how often did you drive a vehicle after drinking alcohol when you were confident you were under the legal blood alcohol limit?
Note: Respondents of different ages (particularly under age 22), and with different restrictions, will have different interpretations of what the legal blood alcohol limit is. Their specific legal BAC was not stated for respondents answering this question.
Base: Drivers (n=2,220)

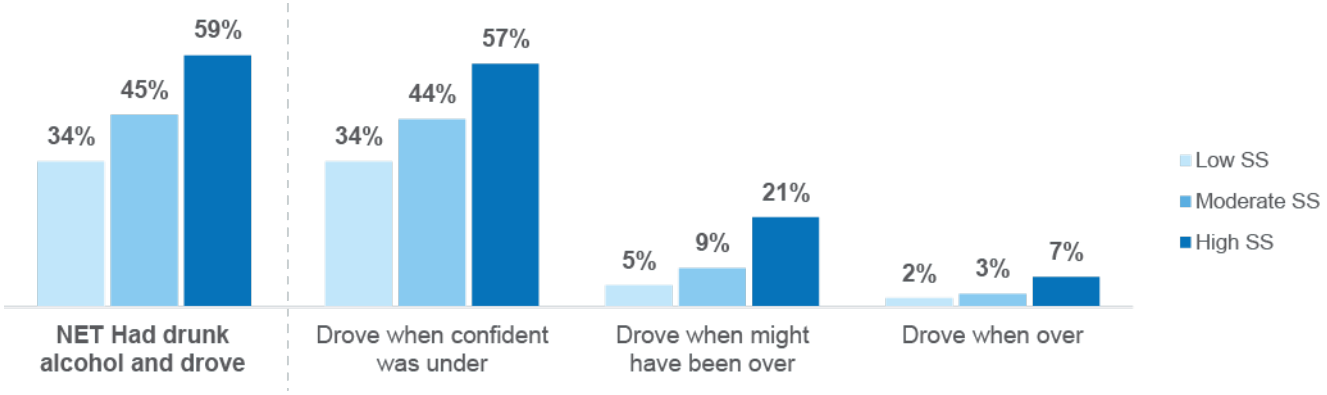
3.5.3 Sensation seeking characteristics

This section explores the outcomes of the sensation seeking segmentation in relation to drinking and driving. For more detail on the segmentation, see Section 3.3.

As shown in Figure 26, the segments' sensation seeking profiles are positively associated with propensities to drive after drinking. Those in the high sensation-seeking segment (59%) are almost twice as likely as those in the low sensation-seeking segment (34%) to drive after drinking, regardless of whether their BAC level was under the legal limit, may have been over it, or definitely over it.

Those in the high sensation-seeking segment are nearly four times more likely than those in the low sensation-seeking segment to drive with a BAC level that might have been over (21 % vs 5%) or definitely over the legal limit (7% vs 2%).While those in the low sensation-seeking segment are slightly less likely than the average respondents to drive after drinking, those in the high sensation-seeking segment are much more likely than the average respondents to report drink driving behaviours.

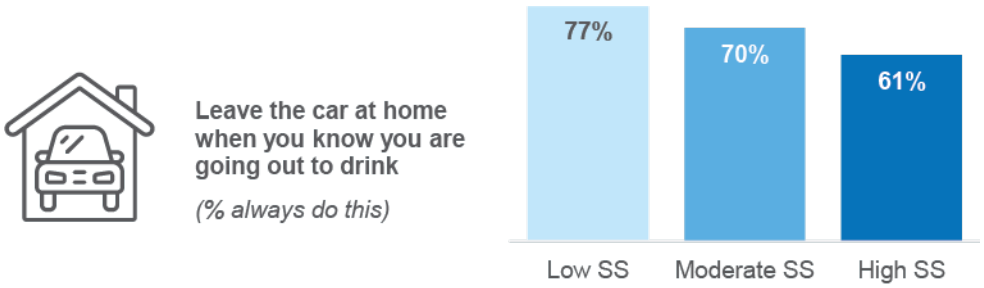
Figure 26 Drink driving prevalence by sensation seeking segments



DB3A/B/C In the last 12 months, how often did you [drink and drive behaviour]?
Base: Drivers (n=2,180 to 2,257)

Respondents in the low and high sensation-seeking segments differ in their likelihood of taking preventative measures against drink driving. Those in the low sensation-seeking segment (77%) are significantly more likely to leave the car at home when they know they are going out to drink, compared to the average respondent (72%) and those in the high sensation-seeking segment (61%).

Figure 27 Separation of drinking and driving by sensation seeking segments



PND1C How often do you 'leave the car at home when you know you are going to drink'? (% always)
Base: Drivers (n=2,204 to 2,238)

3.5.4 Behavioural Insights

In the RSM for 2022, there were several questions that asked how frequently respondents drove while under the influence of alcohol. These questions were separated into categories of severity. They were asked whether, and how frequently they drove when they were: 'confident they were under the legal limit', 'might have been over the legal limit', and 'definitely were over the legal limit'.

For the purposes of this section, we have separated drink-driving behaviour into four distinct categories. The four categories are: those who don't drink, those who didn't drink and drive, those who did drink and drive only when under the legal limit, and those who did drink and drive when they might have been or were over the legal limit.

To assist in explaining drink-driving behaviour, several questions were asked of all respondents regarding:

- Their perceived control over drinking and driving
- Their perceived danger of drinking and driving
- The social norms of their group regarding drinking and driving
- Their level of support or opposition toward lowering the legal BAC limit

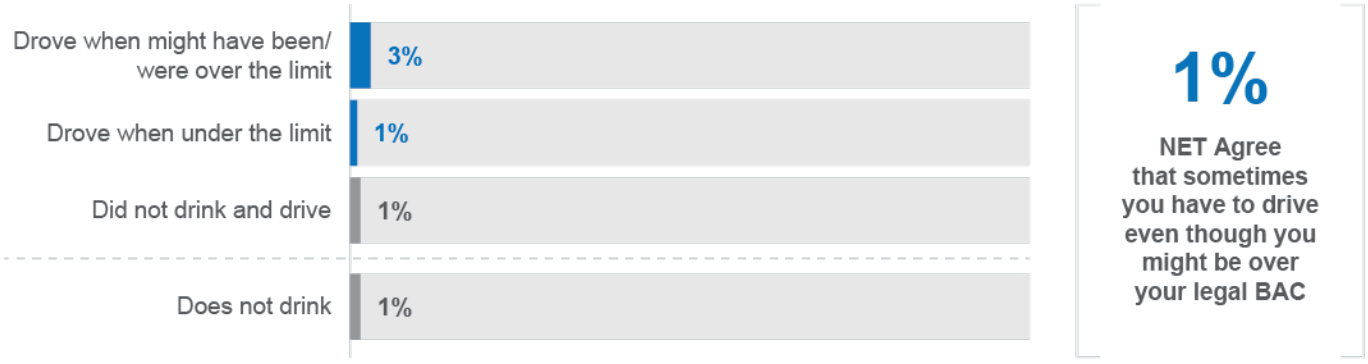
Why do people drink and drive?

Individuals who drove after drinking, particularly when they may have been or were over the legal limit, differ significantly from those who have not in terms of perceived control, risk perception, perceived acceptability of drink driving, and attitudes towards legislative changes on legal BAC levels.

Perceived control

Although most respondents believed they had control over driving and drinking, perceived control over the drinking and driving is high even among those who drove when they might have been or were over the legal limit. To assess perceived control over drink driving, respondents were asked the extent to which they agree or disagree with the statement 'sometimes I have to drive, even if I might be over the legal BAC'. Those who drove while they might have been or were the legal limit (3%) are three times more likely to agree that sometimes they must drive even if they might be over the legal BAC limit, compared to those who did not drink and drive (1%) or those who drove confidently under the legal limit (1%).

Figure 28 Perceived control over drink driving



PC1B To what extent do you agree or disagree that sometimes you have to drive even though you might be over your legal BAC? (% agree)
Base: Drivers (n=2,192)

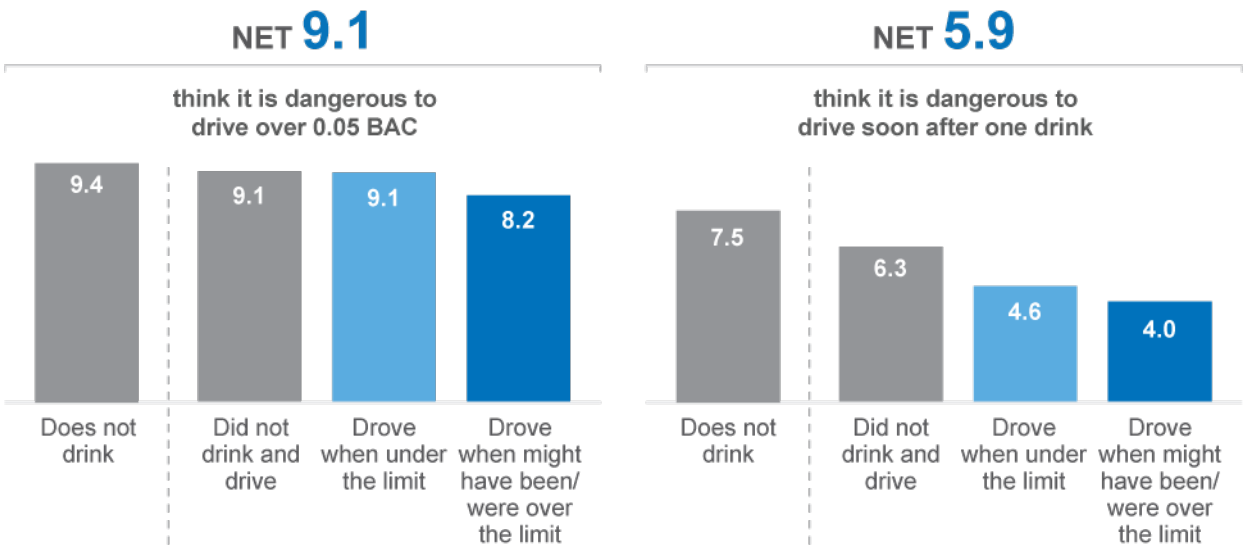
Perceived danger

Driving with BAC over the legal limit is perceived to be high-risk relative to other dangerous driving behaviours among most respondents. In order to assess perceived danger, respondents were asked to rate how dangerous it is to drive with a BAC over 0.05 and to drive soon after one drink, respectively, on an 11-point scale, with 0 being 'not at all dangerous' and 10 being 'extremely dangerous'.

Those who drove when they might have been or were over the limit (8.2) perceived driving with a BAC over 0.05 to be somewhat less risky than those who did not drink (9.4), those who did not drink and drive (9.1) and those who drove only while under the limit (9.1).

Although driving soon after consuming one standard alcoholic drink is generally perceived to be less risky compared to driving over the legal BAC limit, those who drove when they were under the limit tend to perceive driving soon after one drink as less dangerous than those who did not drink and drive and those who did not drink. Those who drove when they might have been or were over the limit perceived driving after one standard drink to be substantially less risky than those who did not drink (4.0 vs 6.9). Similarly, those who drove while under the limit perceived the same behaviour to be substantially less risky than those who did not drink and drive (4.6 vs 6.9).

Figure 29 Perceived danger of drink driving at different BAC levels among drink driving categories



RI1C How dangerous do you think it is to drive with a BAC over 0.05? (scale from 0 'not at all dangerous' to 10 'extremely dangerous')
RI1B How dangerous do you think it is to drive soon after having one standard alcoholic drink? (scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (n=2,024 – 2,220)

Social norms

Respondents who drove when they might have been or were over the limit are less likely to be inhibited by social norms than those who drove while under the legal limit. To assess these social norms, respondents were asked how embarrassed they would feel to tell their friends or family that they had been caught driving while over the legal limit. Respondents who drove while they might have been or were over the legal BAC limit (86%) are slightly less likely than those who did not drink (89%) and those who did not drink and drive (90%) to feel embarrassed to tell their friends/family that they had been caught driving with BAC over the legal limit. Conversely, those who have driven after drinking but were confident they were under the legal limit are more likely than those who drove when they might have been or were over the limit, to feel embarrassed admitting to their friends that they had been caught driving over the legal BAC (95% vs. 86%).

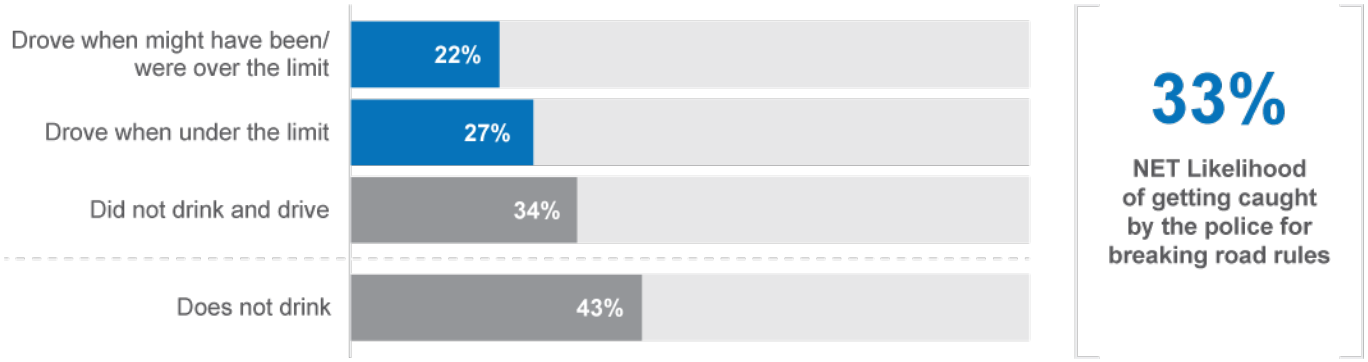
Figure 30 Social norms towards drink driving among drink driving categories

ACC1C How embarrassed would you be to tell your friends that you had been caught driving over your legal BAC? (% embarrassed)
Base: Drivers (n=2,076)

Perceived risk of enforcement

Those who drink and drive perceived themselves as less likely on average to get caught by the police for breaking any road rules. To understand the perceived risk of enforcement, respondents were asked how likely they believe they are to get caught by the police for breaking any road rule. Only two-in-ten (22%) of those who drove while they were or might have been over their legal BAC believed they would be likely to get caught by the police for breaking any road rules. Similarly, just over one quarter (27%) of those who drove when they were under the legal limit believed they would be likely to get caught by the police for breaking any road rules. In contrast, over one-third (34%) of those who did not drink and drive, and over four in ten (43%) of those who did not drink believed they would be likely to get caught by the police for breaking any road rules.

Figure 31 Perceived enforcement risk among drink driving categories

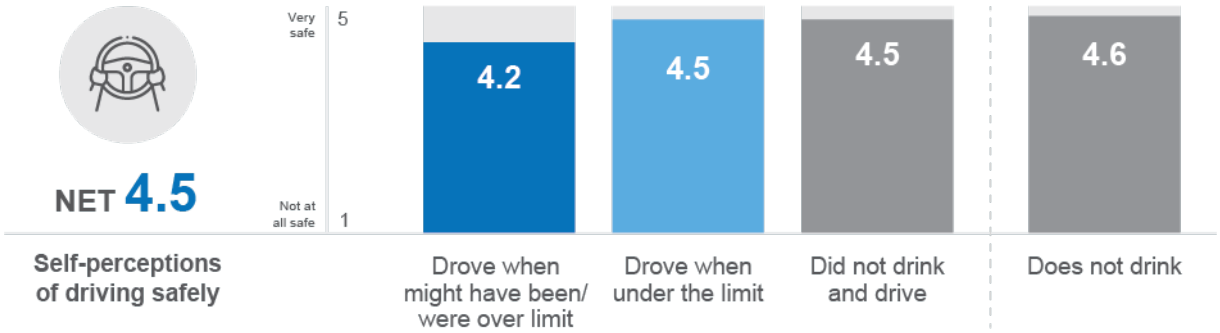


EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (% likely)
Base: Drivers (n=2,136)

Self-perceptions of driving safely

On average, those who did not drink and drive at all and those who drove when under the limit perceived themselves as similarly safe drivers, while those who drove when they might have been or were over the legal limit perceived themselves as slightly less safe. To understand drivers self-perceptions of how safe they are as a driver, respondents were asked on a 5 point scale how safe they are as a driver, with 5 being 'very safe', and 1 being 'not at all safe'. On average, those who drove when they might have been or were over the legal limit, rated their driving safety as 4.2 out of 5. Those who did not drink and drive and those who drove when under the legal limit rated their driving safety as 4.5 out of 5. Those who did not drink at all rated their driving safety as 4.6 out of 5.

Figure 32 Self-perceptions of driving safely among drink driving categories



OB1 How safe a driver would you say you are? (scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,242)

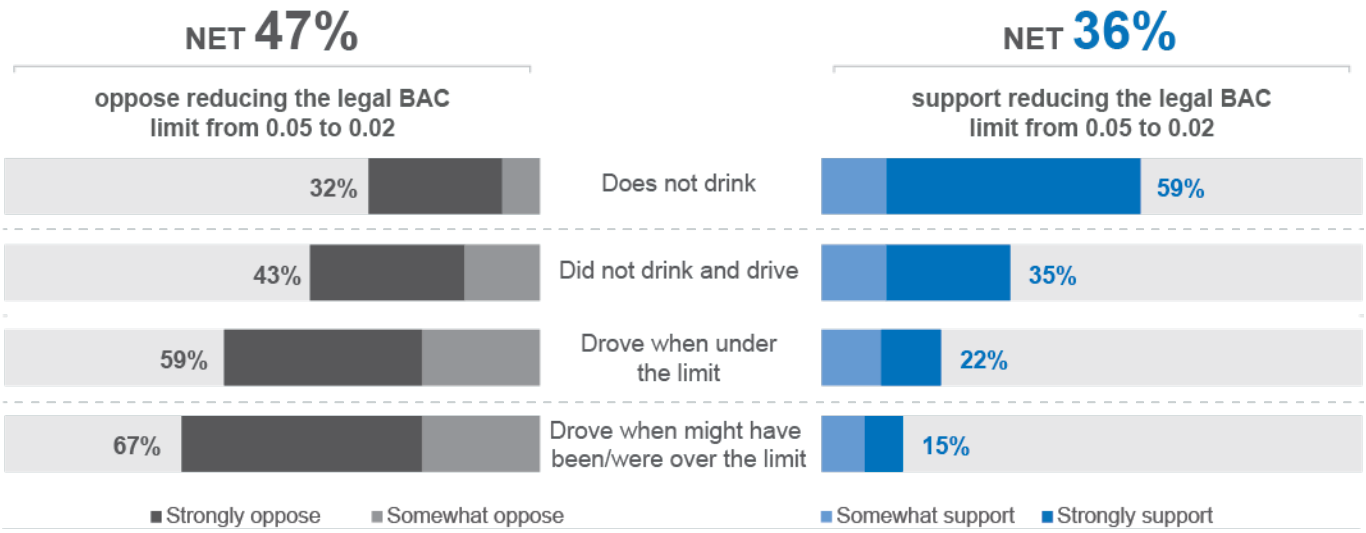
3.5.5 Other drink driving related findings

This section explores other drink driving-related findings that were captured in the RSM, with a particular focus on support and opposition toward hypothetical policy changes.

Respondents were asked to what extent they would oppose or support a hypothetical reduction of the legal BAC limit for drivers with full licences from 0.05 to 0.02. Overall, 32% support this proposal, while 47% oppose it and 15% are neutral.

The overall sentiment towards a hypothetical lowering of the legal BAC level was divided among all respondents, however, those who drove after drinking tended strongly toward opposing the hypothetical change. Nearly seven in ten (67%) of those who have drove when they were or might have been over the limit are more likely to oppose this hypothetical reduction, while only 15% supported it. Similarly, almost six in ten (59%) of those who drove when under the legal limit opposed the hypothetical reduction, while only two in ten (22%) supported it. Those who did not drink and drive are split in their views toward this hypothetical reduction, however, with over one-third (35%) supporting it and another 4 in 10 (43%) opposing it, the remainder (22%) neither supported nor opposed the change. Those who did not drink were much more supportive of the change, with nearly six in ten supporting the reduction (59%), one-third (32%) opposing the reduction, and only one in ten (9%) neither supporting nor opposing.

Figure 33 Support for reducing the legal BAC limit from 0.05 to 0.02



DFC1C In terms of changes to current policy and regulations, how strongly would you oppose or support the following hypothetical scenarios with current road rules… the legal BAC for a fully licensed driver being changed from 0.05 to 0.02?
Base: Drivers (Q2) (n=908)

3.6 Distracted driving

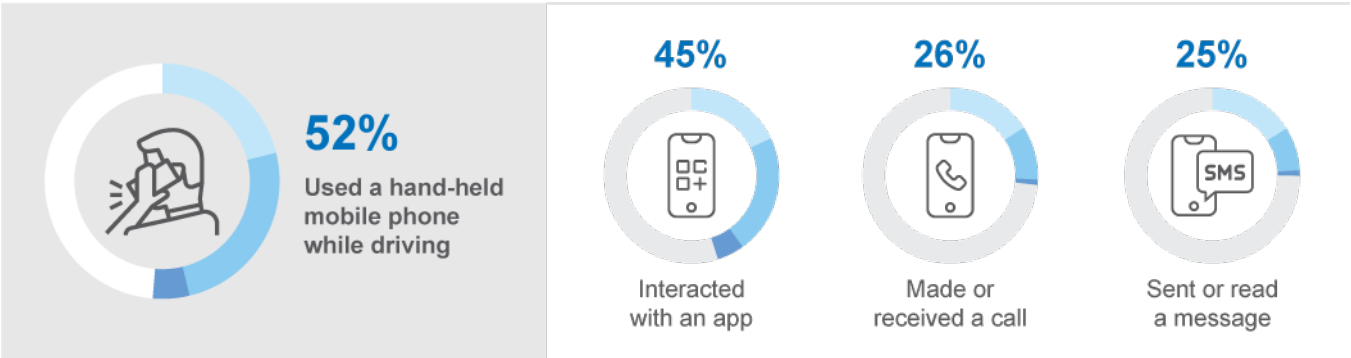
This section explores distracted driving, specifically the use of hand-held mobile phones while driving.

3.6.1 Prevalence of illegal mobile phone use

The prevalence of illegal mobile phone use was ascertained by asking respondents how frequently they drove while using mobile phones in their hands to ‘make or receive a call’, ‘send or read a message’, or ‘interact with an app’ in the past month.

Considering the prevalence of the activities performed on hand-held mobile phones while driving, interacting with an app while driving is almost twice as prevalent as phone calls or messaging while driving. Overall, over half (52%) of respondents drove while using a mobile phone in their hands for any purpose. Almost half of respondents used a mobile phone while driving to ‘interact with an app’ (45%), while a quarter ‘made or received a call’ (26%) or ‘sent or read a text message’ (25%).

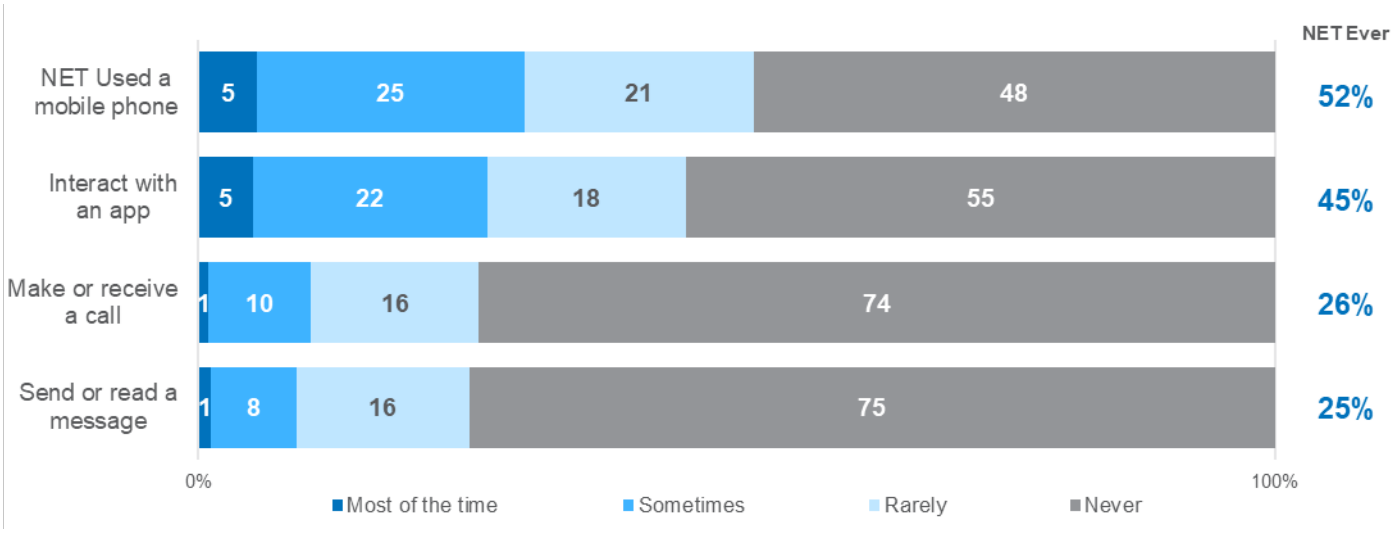
Figure 34 Prevalence of hand-held mobile phones use while driving



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,403)

'Interacting with an app' not only has the highest prevalence but also the highest frequency among the mobile phone activities respondents were asked about. Just over a quarter of drivers (27%) interacted with an app (such as navigation, music or something else) while driving 'sometimes' and 'most of the time', which is nearly three times the frequency of 'making or receiving a call' (11%) or 'sending or reading a message' (9%) 'sometimes' or more frequently.

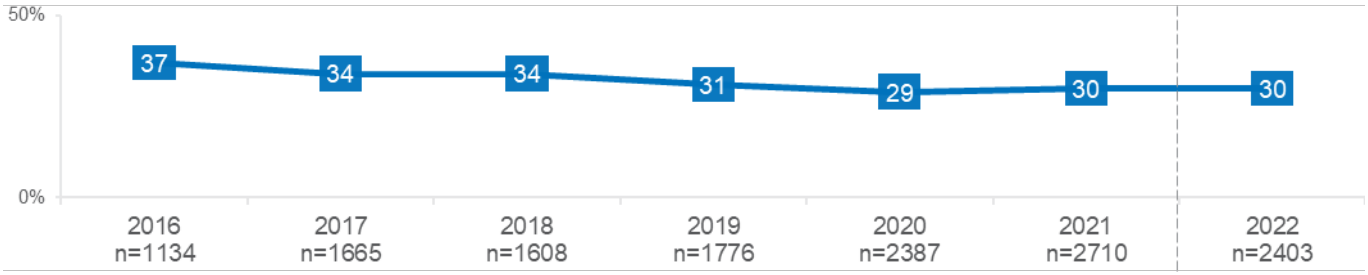
Figure 35 Frequency of activities performed on mobile phones while driving (%)



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,403)

Figure 36 shows the time series for using a hand-held mobile phone 'at least sometimes' while driving between 2016 and 2022. Over time, the use of a hand-held mobile phone while driving shows a downward trend. The prevalence of this driving behaviour was highest in 2016 at 37%; since then, it has declined incrementally to 30% in 2021 and has remained unchanged in 2022. However, it should be noted that 2022 data are not directly comparable to previous data and similarity with 2021 is only indicative.

Figure 36 Hand-held mobile phone use while driving by year: 'sometimes' or more often (%)



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=1,134 to 2,710)
Note: Due to substantial changes in instrument design, data changes between 2021 and 2022 should be interpreted with caution
.

3.6.2 Demographic characteristics

Across demographics groups, drivers aged 18-39 have the highest propensity to use a hand-held mobile phone while driving. Drivers aged 18-39 (63%) are twice as likely as those aged 61-90 (31%) to drive while using a hand-held mobile phone for any purpose. Additionally, female drivers are more likely than male drivers to interact with an app while driving (48% vs 42%).

Table 6 Hand-held mobile phone use among demographics

NET Ever %	Total	Age group				Gender		Location		
		18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
Used a handheld mobile phone for any reason	**52%**	**63% ↑**	**63% ↑**	**54%**	**31% ↓**	**50%**	**54%**	**52%**	**49%**	**52%**
Interact with an app	45%	59% ↑	59% ↑	44%	26% ↓	42% ↓	48% ↑	46%	44%	44%
Make or receive a call	26%	37% ↑	35% ↑	27%	10% ↓	27%	25%	25%	27%	31%
Send or read a message	25%	32% ↑	35% ↑	27%	8% ↓	26%	25%	25%	26%	23%
Column n	*2403*	*389*	*534*	*793*	*686*	*1158*	*1244*	*1182*	*809*	*411*

DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,403)

Distracted Driving – detailed demographic analysis

Used a mobile phone in hand while driving

As indicated in the discrete demographic breakdowns, driving while using a hand-held mobile phone is most prevalent among those aged 18-39. The CART algorithm identified some further significant differences among age, gender, and location:

- Among males aged 18-39, those living in rural areas (82%) are more likely than those living in major urban and other urban areas (58%) to drive while using a hand-held mobile phone.
- Females aged 18-39 living in any area (67%) are more likely than average (52%) to drive while using a mobile phone in hand.
- Respondents aged 40-60 in other urban areas (61%) are more likely than those of similar ages in major urban and rural balance areas (52%) to drive while using a mobile phone.
- Respondents aged 61-90 in all areas are less likely to have used a handheld mobile phone while driving (31%), however, those in other urban areas (23%) were even less likely to do so than their counterparts in major urban and rural areas (34%).

Figure 37 Prevalence of mobile phone use by demographic interactions

Prevalence among the average driver	Propensity	Age	Gender	Location	%
 Used a hand-held mobile phone while driving **52%**	Higher	18-39	Male	Rural	**82**
	Higher	18-39	Female	All	**67**
	Higher	40-60	All	Other Urban	**61**
	Moderate	18-39	Male	Major Urban / Other Urban	**58**
	Lower	61-90	All	Other Urban	**23**
	Lower	61-90	All	Major Urban / Rural	**34**

DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,403)

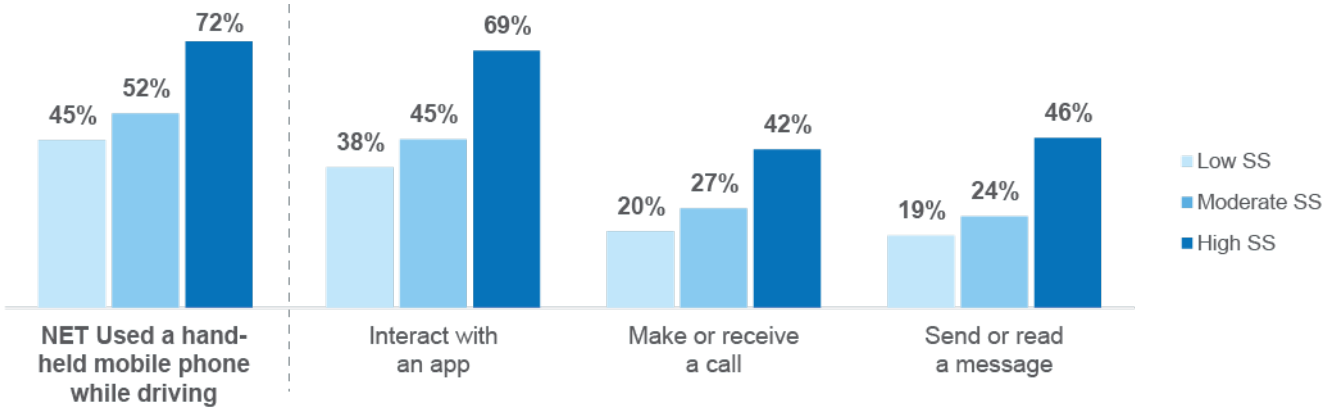
3.6.3 Sensation seeking characteristics

This section explores the outcomes of the sensation seeking segmentation in relation to distracted driving. For more detail on the segmentation, see Section 3.3.

As shown in Figure 38, the prevalence of using a hand-held mobile phone while driving increases with respondents' risk profile.

Seven-in-ten (71%) respondents in the high sensation-seeking segment used a hand-held mobile phone while driving, whereas less than half (45%) of those in the low sensation-seeking segment did. Respondents in the moderate sensation-seeking segment (52%) are just as likely as the average respondent (52%) to have engaged in this behaviour. Additionally, the differences in sensation seeking segments for overall use of hand-held mobile phones while driving are also observed in the prevalence of performing various activities on the phone while driving. Drivers in the high sensation-seeking segment are almost twice as likely as those in the low sensation-seeking segment to ever drive while interacting with an app (69% vs 38%), make or receive a call (42% vs 20%), or send or read a message (46% vs 19%).

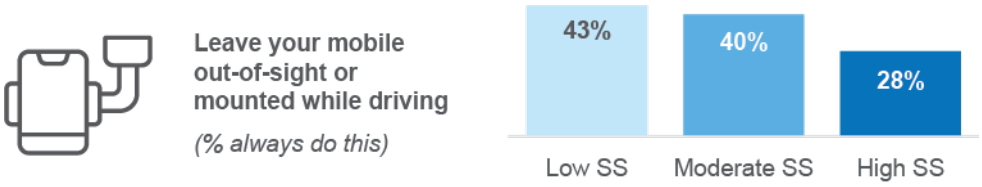
Figure 38 Prevalence of hand-held phone use while driving by sensation seeking segments



DB1 In the last month, how often did you use a mobile phone in your hand while driving to [mobile phone use behaviour]?
Base: Drivers (n=2,318 – 2,378)

As shown in Figure 39, sensation seeking segments are associated with tendency to proactively mitigate the risk of distracted driving. Drivers in the high sensation-seeking segment (28%) are less likely than those in the low sensation-seeking segment (43%) to leave their mobile phone out-of-sight or mounted while driving.

Figure 39 Leave phone out of sight or mounted while driving by sensation seeking segments



PND1A How often do you leave your mobile phone out-of-sight or mounted while driving?
Base: Drivers (n=2,342)

3.6.4 Behavioural Insights

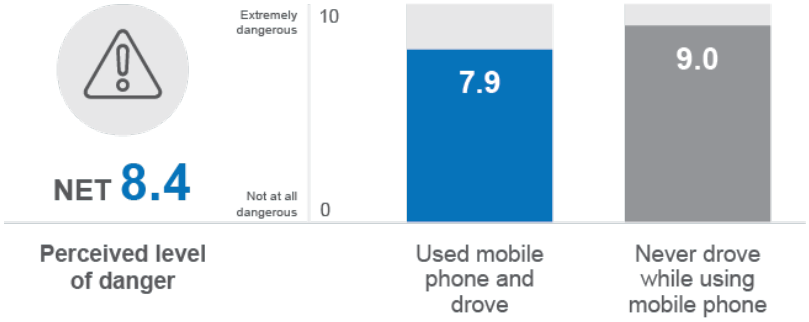
To assist in explaining distracted driving (using a handheld mobile phone while driving), two questions were asked of all respondents regarding:

- Their perceived risk of using a mobile phone while driving
- The social norms of their group regarding driving while using a handheld mobile phone

Additionally, distracted driving behaviours are analysed by responses to questions about enforcement risk and self-perceptions of safety.

The perceived risks associated with distracted driving varied depending on whether respondents drove while using a hand-held mobile phone or not, with less perceived risk associated with using a mobile phone while driving. Respondents were asked to rate how dangerous it is to glance at a mobile phone for a couple of seconds while actively driving on an 11-point scale, with 0 being 'not at all dangerous' and 10 being 'extremely dangerous'. Those who had driven while using a hand-held mobile phone rate the danger of glancing at a mobile phone while driving as less dangerous than those who had not driven while using a hand-held mobile phone (7.9 vs 9.0).

Figure 40 Perceived danger of using a hand-held mobile phone while driving

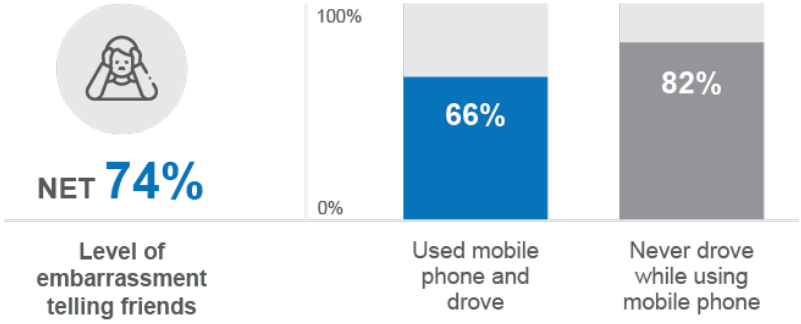


RI1G How dangerous do you think it is to glance at a mobile phone for a couple of seconds while actively driving?
Base: Drivers (n=2,396)

Social Norms

While most drivers would feel embarrassed informing their friends that they had been caught using a mobile phone illegally while driving, this social influence is felt to a lesser extent among those who do use a phone illegally while driving. To assess these social norms, respondents were asked how embarrassed they would feel to tell their friends or family that they had been caught using a mobile phone in their hand while driving. Two thirds of those who drove while using a hand-held mobile phone (66%) would be embarrassed to tell their friends that they had been caught driving with a phone in their hand, compared to 82% of those who did not drive while using a hand-held mobile phone.

Figure 41 Social norms for using a hand-held mobile phone while driving

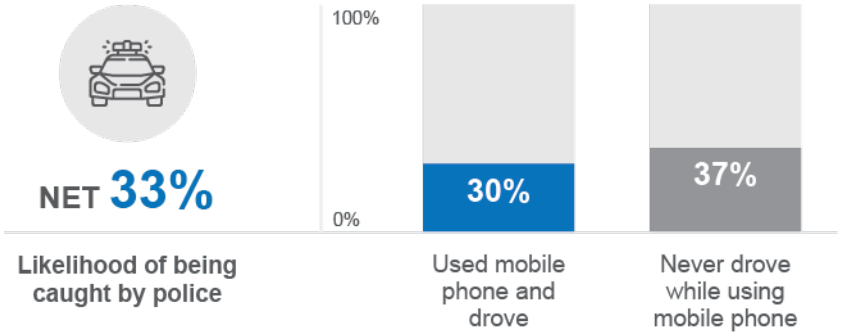


ACC1D How embarrassed would you be to tell your friends that you had been caught while using a mobile phone in your hand?(%embarrassed)
Base: Drivers (n=2,308)

Perceived risk of enforcement

The perceived likelihood of being caught by police is lower among those who drove while using a hand-held mobile phone than it is among those who have not driven while using a hand-held mobile phone. To understand the perceived risk of enforcement, respondents were asked how likely it is that they would get caught by the police for breaking any road rule. Three in ten (30%) respondents who drove while using a hand-held mobile phone believe they would be likely to get caught, compared to 37% of those who did not drive while using a hand-held mobile phone.

Figure 42 Perceived enforcement risk by hand-held mobile phone use categories

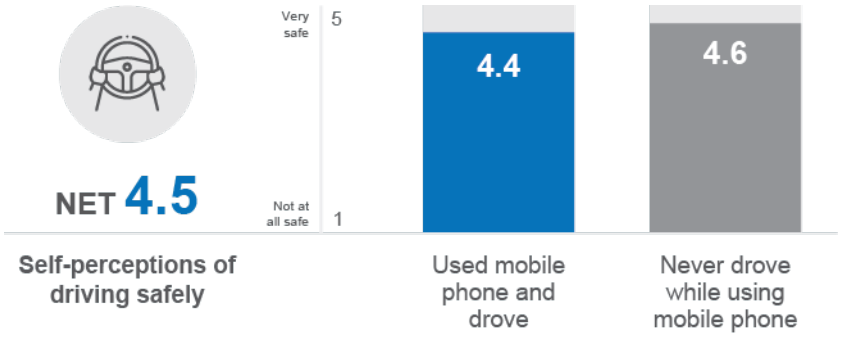


EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (% likely)
Base: Drivers (n=2,271)

Self-perceptions of driving safely

Respondents who drove while using a hand-held mobile phone rate themselves lower as safe drivers than those did not. To understand drivers' self-perceptions of how safe they are as a driver, respondents were asked on a 5-point scale how safe they are as a driver, with 5 being 'very safe', and 1 being 'not at all safe'. Self-perceptions of driving safely are lower among respondents who drove while using a hand-held mobile phone (4.4) compared to those who did not (4.6).

Figure 43 Self-perceptions of driving safely by hand-held mobile phone use categories



OB1 How safe a driver would you say you are?
Base: Drivers (n=2,382)

3.7 Tired driving

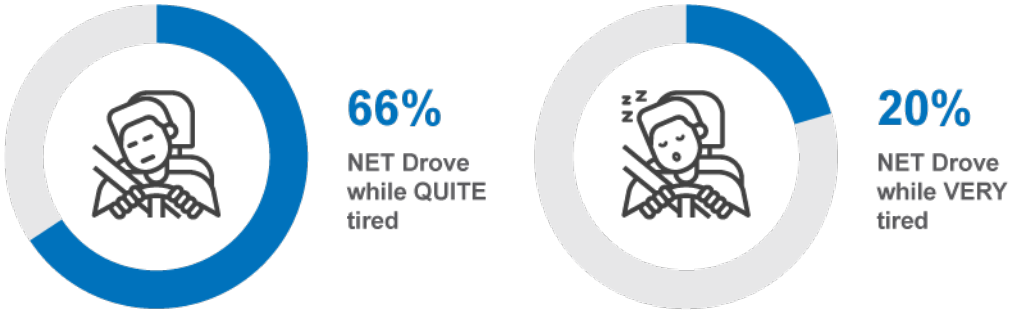
This section explores tired driving behaviours, measures taken to avoid tired driving, and why people drive when tired.

3.7.1 Prevalence of tired driving

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

The prevalence of driving at all in the last 12 months with a moderate level of fatigue is more than three times higher than that of driving with a high level of fatigue, with two thirds (66%) of drivers driving while 'quite' tired, whereas one in five (20%) driving while 'very' tired.

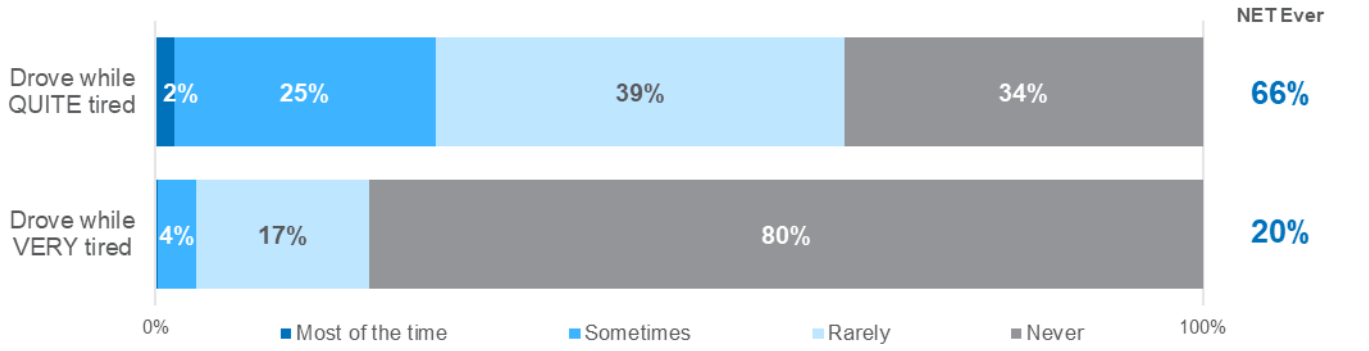
Figure 44 Prevalence of tired driving



DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,391)

The frequency of driving ‘very tired’ is lower than the frequency of driving while ‘quite tired’. Among the two-thirds (66%) of drivers who drove while feeling ‘quite’ tired, almost half do so ‘sometimes’ or more frequently (27%). In comparison, among the 20% of the drivers who drove while ‘very’ tired, only one-in-five (4% out of 20%) do so ‘sometimes’.

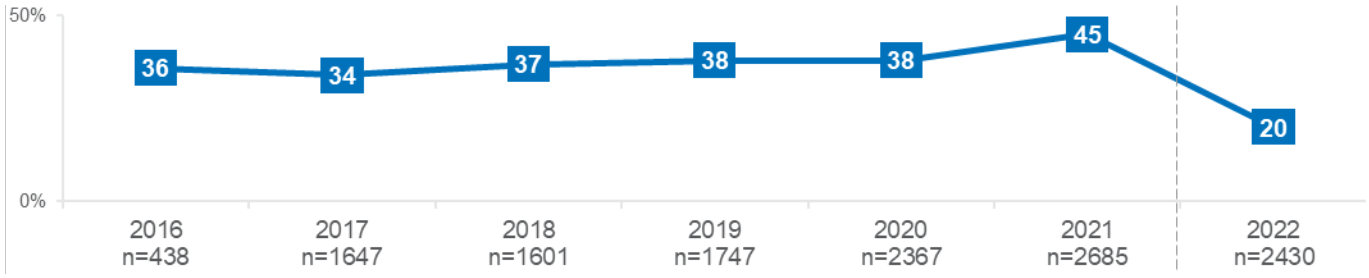
Figure 45 Frequency of driving tired



DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,391)

Figure 45 shows the historical trend for driving while very tired. There has been a noticeable change in tired driving behaviour over time. Since 2016, the incidence of tired driving has increased marginally from 36% to 38% in 2020. There was a notable increase from 2020 to 2021, with the prevalence of driving while very tired increasing to 45%. This measure has changed substantially in 2022, with ‘quite tired’ a new addition and ‘very tired’ described as a state in which one cannot keep their eyes open while driving. In 2022, the prevalence of driving while ‘very tired’ is 20%. It is likely that the lower prevalence is due to the definitional change in the questionnaire.

Figure 46 Driving while very tired by year: ‘sometimes’ or more often (%)



DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=438 to 2,685)
Note: Due to a substantial change in instrument design and metric measurement, any data changes between 2021 and 2022 should be interpreted with caution.

3.7.2 Demographic characteristics

Propensity to drive while tired deceases with age, especially among those aged over 60 years. Additionally, driving while very tired is higher among those living in rural Victoria and males compared to other drivers.

- Drivers aged 18-60 are more likely than those aged 61-90 to drive when quite tired (73% vs 45%), and those aged 18-39 are also more likely than those aged 61-90 to drive when very tired (27% vs 11%).
- Drivers living in rural Victoria are more likely than those living in major urbans to drive both when quite tired (73% vs 64%) and very tired (27% vs 19%).
- Males are more likely than females to drive both when quite tired (69% vs 63%) and very tired (23% vs 18%).

Table 7 Prevalence of tired driving among demographics

Column %		Age group				Gender		Location		
	Total	18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
Drove while very tired	20%	29% ↑	24% ↑	21%	11% ↓	23% ↑	18% ↓	19% ↓	23%	27% ↑
Drove while quite tired	66%	75% ↑	73% ↑	72% ↑	45% ↓	69% ↑	63% ↓	64% ↓	68%	73% ↑
Column n	*2391*	*390*	*535*	*796*	*670*	*1152*	*1239*	*1178*	*800*	*413*

DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,391)

Driving Tired – Demographic Interactions

Driving while 'quite tired'

As shown previously (Table 7), driving while quite tired is most prevalent among males, those aged 18-60, and those living in rural areas. The CART algorithm identified some statistically significant interactions within these demographic characteristics:

- Respondents aged 18-60 living in Other Urban and Rural areas are more likely than the average respondent to drive while 'quite tired' (79% vs 66%).
- Males aged 18-60 living in Major Urban areas are more likely than females of similar ages in Major Urban areas to drive 'quite tired' (74% vs 67%).

Table 8 Prevalence of driving quite tired by demographic interactions

Prevalence among the average driver	Propensity	Age	Gender	Location	%
 **66%** NET Drove while QUITE tired	Higher	18-60	All	Outer Urban / Rural	**79**
	Higher	18-60	Male	Major Urban	**74**
	Moderate	18-60	Female	Major Urban	**67**

DB3G In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,391)

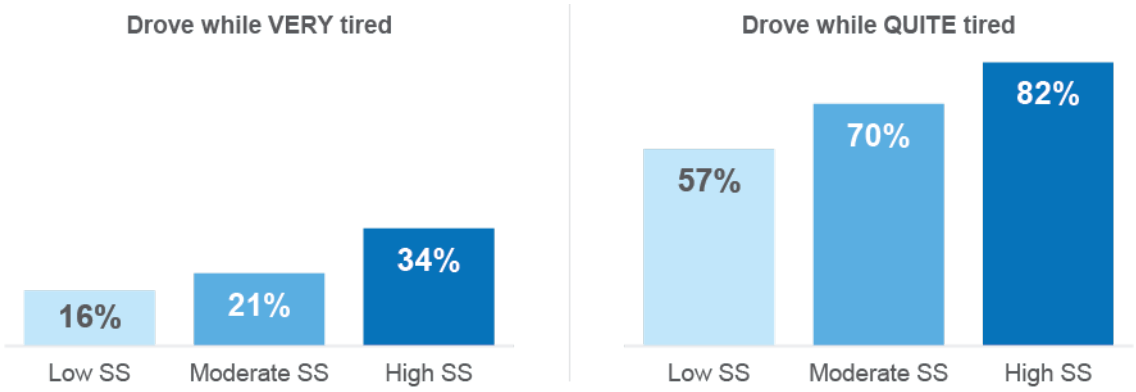
3.7.3 Sensation seeking characteristics

This section explores the outcomes of the sensation seeking segmentation in relation to tired driving. For more detail on the segmentation, see Section 3.3.

As shown in Figure 47, the segments' sensation seeking profiles are positively associated with propensity to drive while tired. Specifically, as the sensation seeking profile increases, so does the likelihood of driving while 'quite' tired and 'very' tired.

Respondents in the high sensation-seeking segment are twice as likely as those in the low sensation-seeking segment to have driven while 'very tired' (34% vs 16%). A similar pattern is observed for driving while 'quite tired', with 82% of those in the high sensation-seeking segment driving while 'quite tired', compared to 57% of those in the low sensation-seeking segment.

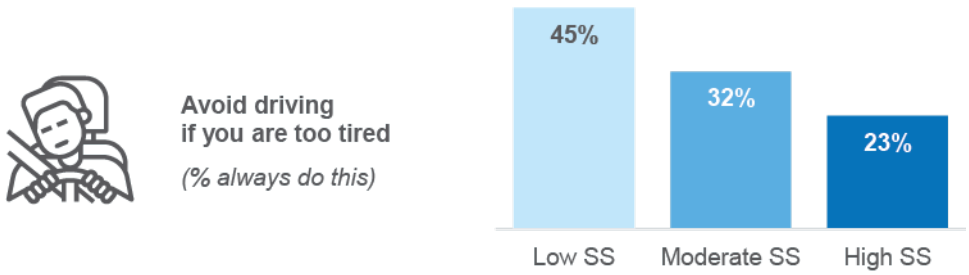
Figure 47 Prevalence of tired driving by sensation seeking segment



DB3GH In the last 12 months, how often did you [tired driving behaviour]?
Base: Drivers (n=2,372 – 2,376)

Openness to risk appears to be negatively associated with the likelihood to avoid driving while tired. Respondents in the low sensation-seeking segment (45%) are more likely to avoid driving if they were too tired, compared to those in the moderate sensation-seeking segment (32%), and almost twice as likely as those in the high sensation-seeking segment (23%).

Figure 48 Prevalence of avoiding driving if too tired by sensation seeking segments



PND1B How often do you 'avoid driving if you are too tired'? (% always)
Base: Drivers (n=2,363)

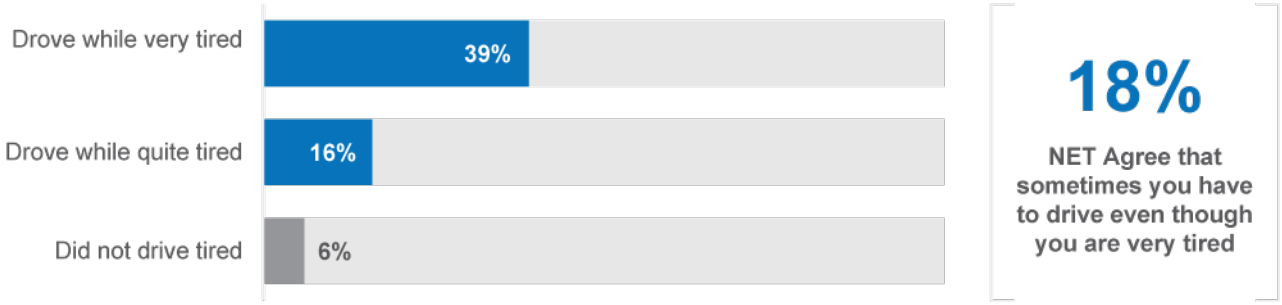
3.7.4 Behavioural Insights

Tired driving may be attributed to the relatively lower risk perceptions towards tired driving among those who have driven while tired and the lower level of perceived control among this group.

Perceived control of fatigued driving

Those who drove while tired are more likely to believe that there are times when they must drive, even though they are very tired. To assess respondents' perceived control over tired driving, respondents were asked to what extent they agree or disagree with the statement 'sometimes you have to drive, even if you are very tired'. Nearly four in ten (39%) of those who drove while very tired, agreed that sometimes they have to drive, even if they are very tired. In contrast, only 6% of those who did not drive while tired agreed with this statement.

Figure 49 Perceived control over tired driving

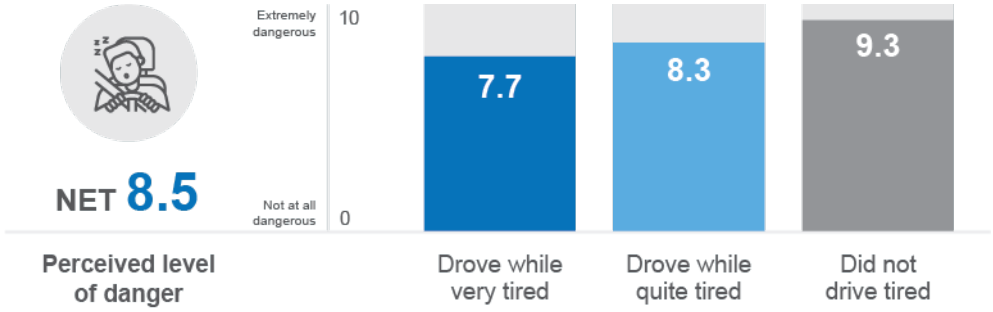


PC1A To what extent do you agree or disagree that sometimes you have to drive even though you are very tired? (% agree)
Base: Drivers (n=2,370)

Perceived danger of fatigued driving

The danger associated with fatigued driving varied depending on whether respondents had driven while tired, and the severity of the fatigued driving behaviour. Respondents who did not drive while tired at all (9.3) perceive the danger of driving while very tired as higher than those who drove while tired (8.2) or very tired (7.7).

Figure 50 Perceived danger of driving while very tired

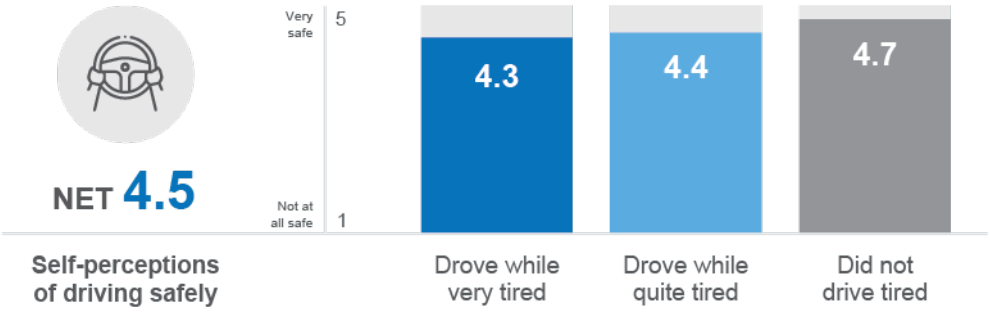


RI1F How dangerous do you think it is to drive while very tired? (scale from 0 'not at all dangerous' to 10 'extremely dangerous')
Base: Drivers (n=2,375)

Self-perceptions of driving safely

Respondents who drove while tired perceive themselves as less safe drivers than those who did not drive while tired. When asked to rate how safe they believe they are as a driver, respondents who had not driven while tried rated themselves at 4.7, higher than respondents who had driven while quite tired (4.4) or those who had driven while very tired (4.3).

Figure 51 Self-perceptions of driving safely by tired driving categories



OB1 How safe a driver would you say you are? (scale from 1 'not at all safe' to 5 'very safe')
Base: Drivers (n=2,361)

3.8 Drug driving

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

3.8.1 Prevalence of illegal drug use and drug driving

Illegal drug use has a low prevalence in the community, and the prevalence of driving a vehicle after using illegal drugs is lower. Prevalence was ascertained by asking how often respondents illegally used drugs in the last 12 months. Drivers who reported having used illegally drugs were then asked how often they drove a vehicle after using illegal drugs in the last 12 months.

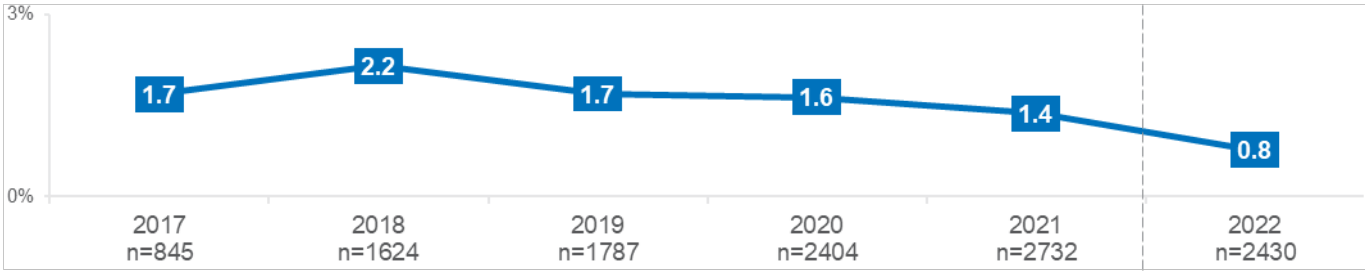
One-in-twenty (5.2%) respondents ever used illegal drugs, with a small percentage of drivers (0.8%) reporting that they had driven a vehicle after using illegal drugs.

Figure 52 Prevalence of illegal drug use and drug driving

DG1 In the last 12 months, how often did you illegally use drugs?
Base: Drivers (n=2,395)
DB3D In the last 12 months, how often did you drive a vehicle after using illegal drugs?
Base: Drivers (n=2,427)

Figure 53 shows the time series for drug driving between 2017 and 2022. There has been a consistent downward trend in drug driving behaviour since 2018. The prevalence of drug driving has decreased from a peak of 2.2% in 2018 to its lowest rate of 0.8% in 2022. It is important to note that results from 2022 need to be interpreted with caution because of the substantial change in instrument design.

Figure 53 Drug driving by year: 'sometimes' or more often (%)



DB3D In the last 12 months, how often did you drive a vehicle after using illegal drugs?
Base: Drivers (n=845 to 2,372)
Note: Due to a substantial change in instrument design and metric measurement, any data changes between 2021 and 2022 should be interpreted with caution.

3.8.2 Demographic characteristics

Across demographic groups, illegal drug use is more prevalent among males and younger respondents.

- Those aged 18-25 (9.9%) are more than ten times more likely to use illegal drugs than those aged 61-90 (0.6%), and nearly twice as likely as the average respondent (5.2%).
- Males (7.8%) are more than twice as likely as females (2.8%) to report illegal drug use.

Table 9 Prevalence of illegal drug use among demographics

Column %		Age group				Gender		Location		
	Total	18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
NET Used drugs in the past 12 months	**5.2%**	**9.9% ↑**	**7.9% ↑**	**4.9%**	**0.6% ↓**	**7.8% ↑**	**2.8% ↓**	**5.8%**	**3.1% ↓**	**4.9%**
Column n	*2395*	*383*	*531*	*798*	*683*	*1150*	*1245*	*1173*	*809*	*413*

DG1 In the last 12 months, how often did you illegally use drugs?
Base: Drivers (n=2,395)

While there are apparent differences in prevalence of drug driving among different demographic groups, for instance this behaviour appears to be higher among those aged under 60 years, among males and among those living in rural Victoria, only the difference by age is statistically significant.

Table 10 Prevalence of drug driving among demographics

Column %		Age group				Gender		Location		
	Total	18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
NET: Used drugs & drove	**0.8%**	**0.9%**	**1.0%**	**1.1%**	**0.1% ↓**	**1.0%**	**0.6%**	**0.7%**	**0.6%**	**1.8%**
Column n	*2395*	*383*	*531*	*798*	*683*	*1150*	*1245*	*1173*	*809*	*413*

DB3D In the last 12 months, how often did you drive a vehicle after using illegal drugs?
Base: Drivers (n=2,395)

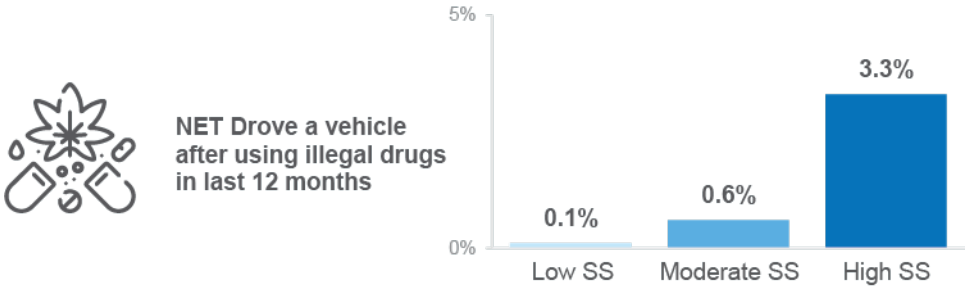
3.8.3 Sensation seeking characteristics

This section explores the outcomes of the sensation seeking segmentation in relation to drug driving. For more detail on the segmentation, see section 3.3.

As shown in Figure 54, the segments' sensation seeking profiles are positively associated with propensities to drug drive. Specifically, as the sensation seeking profile increases, so does the likelihood of driving a vehicle after using illegal drugs.

Drug driving is substantially more likely to be reported by those in the high sensation-seeking segment (3.3%) than by other respondents. This group is three times more likely than the average respondent (1%) to drive after using illegal drugs. In contrast, almost no respondents in the low sensation-seeking segment (0.1%) drove after using illegal drugs.

Figure 54 Prevalence of drug driving by sensation seeking segment



DB3D In the last 12 months, how often did you illegally use drugs and drive?
Base: Drivers (n=2,398)

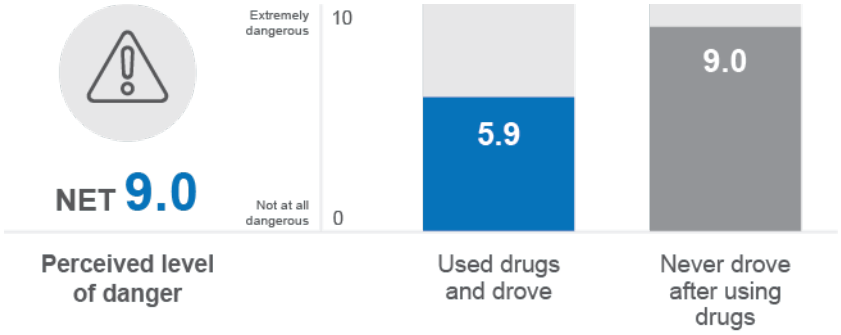
3.8.4 Behavioural Insights

This section explores drug driving behaviour by responses to questions about perceived risk of driving after using cannabis and general questions about enforcement risk and self-assessment as a safe driver. Overall, drug drivers perceive drug driving to be less risky, both in terms of enforcement and crash risk, compared to other drivers, However, they acknowledge that they are risky drivers to an extent, rating themselves lower as 'safe drivers' compared to other respondents.

Perceived danger of drug driving

Respondents who drive after using illegal drugs have a lower perception of the danger of driving after using cannabis than those who do not engage in this behaviour. Although only 20 respondents who used drugs and drove opted to answer this question, the perception of danger is much lower among this cohort (5.9) compared with those who drive after using illegal drugs (9.0).

Figure 55 Perceived danger of driving soon after using cannabis

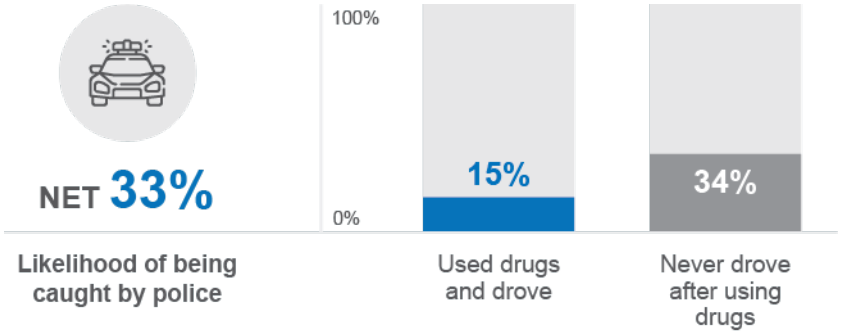


RI1 How dangerous do you think it is to drive soon after using cannabis?
Base: Drivers (n=2,116)

Perceived enforcement risk

Respondents who drive after using illegal drugs are substantially less likely to believe they would get caught by the police for breaking road rules than other drivers. To understand the perceived risk of enforcement, respondents were asked how likely they believe they are to get caught by the police for breaking any road rule. Respondents who drove after using illegal drugs were half as likely to believe that they would be likely to get caught for breaking road rules than other drivers (15% vs 34%).

Figure 56 Perceived enforcement risk among drug driving categories

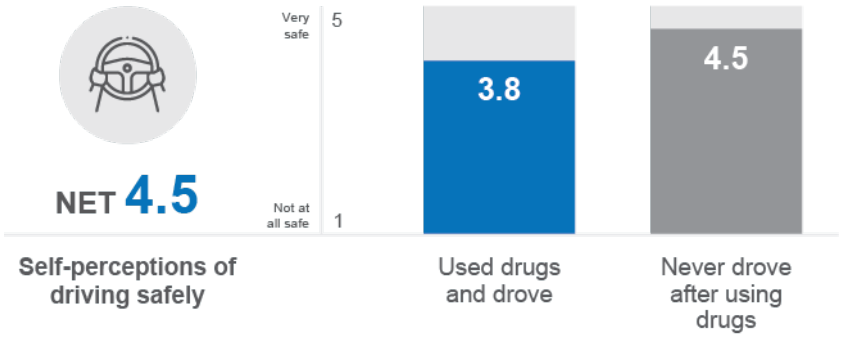


EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (% likely)
Base: Drivers (n=2,268)

Self-perceptions of driving safely

On average, drug drivers perceive themselves as less safe drivers than those who do not drug drive. To understand drivers' self-perceptions of how safe they are as a driver, respondents were asked to rate how safe a driver they are on a 5-point scale, with 5 being 'very safe', and 1 being 'not at all safe'. Those who drove after using illegal drugs rated themselves at 3.8, while other respondents rated themselves at 4.5.

Figure 57 Self-perceptions of driving safely among drug driving categories



OB1 How safe a driver would you say you are?
Base: Drivers (n=2,379)

3.9 Seatbelt use

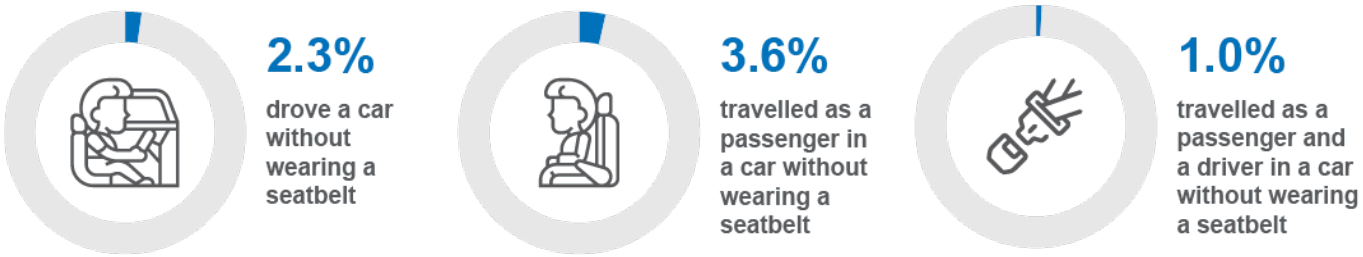
This section explores seatbelt use among drivers and passengers.

3.9.1 Prevalence of seatbelt use

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

The prevalence of seatbelt use is high in absolute terms, with drivers showing slightly higher compliance compared to passengers (97.7% and 96.4% respectively). While 2.3% of drivers reported driving without a seatbelt, 3.6% of passengers reported traveling in a car without wearing a seatbelt.

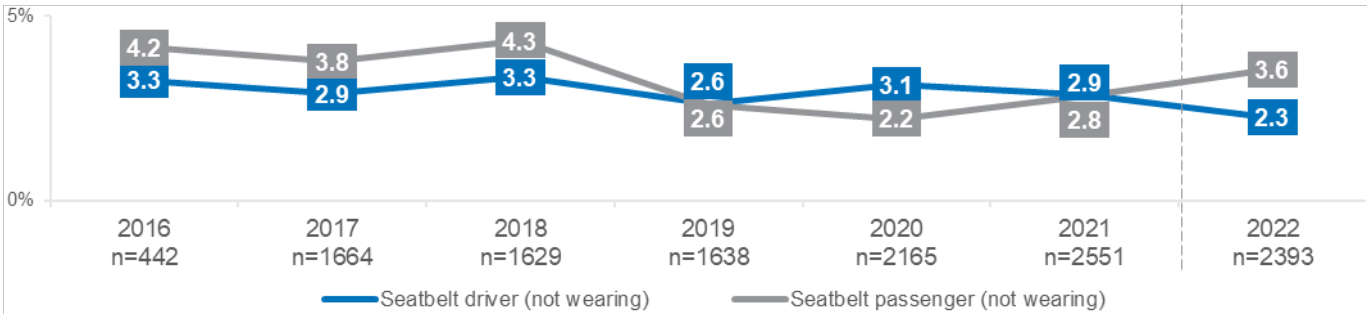
Figure 47 Prevalence of seatbelt noncompliance among drivers and passengers



DB3E In the last 12 months, how often did you travel in a car without wearing a seatbelt?
DB3F In the last 12 months, travel in a car as a passenger without wearing a seatbelt?
Base: All respondents (n=2,393 to 2,463)

Figure 50 displays the historical trend for seatbelt noncompliance among both drivers and passengers, indicating small fluctuations over the years. Between 2016 and 2021, the prevalence of driving without a seatbelt remained at about 3%. A small decline to 2.3% in 2022 is the lowest result across the past seven years. The prevalence of travelling in a car as a passenger without wearing a seatbelt declined slightly from 4.2% in 2016 to 2.6% in 2019, with low reported levels maintained to 2021. However, in 2022 the result has increased to 3.6%. However, results from 2022 should be interpreted with caution due to the substantial change in instrument design.

Figure 49 Noncompliance with seatbelt use by year: 'ever' (%)



DB3E In the last 12 months, how often did you travel in a car without wearing a seatbelt?
DB3F In the last 12 months, Travel in a car as a passenger without wearing a seatbelt?
Base: All respondents (n=442 to 2,551)
Note: Due to a substantial change in instrument design and metric measurement, any data changes between 2021 and 2022 should be interpreted with caution

3.9.2 Demographic characteristics

Those living in rural Victoria have the highest prevalence of driving while not wearing a seatbelt, and those aged 18-25 are the most likely to travel as passengers while not wearing a seatbelt. Those in rural Victoria are three times more likely than those in major urban areas to drive while not wearing a seatbelt (6.3% vs 1.7%). Those aged 18-25 are nine times more likely than those aged 61-90 to travel as a passenger while not wearing a seatbelt (8.7% vs 0.9%).

Table 8 Prevalence of noncompliance with seatbelt use among demographics

Column %		Age group				Gender		Location		
	Total	18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
Drive a car while not wearing a seatbelt	2.3%	3.5%	1.7%	2.9%	1.3%	2.6%	1.9%	1.7% ↓	2.5%	6.3% ↑
Travel as a passenger while not wearing a seatbelt	3.6%	8.7% ↑	4.4%	2.7%	0.9% ↓	3.1%	3.9%	3.1%	4.3%	5.4%
Drove car and travelled as passenger without a seatbelt	1.0%	2.2%	0.8%	1.3%	0.2% ↓	0.9%	1.2%	0.7% ↓	1.2%	3.3% ↑
Column n	*2393*	*392*	*537*	*794*	*670*	*1149*	*1244*	*1186*	*795*	*412*

DB3E In the last 12 months, how often did you travel in a car without wearing a seatbelt?
DB3F In the last 12 months, Travel in a car as a passenger without wearing a seatbelt?
Base: All respondents (n=2,393 to 2,463)

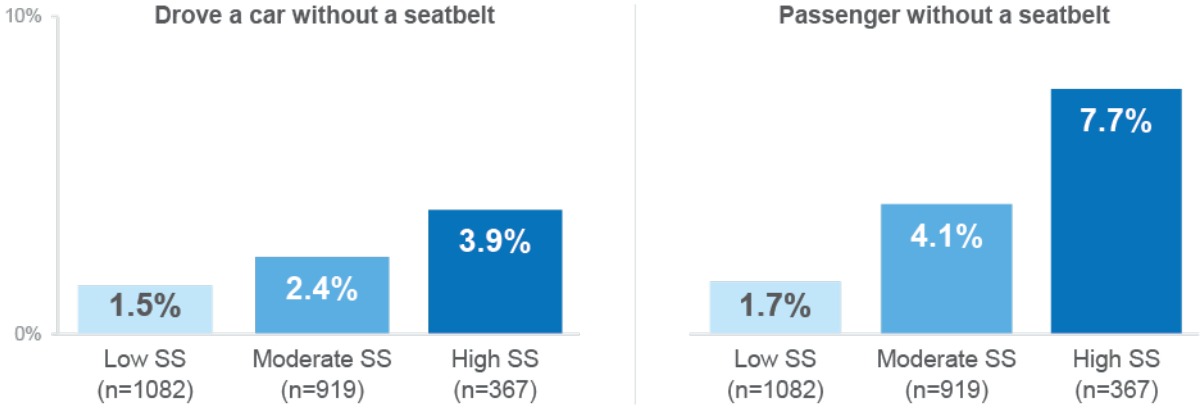
3.9.3 Sensation seeking characteristics

This section explores the outcomes of the sensation seeking segmentation in relation to seatbelt use. For more detail on the segmentation, see section 3.3.

As shown in Figure 51, the segments' sensation seeking profiles are positively associated with noncompliant seatbelt use. Specifically, as the sensation seeking profile increases, so does the likelihood of not wearing a seatbelt for both drivers and passengers travelling in a car.

Although the prevalence of not wearing a seatbelt while driving is low among respondents in absolute terms (2.3%), individuals in the high sensation-seeking segment (4%) are twice as likely as those in the low (2%) or moderate (2%) segments to drive without wearing a seatbelt.

Figure 50 Prevalence of noncompliance with seatbelt use by sensation seeking segments



DB3E In the last 12 months, how often did you travel in a car without wearing a seatbelt?
DB3F In the last 12 months, Travel in a car as a passenger without wearing a seatbelt?
Base: All respondents (n=2,375 to 2,379)

3.9.4 Behavioural Insights

While respondents were not asked directly about why they do not always wear a seatbelt, some insight is derived through analysis of seatbelt wearing behaviour and other measures. Exploratory analysis shows that perceived enforcement risk and self-perceptions of safe driving differs among those who always wear a seatbelt versus those to do not always wear one.

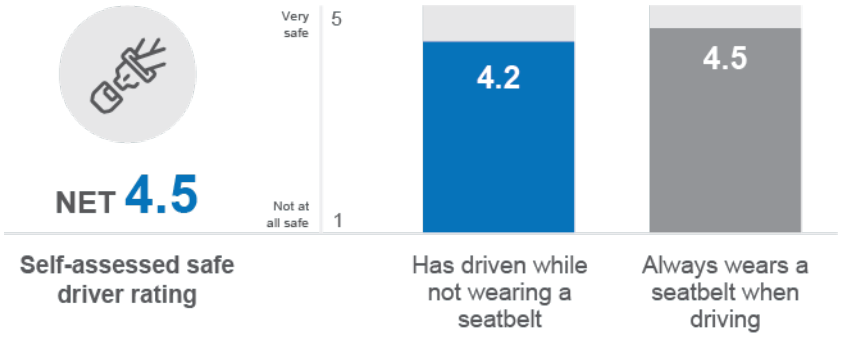
Drivers who do not always wear a seatbelt are less likely to believe they will be caught by police if breaking a road rule than drivers who always wear a seatbelt (29% vs 33%).

Figure 51 Perceived enforcement risk among seatbelt wearing categories

EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? (% likely)
Base: Drivers (n=2,249)

Drivers who do not always wear a seatbelt have some understanding of their elevated level of risk, perceiving themselves as less 'safe drivers' when compared to those who always wear a seatbelt (4.2 vs 4.5).

Figure 52 Self-perceptions of driving safely among seatbelt wearing categories



OB1 How safe a driver would you say you are?.
Base: Drivers (n=2,354)

3.10 Transport use

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

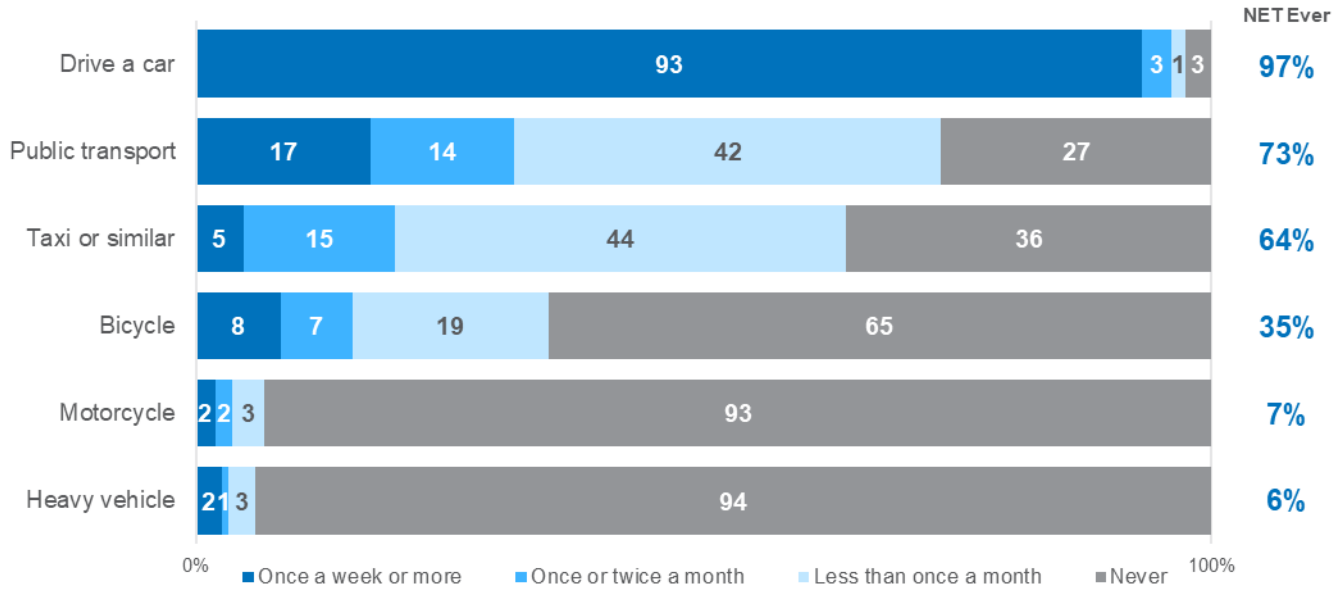
3.10.1 Modes of Transport

While driving a car remains the primary mode of transport used by Victorians, the overall mix of transport is comprised of a range of personal and shared modes. To ascertain the frequency of use of each mode, respondents were asked how often they travel by six transport modes in the last 12 months.

Driving a car is the most prevalent and frequently used transport mode (97%). Most respondents drive a car at least once a week (93%), with a small minority driving once or twice a month (3%) or less than once a month (1%). Other personal transport modes are used to a lesser extent, with about a third riding a bicycle (35%) and one-in-fourteen riding a motorcycle (7%).

Considering shared and public transport, about nine-in-ten respondents travel in a car or motorcycle as a passenger (88%). Nearly three quarters ever use public transport (73%), with one-in six using it weekly (17%). About two-thirds ever use commercial rideshare (73%), with 5% using these services weekly. Driving a heavy vehicle is the mode of transport least used by respondents (6%).

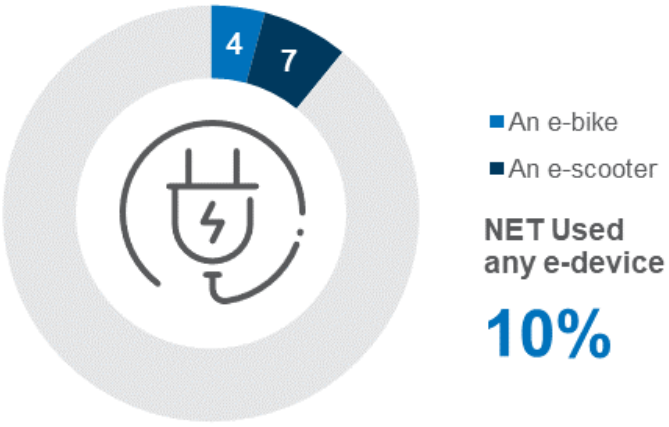
Figure 53 Frequency of transport mode use



M1AB How often did you go somewhere by each of the following [transport modes] in the last 12 months?
M2ABCD How often did you drive/ride each of the following [transport modes] on the road in the last 12 months?
Base: All respondents (n=2,269 to 2,489)

E-ridable devices have gained popularity over the past few years. However, the usage of e-Rideable on Victoria's roads is still low, with only one in twenty respondents having ever used an e-scooter (6%) or an e-bike (5%) in the past year.

Figure 58 Prevalence of e-devices use



M3 Did you ride any of the following [e-devices] on the road in the last 12 months?
Base: All respondents (Q3 and Q4), n=1,322

3.10.2 Demographic characteristics

Personal transport modes are predominantly used by those older, males, and those living in rural areas. Although almost all respondents drove a car, it is slightly more prevalent among those aged 40-60 (99%), who are male (98% vs 87% female), and those in rural areas (99% vs 97% overall). Those who rode a bicycle are more likely to be male (43% of male vs 17% of female), and those aged 40-60 (43% vs 35% overall). Males constitute most of the motorcyclists (12% of male vs 2% of female), and riding a motorcycle is also more commonly reported by those aged 40-60 (9%) and those living in rural Victoria (11% vs 7% overall). Heavy vehicle is more likely to be driven by male (10% of male vs 2% female), those aged 40-60 (9%), or those living in other urban (9%) and rural areas (14% vs. 6% overall).

Shared transport modes are more commonly used by those younger, or those residing in major urban areas. Public transportation use is more prevalent in major urban areas (78%), and among those aged 18-39 (84% vs 73% overall). Taxi or other commercial ride share are more likely to be used in major urban areas (68%), and among those aged 18-39 (78% vs 64% overall).

Table 9 Prevalence of transport use among demographics

Column %		Age group				Gender		Location		
	Total	18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
Drive a car	97%	96%	96%	99% ↑	97%	98% ↑	97% ↓	97% ↓	99%	99% ↑
Public transport	73%	85% ↑	83% ↑	72%	59% ↓	75%	72%	78% ↑	60% ↓	61% ↓
Taxi or similar	64%	79% ↑	77% ↑	63%	42% ↓	65%	63%	68% ↑	52% ↓	49% ↓
Bicycle	35%	39%	38%	43% ↑	17% ↓	43% ↑	27% ↓	35%	35%	32%
Motorcycle	7%	6%	6%	9% ↑	5%	12% ↑	2% ↓	6% ↓	9%	11% ↑
Heavy vehicle	6%	4%	5%	9% ↑	4% ↓	10% ↑	2% ↓	4% ↓	9% ↑	14% ↑
Column n	*2239*	*405*	*544*	*743*	*547*	*1077*	*1162*	*1138*	*722*	*379*

M1AB How often did you go somewhere by each of the following [transport modes] in the last 12 months?
M2ABCD How often did you drive/ride each of the following [transport modes] on the road in the last 12 months?
Base: All respondents (n=2,239)

In general, individuals who used an e-device as a mode of transportation tend to be younger, male, and in major urban areas. E-scooter users are primarily aged 18-25 (18%), followed by individuals aged 26-39 (10% vs. 7% overall). Moreover, e-scooters are more frequently used in major urban areas (8%) and by males (9% vs. 4% of females). Male respondents are also the majority of e-bike users (6% vs. 2% females).

Table 10 Prevalence of E-devices use among demographics

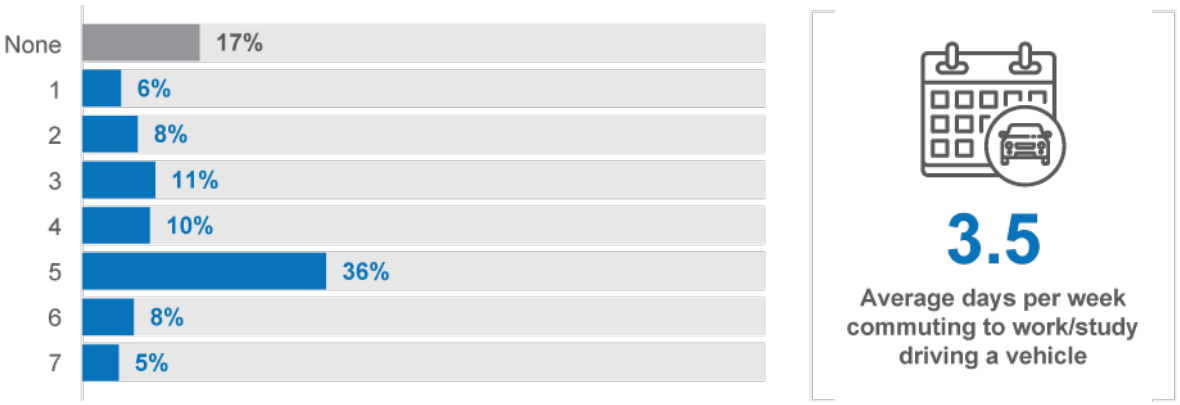
Column %		Age group				Gender		Location		
	Total	18-25	26-39	40-60	61-90	Male	Female	Major Urban	Other Urban	Rural
An e-bike	4%	4%	4%	4%	4%	6% ↑	2% ↓	4%	3%	4%
An e-scooter	7%	18% ↑	10% ↑	4%	1% ↓	9% ↑	4% ↓	8% ↑	4%	3%
An e-skateboard	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
NET: Used an e-device	**10%**	**20% ↑**	**13%**	**8%**	**5% ↓**	**14% ↑**	**6% ↓**	**11% ↑**	**7%**	**7%**
None of the above	88%	80% ↓	86%	91%	91%	85% ↓	92% ↑	88%	91%	91%
Column n	*1343*	*267*	*291*	*438*	*347*	*664*	*679*	*685*	*431*	*227*

M3 Did you ride any of the following [transport modes] on the road in the last 12 months?
Base: All respondents (Q3-Q4), n=1,343

3.10.3 Driving for Work

Respondents were asked how many days per week they commute to work or study driving a vehicle. The majority of respondents (58%) drove a vehicle for commuting purposes, most commonly, 5 days per week (36%).

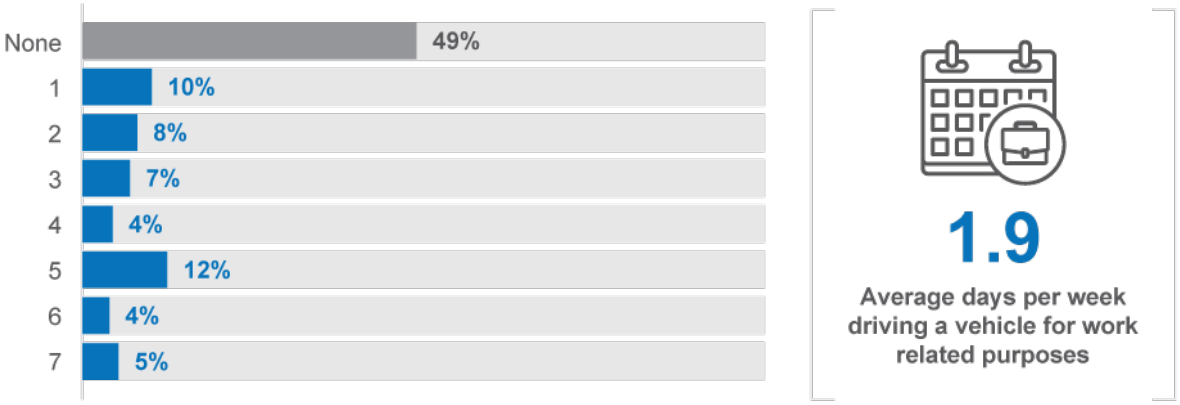
Figure 56 Days per week driving a vehicle for commuting



W0 How many days per week do you commute to work or study driving a vehicle?
Base: Employed drivers, n=1,581

Additionally, respondents were also asked how many days per week they usually drive a vehicle for other work-related purposes aside from commuting. About half of respondents who are employed and drive (51%) drove a vehicle for other work-related purposes, though the frequency of doing so is somewhat evenly distributed from one to seven days per week.

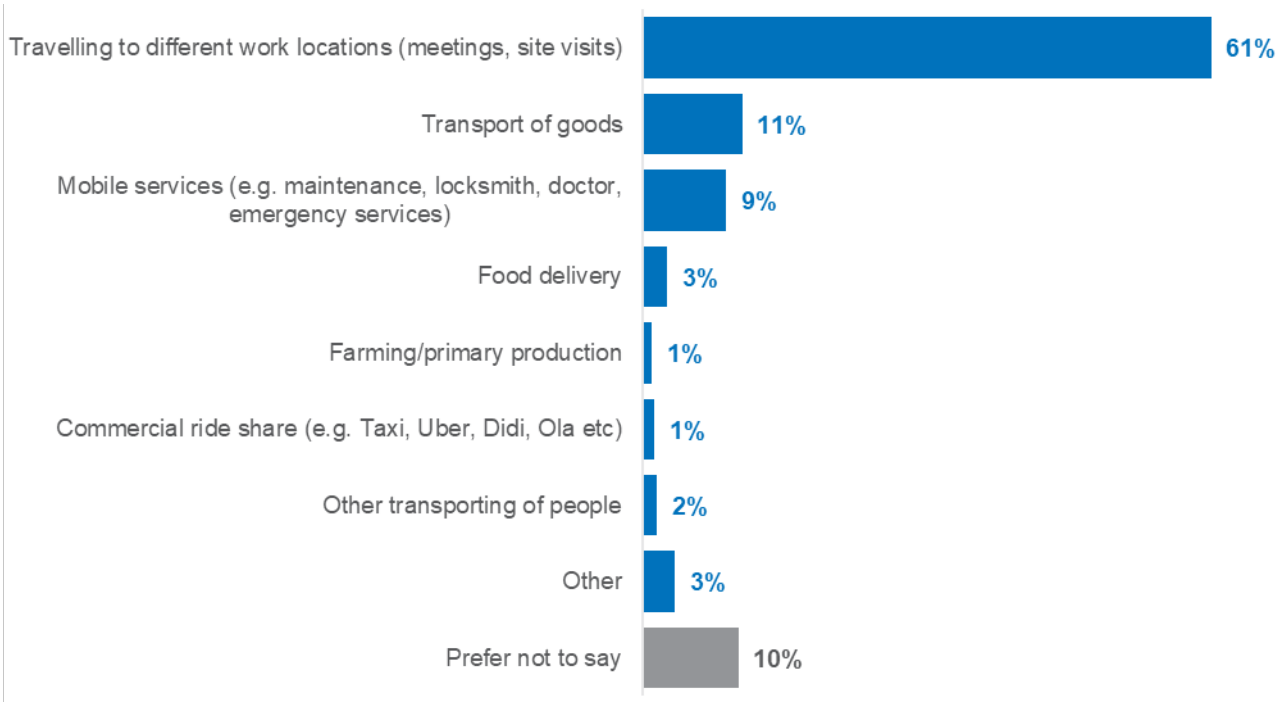
Figure 57 Days per week driving a vehicle for work-related purposes besides commuting



W1 How many days per week do you drive for work related purposes?
Base: Employed drivers, n=1,581

Those who drive for work-related purposes besides commuting were then asked about the type of driving they did for work. The most common response is to 'travel to different work locations', such as attending meetings and visiting sites (61%). Other work-related driving includes 'transport of goods' (11%) and mobile services (9%). The prevalence of driving for gig-economy related services such as food delivery (3%) or commercial ride share (1%) is relatively low.

Figure 58 Types of driving for work

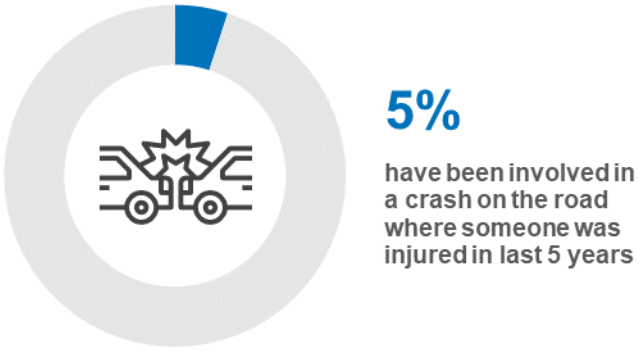


W2 What type of driving do you do for work?
Base: Drive for work, n=784

3.10.4 Crash prevalence

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

Figure 59 Crash incidence



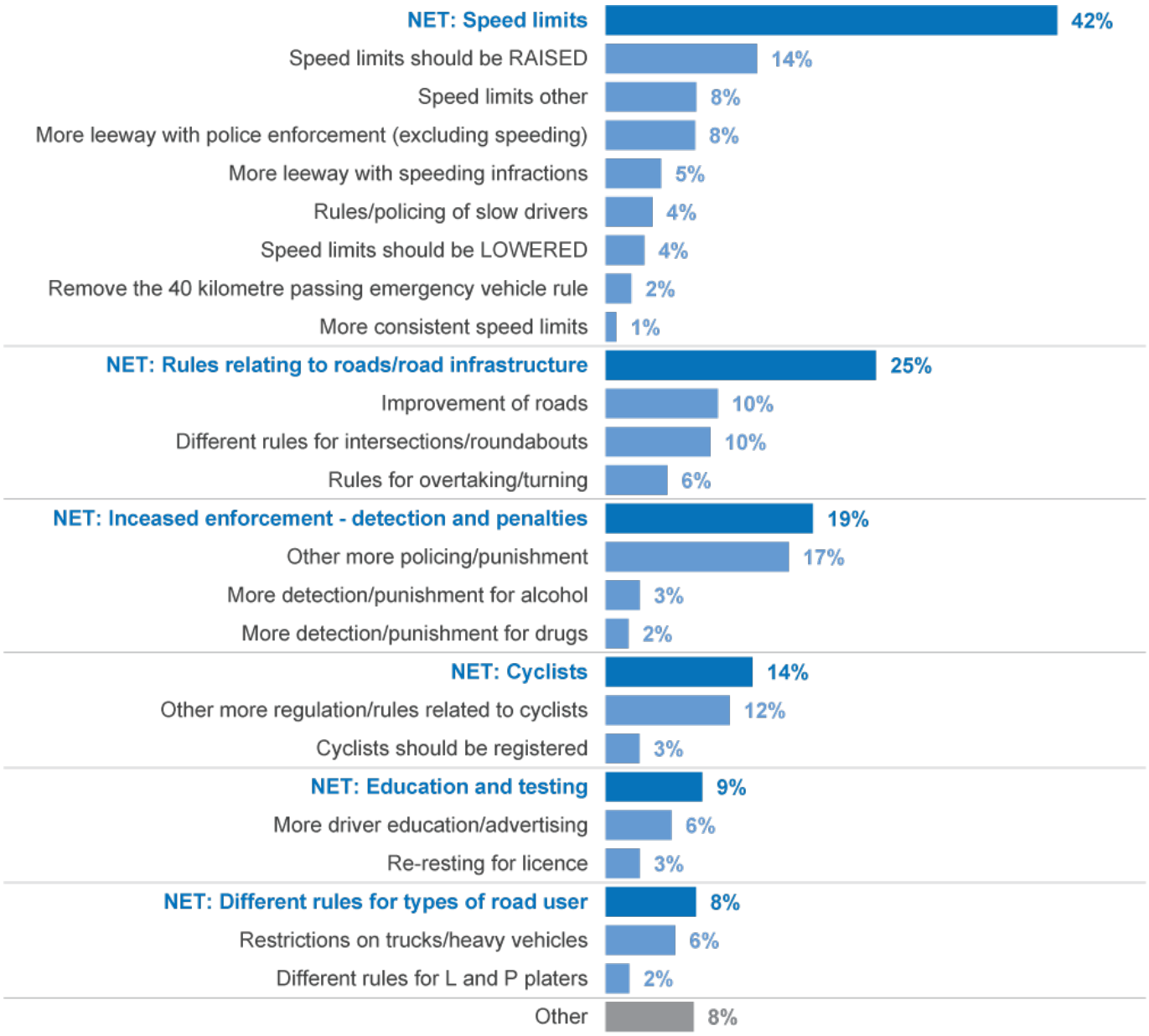
VS4 In the last 5 years, have you been in a crash on the road where someone was injured? (% yes)
Base: All respondents, n=2,407
Note: This figure was higher in previous iterations of the RSM likely due to the inclusion of the caveat "where someone was injured" to the question text

3.10.5 Suggestions for changes to Victorian Roads

The RSM survey provided two optional open-ended responses for people to contribute their feedback on in their own words. These open-ended responses were organised into codes and placed into themes.

The first of these questions asked whether there were any road rules that respondents believe should be changed. Among the 40% who provided a response, the primary changes recommended were related to speed limits (42%), rules relating to road use and improvement of road infrastructure (25%), and increasing enforcement detection and penalties (19%).

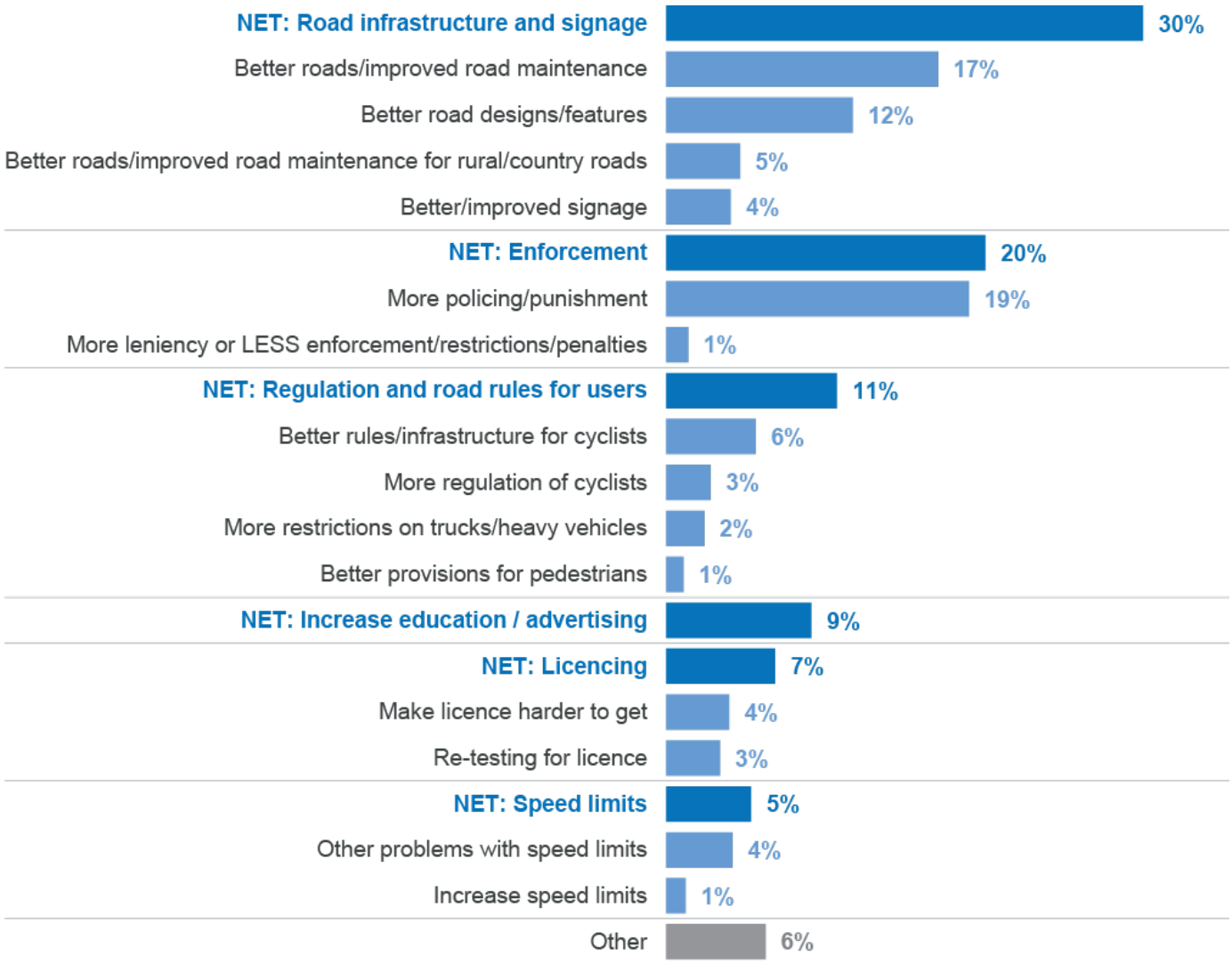
Figure 59 Suggested changes to road rules



DFC2 Are there any road rules that should be changed?
Base: Provided a response, n=601

The second open-ended response asked respondents what could be done to make Victorian roads safer. Among the 62% who provided a response, road infrastructure and signage (30%), enforcement (20%), and regulations and rules for road users (11%) were mentioned most often.

Figure 60 Suggested changes to make Victorian roads safer



TOP1 What do you think should be done to make Victorian road safer?
Base: Provided a response, n=1,580

3.11 Enforcement

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

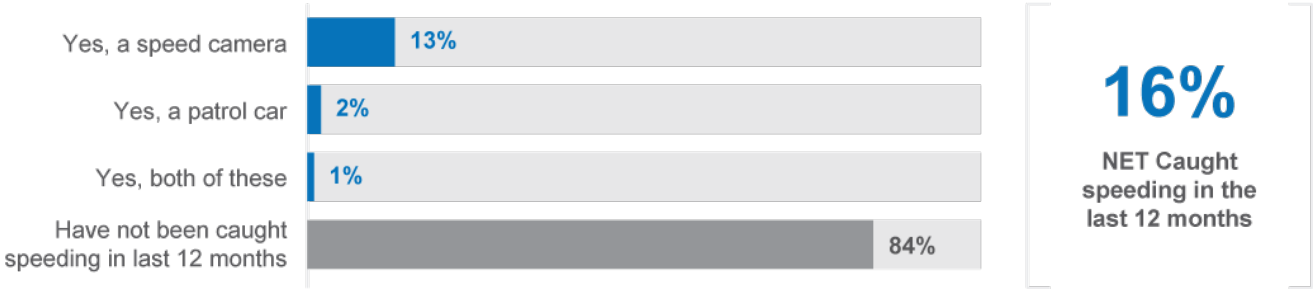
3.11.1 Prevalence of interactions with enforcement

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

The prevalence of being caught for speeding is relatively low, with 16% of drivers and riders being caught in the last 12 months while the reported prevalence of intentionally speeding at least 3 km/h over the limit is 64% and the prevalence of speeding 10 km/h or more over the limit is 26%. However, the prevalence has increased from 11% recorded in 2021.

Those caught speeding are most likely to be caught by a speed camera (13%), while being caught by a patrol car was relatively rare in comparison (2%). One per cent reported being caught by both a speed camera and a patrol car.

Figure 61 Prevalence of being caught speeding

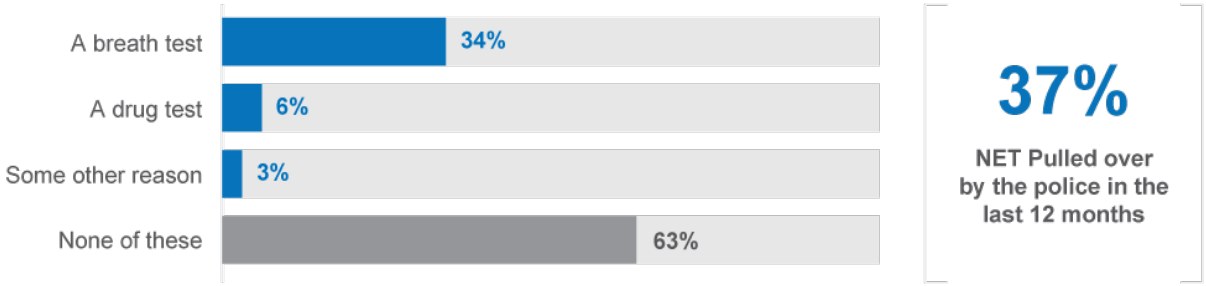


EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
Base: Drivers or riders (n=2,394)

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

The most common reason for a driver or rider to be pulled over by police is for a breath test. One third (34%) were pulled over for a breath test, whereas being pulled over for a drug test (6%) or another reason (3%) was less common. These results are similar to 2021 where 33% were pulled over for a breath test and 4% were pulled over for a drug test.

Figure 62 Prevalence of being pulled over by the police



EN3 In the last 12 months, have you been pulled over by police for any of the following reasons?
Base: Drivers or riders (n=2,402)

In terms of perceptions around how likely drivers feel they are to get caught by the police for breaking the road rules at any time, roughly equal proportions perceived being caught by the police being likely and unlikely respectively. Respondents were asked how likely they believe they would be to get caught by the police for breaking a road rule at any given time on a 5-point scale, where 1 was 'not at all likely' and 5 was 'extremely likely'. Results for this question have been condensed to unlikely (1-2) and likely (4-5). The results show that roughly a third respectively said they would be unlikely (29%), and likely (31%) to be caught by the police for breaking any road rule at any time.

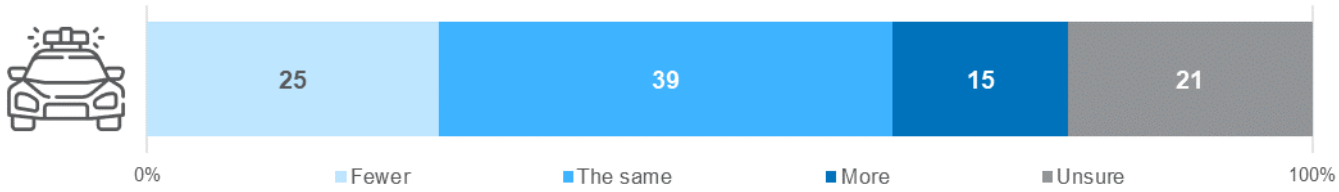
Figure 63 Perceived enforcement risk of breaking road rules

EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time?
Base: Drivers or riders (n=2,410)

Respondents were asked whether they believe there are more, fewer, or the same amount of police on the roads compared to the same time in the previous year.

Drivers tend to believe there are either the same or fewer police on the roads compared to last year. Most commonly, people believed that there is the same amount (39%) or fewer (25%). However, a substantial minority were either unsure (21%) or believed there were more (15%).

Figure 63 Perceived enforcement coverage



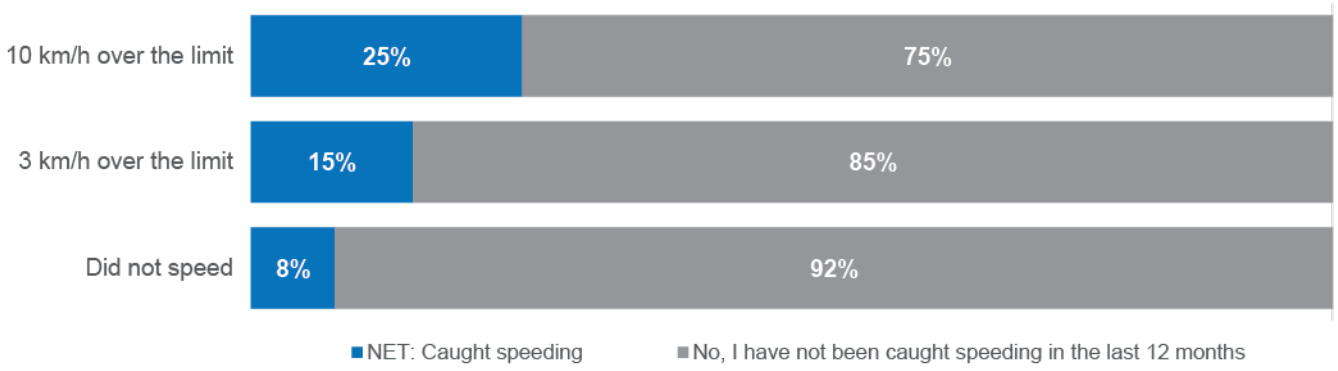
EN4 Compared to this time last year, are there fewer, more or the same number of police on the roads?
Base: Drivers (Q4 only) n=549

3.11.2 Behavioural insights

The behavioural insights for this section relate to interactions between enforcement and dangerous driving behaviours, and by perceived enforcement risk and enforcement incidence.

Examining the enforcement prevalence among those who intentionally drove over the speed limit in the last 12 months reveals that those who did so are far more likely to be caught for speeding than those who did not intentionally speed. This is particularly true for those who intentionally drove over the speed limit by 10 km/h or more.

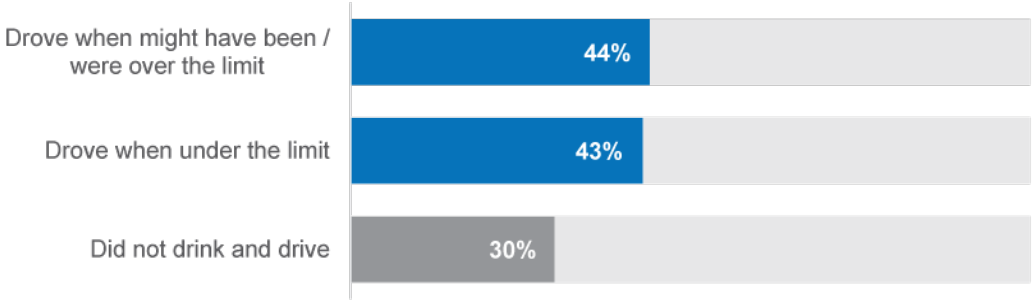
Figure 64 Caught speeding by intentional speeding categories



EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
Base: Drivers (Q3-Q4) n=1,297

Examining those who drove after drinking in the last 12 months reveals that those who drink, and drove are more likely to have been pulled over for a breath test than those who did not drink and drive.

Figure 65 Pulled over for breath test by drink driving categories

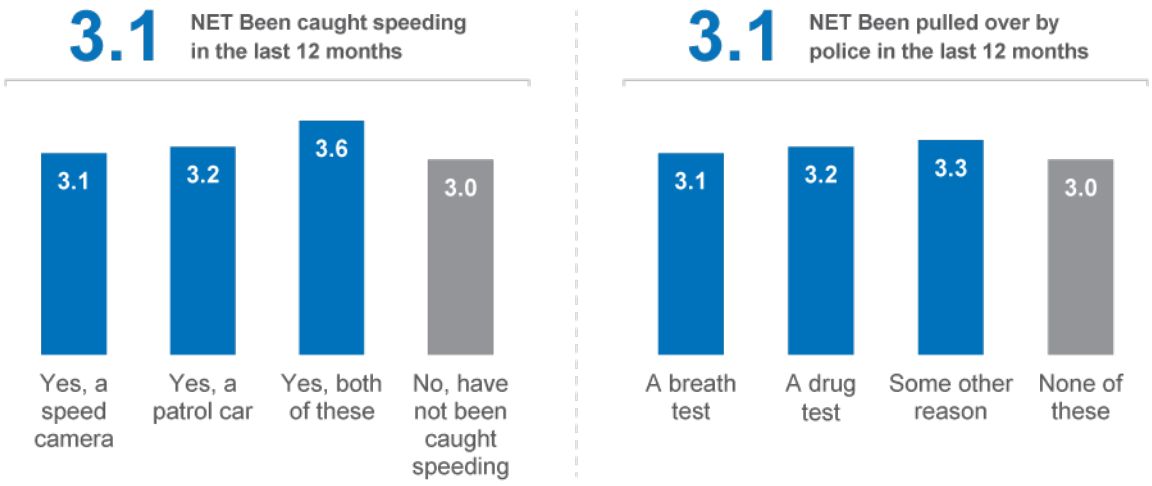


EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
Base: Drivers (n=2,394)

Examining perceived enforcement risk by experience with enforcement shows little evidence that being caught or pulled over has a marked impact on how likely people feel they are to get caught by police.

There are potential increases in perceived enforcement risk when people are caught by both a patrol car and a speed camera for speeding, although this result is not statistically significant.

Figure 66 Perceived enforcement risk by enforcement experience



EN2 How likely do you believe you are to get caught by police if you are breaking any road rule at any given time?
EN1 Have you been caught speeding in the last 12 months by a speed camera, a patrol car or both of these?
EN3 In the last 12 months, have you been pulled over by police for any of the following reasons?
Base: Drivers n=2,253

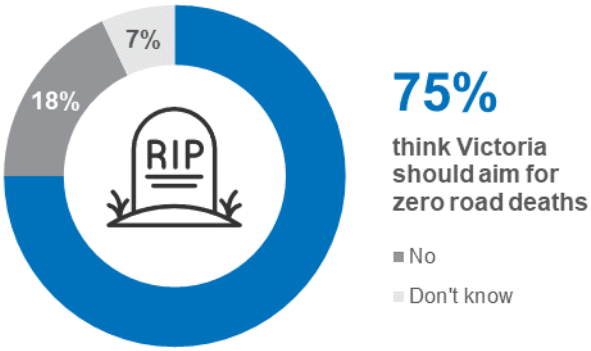
3.12 Towards Zero

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

3.12.1 Support for Toward Zero

Respondents were asked whether they think Victoria should aim for zero road deaths. Three quarters of respondents (75%) believe that the goal of zero fatal crashes on Victorian roads is achievable. Slightly under one in five (18%) do not think Victoria should aim for zero road deaths.

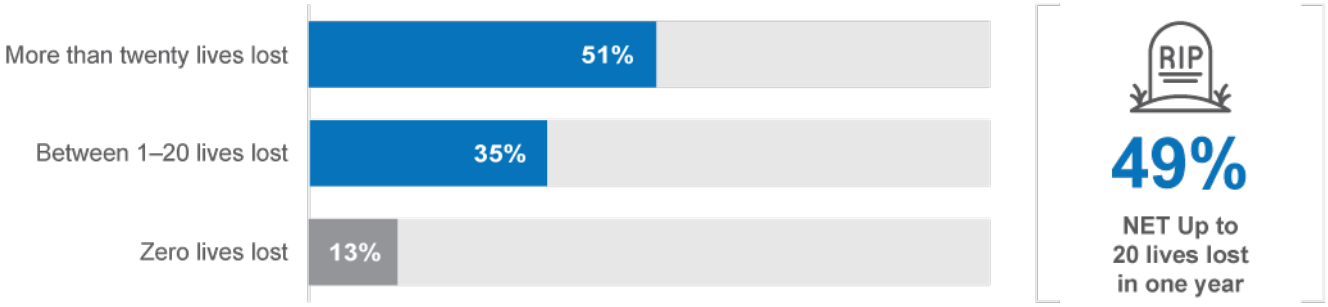
Figure 67 Support for Toward Zero (%)



TZ1 In 2002 there were 397 lives lost on Victorian roads, and last year 232 people were killed. Do you think Victoria should aim for zero road deaths?
Base: Drivers n=1,324

The participants were subsequently asked regarding their perceptions of what can be accomplished over the next 30 years in terms of the number of lives lost annually, with options ranging from zero fatalities to more than twenty. Half (51%) of the respondents regarded more than twenty lives lost as achievable, while only approximately one in ten (13%) considered zero lives lost to be attainable.

Figure 68 Achievable number of lives lost in a single year



TZ8 Within the next 30 years, which of the following do you think can be achieved in one year?
Base: Drivers (Q3 & Q4) n=1,342

4 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;
- 2017-2022: Continuous tracking with seven waves conducted over four quarters.

The current report includes data collected in quarters 2, 3 and 4 in 2022. 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 in each wave. 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 two prize draws, the main prize draw for $1,000, and an additional 'early completion' prize draw for $500, Prizes will be paid as either an Electronic Funds Transfer to a nominated bank account or as a GiftPay eGift card, as selected by the winner(s).

Fieldwork

The survey was launched in five waves over the course of 2022. The fieldwork schedule is shown in Table 11 on the following page.

Table 11 Fieldwork schedule

		Fieldwork Start	Fieldwork End
Quarter 2	Wave 1 + 2	9 May	7 July
Quarter 3	Wave 1 + 2	2 August	7 October
Quarter 4	Wave 1	28 October	5 December

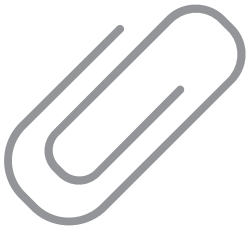
Sample performance

The 2022 survey period is comprised of responses from Victorians sampled from the VicRoads Registration and Licencing Database. In total, 7,875 people were selected from the database and invited to take part in the survey. This leads to an overall cooperation rate of 32%

Table 12 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 among females and those aged over 40 years, and particularly those aged 61 to 90. With regard to the mode of completion, those aged 61 to 90 were more inclined to complete the survey via hard copy.

Table 12 Sample performance

		Sample Loaded	Completed Surveys	Response Rate	Online	Paper	Telephone
		#	#	%		Row %	
	Total	***7,875***	***2,492***	**32**	**55**	**41**	**5**
Gender	Male	*4,254*	*1,192*	28	55	39	5
	Female	*3,621*	*1,300*	36	54	42	4
Age	18-25	*1,791*	*416*	23	70 ↑	21 ↓	8 ↑
	26-39	*2,134*	*557*	26	76 ↑	19 ↓	5
	40-60	*2,430*	*811*	33	58 ↑	38	4
	61-90	*1,520*	*708*	47	25 ↓	71 ↑	4
Location	Major Urban	*4,003*	*1,237*	31	61 ↑	35 ↓	4
	Other Urban	*2,633*	*828*	31	49 ↓	46 ↑	5
	Rural	*1,239*	*427*	34	48 ↓	47 ↑	5



Appendix 1

Dangerous Behaviour Index

Dangerous Behaviour Index (DBI)

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

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

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

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

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

The table below denotes the construction of values from the DBI, excluding the imputation methodology which is discussed separately.

How the DBI is scored

- Value range:
  - 2022 Q2: 0 to 34 (multiplied by 2.948 to scale to 100) *speeding behaviour has less weight
  - From 2022 Q3: 0 to 37 (multiplied by 2.703 to scale to 100)
- Imputed values Refused (98) and Not answered (88)

Table 1 DBI Summary of Values

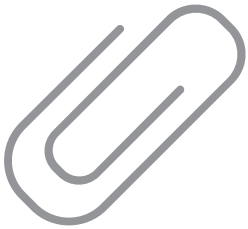
Behaviour	Variable	None	Low frequency	Moderate frequency	High frequency	Max score
Value		Never (1) / Not applicable (97) / Not asked (NaN)	Rarely (2)	Sometimes (3)	Most of the time (4) / always (5)	
Drug driving	**db3_d**	**0**	**4**	**6**	**8**	**8**
Driving when definitely under the BAC	db3_c	0	1	2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

Imputation method

The DBI has used imputation methods to retain the consistency of calculations across the wider data set. Imputations were performed on data where participants opted out of providing an answer on a scale, i.e. where they selected ‘prefer not to say’, ‘don’t know’, or in the hardcopy questionnaire, did not provide a response to the question.

The imputation method used was the Multivariate Imputation by Chained Equations (MICE) algorithm. This uses a series of adjacent data points to estimate what a missing or opted-out response is most likely to have been if the respondent were to answer within the scale.

Given that missing data was not overly present in these behavioural findings, the imputation has had minimal impact on end DBI scores.



Appendix 2

Segmentation

Segmentation

In this research, the objective of the segmentation was to evaluate the relationship between sensation-seeking tendencies and increased-risk driving behaviours. For the 2022 RSM report, segmentation was devised using items from the sensation-seeking scale included in the survey, which were originally derived from Zuckerman's study on Dimensions of Sensation Seeking (Zuckerman, 1971). The RSM survey implemented a condensed set of questions targeting the measurement of factors outlined in the scale, for practical reasons. These factors comprise (1) disinhibition, (2) boredom susceptibility, (3) experience seeking, and (4) thrill and adventure seeking.

Traditionally, the classification of sensation seekers was accomplished by summing scores for the questions across these dimensions, where higher scores signified greater sensation-seeking tendencies. However, due to the use of a limited set of questions and the unknown comparative impact of each dimension on increased-risk driving behaviours, a latent class cluster analysis was conducted to segment participants into broader categories.

To obtain the data for this analysis, the following question was asked:

Please think about the extent to which the following statements describe you. To what extent does this statement describe you?

The statements used, along with their categorisation were as follows:

- **Experience seeking** - I would like to take off on a trip with no pre-planned routes or timetables
- **Boredom susceptibility** - I get restless when I spend too much time at home
- **Disinhibition** - I would like to try bungee jumping
- **Thrill and adventure seeking** - I like wild parties
- **Thrill and adventure seeking** - I would love to have new and exciting experiences, even if they are illegal

To respond, a 5-point unipolar scale with labelled ends with non-response options were provided to all statements. The response set was as follows:

- 1 - Does not describe me at all
- 2
- 3
- 4
- 5 – Describes me perfectly
- Don’t know
- Prefer not to say

Segmentation process

After completing the data collection phase, three distinct segmentations were tested using mixed-mode cluster analysis, with 4- and 7-segment settings. Ultimately, a latent class clustering algorithm was employed for the final segmentation. All five statements were processed as numerical data, while excluding missing data—responses that were either absent from the hardcopy questionnaire, recorded as "don't know," or "prefer not to say." The number of segments to extract was determined manually, initially yielding five separate segments. To identify the optimal divisions, the Bayesian Information Criterion (BIC) was utilized, and 10,000 iterations were performed to achieve the most meaningful differentiation among the segments.

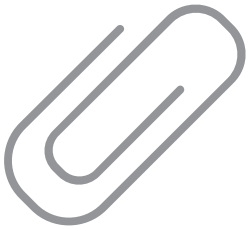
Upon examining the five resulting segments, it became apparent that two of them lacked clear differentiation. Following an analysis of these segments within the broader dataset, they were ultimately merged into existing segments.

Segmentation assessment

To gain insight into the factors influencing the segmentation, an ANOVA was performed. As illustrated, the segmentation is predominantly driven by experience seeking and thrill and adventure seeking. Consequently, the analysis implies that the segmentation outcomes predominantly reflect these two factors, rather than encompassing the full spectrum of sensation seeking. Notably, the boredom susceptibility dimension is inadequately represented within the segmentation.

Table 1 Influence of sensation-seeking factors on segmentation

Factor	Influence (%)	*p*
Experience seeking	44%	<.001
Boredom susceptibility	3%	<.001
Disinhibition	15%	<.001
Thrill and adventure seeking	38%	<.001



Appendix 3

Theory of Planned Behaviour Indices

Theory of Planned Behaviour Indices

These indices are based on Theory of Planned Behaviour (TPB) dimensions that were adapted to a road safety setting in the RSM 2022 survey. The dimensions measured in the RSM relating to the Theory of Planned behaviour were social norms, perceived risk of behaviours, perceived control over behaviours, and perceived enforcement risk.

All items contained in the indices were given equal weighting per dimension. Response scores were redistributed to a total score out of 100 per dimension.

Missing data was imputed using a variety of variables that best estimated what their score would have been if respondents had answered the question within the scale. This is discussed in more detail on page 2 of this appendix.

These indices were developed using the data indicated in the table below.

Table 1 Index composition by dimension including behavioural categories

Dimension	Questions	Behaviours measured
Social norms	**ACC1** Imagine you were caught for any of the following road safety offences, even if they are things you wouldn't normally do. How embarrassed would you be to tell your friends that you had been caught driving [ITEM]? **ITEMS**: **A** 63 km/h in a 60 km/h speed limit zone **B** 70 km/h in a 60 km/h speed limit zone **C** over your legal BAC **D** while using a mobile phone in your hand **RESPONSE SET**: 1 - Not at all embarrassed 02-04 (*unlabelled*) 5 - Completely embarrassed 97 - Not applicable	Low-level speeding High-level speeding Drink driving Distracted driving
Perceived risk	**RI1** How dangerous do you think it is to [ITEM]? **ITEMS** **A** Drive at 63 km/h in a 60 km/h speed limit zone **B** Drive at 103 km/h in a 100 km/h speed limit zone **C** Drive with a Blood Alcohol Content (BAC) over 0.05 (point oh five) **D** Drive soon after having one standard alcoholic drink **E** Drive soon after using cannabis **F** Drive while very tired **G** Glance at a mobile phone for a couple of seconds while actively driving **RESPONSE SET:**	Low-level speeding Drink driving Drug driving Fatigued driving Distracted driving

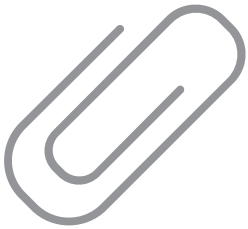
		0 – Not at all dangerous 01-09 (*unlabelled*) 10 – Extremely dangerous 99 - Don't know	
Perceived control	PC1	To what extent do you agree or disagree that sometimes you **[ITEM]**? **ITEMS:** **A** have to drive even though you are very tired **B** have to drive even though you might be over **y**our legal BAC **C** have to drive over the speed limit **RESPONSE SET:** 1- 'Strongly disagree' 02-04 5 – 'Strongly agree' 99 Don't know 98 Prefer not to say	Fatigued driving Drink driving Speeding
Perceived enforcement risk	EN2	How likely do you believe you are to get caught by police if you are breaking any road rule at any given time? **RESPONSE SET:** 1 – 'Not at all likely' 02-04 5 – 'Extremely likely' 99 Don't know	All / any

Imputation method

The TPB has used imputation methods to retain the consistency of calculations across the wider data set. Imputations were performed on data where participants opted out of providing an answer on a scale, i.e. where they selected 'prefer not to say', 'don't know', or in the hardcopy questionnaire, did not provide a response to the question.

The imputation method used was the Multivariate Imputation by Chained Equations (MICE) algorithm. This uses a series of adjacent data points to estimate what a missing or opted-out response is most likely to have been if the respondent were to answer within the scale.

Given that missing data was not overly present in these dimensions, the imputation has had minimal impact on end indexed scores.



Appendix 4

Subgroup reporting

Sub-group reporting

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

Major Urban

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

Other Urban

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

Rural

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

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

Speeding

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

Drink driving

Driving a vehicle when definitely over the legal blood alcohol limit (DB3A), when might have been over the limit (DB3B), or when confident being under the limit (DB3C) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’.

Drug driving

Driving after using illegal drugs (DB3D) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’.

Mobile phone use

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

Driving fatigued

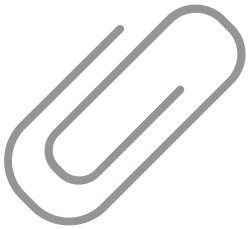
Driving when feeling quite tired or very tired (DB3G, DB3H) is ‘Always’, ‘Most of the time’, ‘Sometimes’ or ‘Rarely’.

Noncompliance with seatbelt use

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

Involvement in an accident

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



Appendix 5

RSM Questionnaire

Road Safety Survey

Transport Accident Commission

<<DPID_RTS>>
{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 – including cyclists and pedestrians are eligible to take part. Your participation will help us understand Victorians' attitudes and experience to create better and safer roads.

- **The survey takes around 15 minutes**
- **There are two optional prize draws you can enter:**
  - **Completing the survey by {SurveyCloseDate} will make you eligible for the 'main' prize draw for $1,000**
  - **Completing the survey online before {EarlyPrizeDate} will also make you eligible for an additional 'early completion' prize draw for $500**
- **Prizes will be paid as either an Electronic Funds Transfer to a nominated bank account or as a GiftPay eGiftCard, as selected by the winner(s)**
- **You don't have to enter the prize draw to take part in the survey**

The survey and the prize draw are confidential and voluntary. Wallis 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.wallis.social/projects/tac-road-safety. Alternatively you can call us on **1800 113 444**.

Kind Regards,

Samantha Cockfield
Head of Road Safety
Transport Accident Commission (TAC)

Josephine Foti
CEO
Wallis Social Research

SURVEY BARCODE AREA

Make your roads safer for a chance to win up to $1,500

Three ways to complete the survey:

Online

Go to:
{link}
in your internet browser or scan the QR code and you will be taken to the start of the survey.

Mail

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

Phone

If we haven't heard from you by {CATIStartDate} our interviewers may call you to do the interview on the phone.
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.

TAC Road Safety Survey

FREQUENTLY ASKED QUESTIONS

Is the information collected confidential?

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

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

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

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

Where did you get my details?

Your name and address were randomly selected from the VicRoads database of licence holders and people with registered vehicles. This information was provided in accordance with the VicRoads privacy policy, which can be viewed on their website by opening the 'Protecting your privacy brochure' at the bottom of this web page: www.vicroads.vic.gov.au/website-terms/privacy

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

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

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

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

The TAC aims to minimise the expense of this necessary research, so that the savings can be used for road safety programs. Collecting your responses online costs considerably less than over the phone or by mail, so we want to encourage people to choose the option which incurs less expense to the TAC. Other options are provided and these people are still given a chance to enter the main prize draw. This is done so that no one misses out on entering the prize draw if they can't or don't want to participate in the online survey.

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

Please send us an email at roadsafetysurvey@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: ☑ Answer ☒ Answer

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: ■ and then mark the correct one.

Some boxes have instructions that look like this: **▶ Go to Question 2.1**

If you chose an answer with a '**Go to**', please follow this '**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 Social Research - Level 2, 273 Camberwell Road - Camberwell VIC 3124

TAC Road Safety Survey

SECTION 1

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

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

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

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

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

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

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

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

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

*Please tick **all** that apply*

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

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

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

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

If you mentioned at Question 1.1 [A], 1.1 [B], 1.2 [A], 1.2 [B] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 1.5.** If you **do not** drive a car, heavy vehicle or a motorcycle on the road ▶ **Go to Question 3.6 [F]**

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

*Please tick **all** that apply*

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

SECTION 2

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

*Please tick **one** box only*

01 Yes 02 No 98 Prefer not to say

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

SECTION 3

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

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

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

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

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

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

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

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

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

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

3.4 In the **last 12 months**, on average, how often did you have an alcoholic drink of any kind?

Please tick **one** *box only*

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

3.5 In the **last 12 months**, on average, how often did you illegally use drugs?
Remember that your reponses will be completely confidential.

Please tick **one** *box only*

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

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

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

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

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

TAC Road Safety Survey

SECTION 4

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

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

		Strongly disagree 1	2	3	4	Strongly agree 5	Don't know	Prefer not to say
A	have to drive even though you are very tired	01	02	03	04	05	99	98
B	have to drive even though you might be over your legal BAC	01	02	03	04	05	99	98
C	have to drive over the speed limit	01	02	03	04	05	99	98

SECTION 5

5.1 How often do you...

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

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

SECTION 6

6.1 How safe a driver would you say you are?

*Please tick **one** box only*

Not at all safe **01** ← 01 — 02 — 03 — 04 — 05 → Very safe **05**

99 Don't know

SECTION 7

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

How dangerous do you think it is to...

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

		Not at all dangerous 0	1	2	3	4	5	6	7	8	9	Extremely dangerous 10	Don't know
A	Drive at 63 km/h in a 60 km/h speed limit zone	00	01	02	03	04	05	06	07	08	09	10	99
B	Drive at 103 km/h in a 100 km/h speed limit zone	00	01	02	03	04	05	06	07	08	09	10	99
C	Drive with a Blood Alcohol Content (BAC) over 0.05	00	01	02	03	04	05	06	07	08	09	10	99
D	Drive soon after having one standard alcoholic drink	00	01	02	03	04	05	06	07	08	09	10	99
E	Drive soon after using cannabis	00	01	02	03	04	05	06	07	08	09	10	99
F	Drive while very tired	00	01	02	03	04	05	06	07	08	09	10	99
G	Glance at a mobile phone for a couple of seconds while actively driving	00	01	02	03	04	05	06	07	08	09	10	99

TAC Road Safety Survey

SECTION 8

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

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

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

SECTION 9

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

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

		Strongly disagree 1	2	3	4	Strongly agree 5	Don't know	Prefer not to say
A	Speeding penalties are just revenue raising	01	02	03	04	05	99	98
B	There should be fewer restrictions on drivers, people will always get hurt on the road	01	02	03	04	05	99	98
C	Most injuries and fatalities on the road are caused by reckless drivers	01	02	03	04	05	99	98
D	Victoria should have greater separation between cyclists and drivers	01	02	03	04	05	99	98

SECTION 10

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

10.1 In 2002 there were 397 lives lost on Victorian roads, and last year 232 people were killed. Do you think Victoria should aim for **zero** road deaths?

*Please tick **one** box only*

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

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

*Please tick **one** box only*

01 Zero lives lost

02 Between one and twenty lives lost

03 More than twenty lives lost

SECTION 11

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

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

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

11.2 Are there any road rules that should be changed?

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

97 No comment

SECTION 12

If you mentioned at Question Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 12.1.** If you **do not** drive a car, heavy vehicle or a motorcycle on the road ▶ **Go to Question 14.1**

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

*Please tick **one** box only*

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

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

*Please tick **one** box only*

Not at all likely **01** ◄— 01 — 02 — 03 — 04 — 05 —► Extremely likely **05**

99 Don't know

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

*Please tick **all** that apply*

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

SECTION 13

13.1 When you are driving, how often do you feel...

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

		Never	Rarely	Sometimes	Most of the time	Always	Don't know
A	Anxious	01	02	03	04	05	99
B	Stressed	01	02	03	04	05	99
C	Frustrated	01	02	03	04	05	99
D	Attentive	01	02	03	04	05	99

SECTION 14

14.1 Please think about the extent to which the following statements describe you. To what extent does this statement describe you?

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

		Does not describe me at all ← 1	2	3	4	Describes me perfectly → 5	Don't know	Prefer not to say
A	I would like to take off on a trip with no pre-planned routes or timetables	01	02	03	04	05	99	98
B	I get restless when I spend too much time at home	01	02	03	04	05	99	98
C	I would like to try bungee jumping	01	02	03	04	05	99	98
D	I like wild parties	01	02	03	04	05	99	98
E	I would love to have new and exciting experiences, even if they are illegal	01	02	03	04	05	99	98

SECTION 15

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

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

99 Don't know

98 Prefer not to say

SECTION 16

If you mentioned at Question 1.1 [A], 1.1 [B] or 1.2 [A] that you drive a car or heavy vehicle, or ride a motorcycle on the road ▶ **Continue to Question 16.1.** If you **do not** drive a car, heavy vehicle or a motorcycle on the road ▶ **Go to Question 16.2**

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

*Please tick **one** box only*

01 0–4,999 (0 to 96km per week)

02 5,000–9,999 (97 to 192km per week)

03 10,000–14,999 (193 to 288km per week)

04 15,000–19,999 (289 to 385km per week)

05 20,000–29,999 (386 to 577km per week)

06 30,000+ (578km+ per week)

16.2 Do you speak a language other than English in your household?

*Please tick **one** box only*

01 No, only speak English

02 Yes, speak a language other than English *(please write in)*

98 Prefer not to say