Market & Communications Research

Level 1
161a Arthur Street
Fortitude Valley QLD 4006
PO Box 637 Spring Hill
QLD 4004 Australia

Phone 07 3254 0700
Fax 07 3254 3488
Email mcr@mcrpl.com.au
Web www.mcrpl.com.au

Department of Transport and Main Roads
RSPAT Survey 2014

REPORT B

Fatigue, School Transport Safety, Occupant Restraint, Heavy Vehicles, Cycling

PREPARED FOR
Department of Transport and Main Roads

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introduction

Since 1998, Department of Transport and Main Roads has conducted an annual survey of Queensland motorists focusing on road safety attitudes and behaviours, as well as support for Department of Transport and Main Roads safety initiatives. Up until 2007, the survey was conducted using the CATI (computer assisted telephone interview) methodology. In a change in 2008, the fieldwork for the RSPAT survey was migrated to an online panel, with this methodology now being utilised each year.

The 2014 survey tracks many of the measures that have been taken in previous years. Additionally, some new measures have been included across a range of subject areas, including new sections on Heavy Vehicles, Cycling and Road User Behaviours (previously separated into Risky Behaviour and Community Road Safety sections). Where relevant, results of previous waves of research have been compared to the current research.

The 2014 report detailing the findings to the survey is divided into three documents.

Report A	Speed, Alcohol, Drugs and Road User Behaviour
Report B	Fatigue, School Transport Safety, Occupant Restraint, Heavy Vehicles and Cycling
Report C	Powered Two-Wheeler (PTW) Safety

This document is Report B which outlines the findings to 2014 survey questions pertaining to the subjects of fatigue, school transport safety, occupant restraint, heavy vehicles and cycling.

summary

Fatigue

In the last 5 years, have you ever been fatigued while driving/riding? (F1)
49% of drivers/riders report that in the last five years they have experienced fatigue while driving/riding, this result being significantly lower than the 2013 survey result (59%).

How long ago since you were last fatigued while driving/riding? (F5b)
Of those who have been fatigued while driving/riding in the past five years, approximately six in ten report this event occurring within the past twelve months (62%).

When you were last fatigued while driving/riding, what was the time of day? (F8)
Most commonly, those driving/riding in a state of fatigue report this occurring between the hours of 4.00pm and 10.00pm (36%), while the time period of between 10.00pm and 6.00am is the next most commonly reported time for driving/riding while fatigued (26%). 18% say they last drove/rode in this state between the hours of 2.00pm and 4.00pm, while 19% report driving/riding while tired between 6.00am and 2.00pm. The results in 2014 are consistent with results from the two previous waves of surveying.

When you were last fatigued while driving/riding, what was the duration of the entire trip? (F6)
Consistent with results of the two previous waves of surveying, the average trip duration when driving/riding in a fatigued state is 2.43 hours. The most common trip durations are less than one hour (33%) or in excess of four hours (28%).

When you were last fatigued while driving/riding, what was the approximate location? (F7)
On the last occasion that people were fatigued while driving/riding, this most frequently occurred outside a capital or regional city (34%). 27% were in a regional city, 21% in a capital city while 16% were in a remote location.

When you were last fatigued while driving/riding, what was the speed zone you were mostly travelling through? (F15)
On the last occasion that people drove/rode in a fatigued state, they were most commonly travelling in an 80-100 km/hr speed zone (43%), followed by a 100+km/hr speed zone (23%). 15% reported driving/riding in a zone with a 60-80 km/hr speed limit while the same proportion (15%) were driving/riding in a 50-60 km/hr speed zone.

When you were last fatigued while driving/riding, what type of vehicle were you driving/riding? (F2)
In the most recent instance of driving/riding in a state of fatigue, the vast majority of people reported that the vehicle they were driving was a car (91%). Other vehicles used at the time were a light commercial vehicle (5%), a heavy vehicle (2%), commercial passenger vehicle (1%), a motorcycle or scooter (1%) or some other kind of vehicle (<1%).

When you were last fatigued while driving/riding, what was the purpose of your journey? (F12)
On the last occasion of driving/riding while tired, drivers/riders most commonly report the purpose of their journey as being holiday-related travel (25%). 22% were driving/riding to or from their place of work, 21% were traveling to visit relatives, 11% were driving/riding for work while 7% were driving/riding for day to day necessities.

What do you believe contributed to your fatigue? (F11)
The most common contributors to driving/riding in a fatigued state are physical exhaustion (33%), stress (32%), working long hours (29%), extended travel for pleasure (19%) or being up all night with a new baby and/or caring for a family member (12%).

When you were last fatigued while driving/riding, how many hours was it since you last slept? (F9)
On average 11.06 hours had elapsed between when people had slept and last time they drove/rode in a fatigued state. 15% of drivers/riders reported that 0-5 hours had elapsed, 32% that 5-10 hours had elapsed, 30% that 10-15 hours had elapsed, while 16% estimated that 15-20 hours had elapsed. The balance provided an estimate of in excess of 20 hours.

When you were last fatigued while driving/riding, which of the following best describes your sleep patterns leading up to that event? (F10)
40% of drivers/riders report having insufficient sleep in the 24 hour period prior to when they were last driving/riding while fatigued. 35% report their preceding sleep patterns as regular and healthy while 17% of drivers/riders claim they had been deprived of sleep over an extended period of time leading up to the event of driving/riding fatigued.

When you first noticed that you were fatigued, what did you do? (F13)
When drivers/riders were last fatigued, their most common response was to perform activities to keep themselves alert (57% - this behaviour increasing significantly since 2013 – 47%). 27% reported pulling over and having a break (in decline since 2013 – 37%), while in 7% of cases, the driver elected to let someone else drive/ride.

Why did you choose to keep driving? (F14)
Of fatigued drivers/riders who chose to continue on their journey, the two main reasons for this were because they had to get home (46%) or because they were close to their destination and did not think it worthwhile stopping (25%). These results are consistent with those given in 2012 and 2013.

When you were last fatigued while driving/riding, what was the outcome? (F3)
On the last occasion of driving/riding in a fatigued state, the majority of people reported that nothing happened as a consequence of this behaviour (91%). 6% reported deviating from their lane, 2% had a near miss and 1% had a crash.

Was the crash reported to the police? (F4)
Of the two respondents who crashed when last fatigued while driving/riding, one reported their crash to police.

School Transport Safety

On which days does a school zone operate? (ST5)
Most commonly, school zones are thought to operate only on school days (55% - this response increasing since 2013 – 48%). 28% of respondents say they operate from Monday to Friday except holidays, while 14% believe they operate Monday to Friday. 2% expect that school zones are in operation any day of the week.

How would you recognise a school zone on a road that you may be unfamiliar with? (ST6)
Most drivers/riders feel they can recognise a school zone by the presence of school zone signs (96%). 67% say they become aware of school zones from children's crossing flags (this response increasing since 2013 – 59%) and 49% by the presence of school children (an increase from 2013 – 38%).

Flashing school zone signs should be installed at…? (ST3d)
Most respondents are likley to support the installation of flashing school zone signs at school zones at all primary and secondary schools (64%). 21% support this initiative only at high risk school zones, 11% support flashing signs at primary schools only while 2% do not support flashing signs at any school zones.

To what extent do you agree or disagree with the following statements? (ST11)
98% of drivers/riders agree with the statement that flashing school zone signs help to determine when lower speed limits apply. Agreement is found among 91% of drivers/riders with the statement that other road users are more compliant with reduced speed limits in school zones that have flashing lights compared to zones with standard (non-flashing) signs.

How often do you perform the following behaviours while driving? (ST12)
The majority of drivers/riders agree they *always* slow down when they see flashing school zone signs in operation (88%), when they see standard (non-flashing) school zone signs during school zone times (88%) or when children are present (93%).

How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)
61% of drivers/riders report they never travel over the speed limit during school zone times in a school zone with flashing school zone signs, 27% say they rarely travel over the speed limit in these circumstances while 6% report sometimes or always speeding in this situation.

How often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (ST3a)
55% of drivers/riders say they never travel over the speed limit in a standard (non-flashing) school zone during school zone times. 33% say they rarely travel over the speed limit in this situation while 9% report sometimes or always doing this. The reported number of drivers/riders saying they never travel over the speed limit in a standard school zone (55%) is lower than the number who reportedly refrain from doing so in a zone with flashing school zone signs (61%).

How often do you travel over the speed limit in a school zone with children present during school zone times? (ST3c)
When driving in a school zone when children are present, 75% of drivers/riders say they never travel over the speed limit, 17% say they rarely travel over the speed limit while 4% report sometimes or always doing this.

Occupant Restraint

When travelling in a car, how often do you wear a seat belt either as a driver or a passenger? (OR1)
96% of drivers/riders report they always wear a seat belt as a driver or passenger. 4% wear their belt on most occasions while less than 1% report they sometimes, just occasionally or never wear a seatbelt.

To what extent do you agree with the following statement? I think that I am likely to get caught and fined if I don't wear a seatbelt when driving. (OR7)
Eight in ten (81%) agree they are likely to get caught and fined if they don't wear a seatbelt when driving (with 55% agreeing strongly). 14% don't expect they will be caught and 5% are unsure.

Heavy Vehicles

How strongly do you agree or disagree with each statement? (HV1)
At least eight in ten drivers/riders agree there should be heavier fines and penalties for unsafe heavy vehicle driving (86%) or that not enough is done to educate the public about sharing the road with heavy vehicles (81%). At least seven in ten people agree that heavy vehicles should be restricted to the left lane (73%) or have speed limiters installed (70%). A similar proportion agrees that they modify their behaviour to avoid heavy vehicles in traffic (72%). 46% support the idea of heavy vehicles travelling at a speed limit lower than the posted limit on all roads.

Cycling

What would encourage you to cycle or cycle more often? (C1)
A number of factors are felt to encourage more frequent cycling, the most prevalent being better maintained cycling facilities (27%), shorter travelling distances (26%) or safer cycling routes (26%).

A 'minimum overtaking distance' rule has recently been introduced in Queensland. What do you think of this rule? (C2)
34% of drivers/riders feel that the 'minimum overtaking distance' rule has made it safer for cyclists while 20% agree the new rule has generally made them more aware of cyclists. 38% report that the new rule makes it more difficult to pass cyclists, 31% find it hard to judge a distance of one metre while 17% are annoyed that cyclists must be given this much clearance. 21% agree that cyclists use the new rule to block a lane, 24% feel the new rule has made no difference to their driving behaviour while 12% of drivers/riders report having no prior knowledge of the newly introduced rule.

Which of the following road rules apply in Queensland? (C5)
A majority of drivers/riders in Queensland agree that it is illegal to park in a bicycle lane (74%), that it is legal to cross a continuous line when safe to do so allowing one metre clearance when passing a cyclist (55%) or that cyclists must give way to any vehicle leaving a roundabout (55%). A minority of drivers/riders agrees that drivers must give way to cyclists (49%), that cyclists can cycle on footpaths unless otherwise signed (48%) or that cyclists can treat stop signs as give way signs where it is safe to do so (15%).

What do you think of cyclists when you are driving? (C3)
The most common perceptions of and reactions to cyclists when encountered on the road is to try and keep clear of them (50%) or that cyclists are unpredictable (50%) while 33% say they are patient around cyclists. One in four drivers/riders (24%) feels that cyclists are difficult to see on the road while a similar proportion (28%) reports being cautious/scared of cyclists on the road. Feelings of annoyance towards cyclists are evident among one in five drivers/riders (19%).

How strongly do you agree or disagree with the following statements? (C4)
Most commonly, drivers/riders agree that cyclists should be required to attend a bicycle education course (73%), that they don't mind if there are cyclists on the road (68%), that cyclists generally act responsibly on the road (62%) or that cyclists should be able to use the road just like motor vehicles (58%).

Key trends – Fatigue

Younger drivers/riders (< 25 years)

- More likely than average to report driving/riding while fatigued within the last 6 to 12 months
- More likely than average to have attributed the cause of their fatigue to partying too hard the night before or just being generally tired
- More likely than average to keep driving/riding when they are fatigued and instead try to stay alert by performing activities
- More likely than average to report that the time they last drove/rode in a fatigued state it was:
    - to and from their place of work
    - to pick up the kids/family members.

Drivers/riders aged 25-39 years

- More likely than average to have been fatigued while driving/riding in the last 5 years
- More likely than average to report driving/riding while fatigued in the last 6 months
- More likely than average to report that the time they last drove/rode in a fatigued state they drove:
    - between 10:00pm - 6:00am
    - for up to two hours
    - in a capital city
- More likely than average to have attributed their fatigued driving/riding to being up all night with a new baby and/or caring for a family member or working long hours
- More likely than average to have not slept in the 0-5 hours leading up to their trip
- More likely than average to try to stay alert by performing activities when feeling fatigued while driving/riding
- Those who keep driving/riding when fatigued are more likely than average to do so because they feel they have to get home.

Drivers/riders aged 40-59 years

- More likely than average to report that the time they last drove/rode in a fatigued state they drove:
    - for more than four hours
- More likely than average to attribute their fatigue to a medical condition
- More likely than average to have not slept in the 5-10 hours leading up to their trip
- More likely than average to report their sleeping patterns as being regular and healthy prior to driving fatigued
- More likely than average to pull over for a break when fatigued.

Older drivers/riders (> 60 years)

- More likely than average to report that the time they last drove/rode in a fatigued state it was:
    - between 2.00pm and 4.00pm
    - for more than four hours
    - outside a capital or regional city
- More likely than average to have attributed their fatigue to travelling for an extended period of time for pleasure
- More likely than average to have not slept in the last 5-10 hours prior to driving in a fatigued state
- More likely than average to have shared the driving with someone else when they became tired.

Female drivers/riders

Females are more likely than males to:

- report the following characteristics about the time they last drove/rode in a fatigued state:
    - for less than one hour
    - in a 50-60 km/hr speed zone
- have attributed their fatigued driving/riding to being up all night with a new baby and/or caring for a family member.

Male drivers/riders

Males are more likely than females to:

- report the following characteristics about the time they last drove/rode in a fatigued state:
    - for more than four hours
    - within a speed zone of 100+ km/hr
    - a heavy vehicle
    - for work or holiday purposes
- attribute their fatigue to extended travel for pleasure
- report their sleeping patterns as being regular and healthy prior to driving fatigued.

Sub-open licence holders

- More likely than average to report driving/riding while fatigued in the last 6 to 12 months.

Motorcycle riders

- More likely than average to have been fatigued while driving/riding in the last 5 years
- More likely than average to report continuing to drive when fatigued because they had to get to work
- More likely than average to report having a near miss due to their fatigue.

Northern region residents

- More likely than average to report that the time they last drove/rode in a fatigued state it was:
    - between 10:00pm - 6:00am
    - for more than four hours
    - in a regional city
    - within a speed zone of 60-80 km/hr.

Central region residents

- More likely than average to report that the time they last drove/rode in a fatigued state it was:
    - between 2:00pm - 4:00pm
    - for more than four hours
    - in a remote location.

Southern region residents

- More likely than average to report that the time they last drove/rode in a fatigued state it was:
    - for 2-4 hours
    - within a speed zone of 80-100 km/hr
    - a light commercial vehicle.

South Eastern region residents

- More likely than average to report that the time they last drove/rode in a fatigued state it was:
    - between 6:00am - 2:00pm
    - for 1 to 2 hours
    - in a capital city.

Key trends – School Transport Safety

Younger drivers/riders (< 25 years)

- More likely than average to believe school zones operate on Monday to Friday except holidays (including public holidays).

Drivers/riders aged 25-39 years

- More likely than average to believe school zones operate every Monday to Friday.

Older drivers/riders (> 60 years)

- More likely than average to recognise school zones from the presence of school zone signs or children's crossing flags
- More likely than average to *always* slow down in school zones
- More likely than average to *never* travel over the speed limit in school zones

Open licence holders

- More likely than average to recognise school zones from signage
- More likely than average to agree that other road users are more compliant with reduced speed limits in school zones with flashing lights
- More likely than average to *always* slow down in school zones.

Key trends – Occupant restraint

Drivers/riders (25-39 years)

- Less likely than average to *always* wear a seat belt in a car.

Motorcycle riders

- Less likely than average to *always* wear a seat belt in a car.

Key trends – Heavy vehicles

Drivers/riders (25-39 years)

- More likely than average to report behaviour modification to avoid heavy vehicles.

Drivers/riders (40-59 years)

- More likely than average to report behaviour modification to avoid heavy vehicles.

Open licence holders

- More likely than average to support heavier fines and penalties for heavy vehicles found speeding
- More likely than average to support the installation of speed limiters to prevent heavy vehicles exceeding 100 km/hr
- More likely than average to support more public education about sharing the road with heavy vehicles.

Key trends – Cycling

Younger drivers/riders (< 25 years)

- More likely than average to cite improved infrastructure as a factor to encourage more frequent cycling
- More likely than average to agree that the minimum overtaking distance rule makes it more difficult to pass cyclists
- More likely than average to struggle to judge one metre when passing cyclists
- Less likely than average to be aware of the newly introduced minimum overtaking distance rule
- More likely than average to agree that cyclists are permitted to ride on footpaths unless otherwise signed
- More likely than average to try and keep clear of cyclists when driving
- More likely than average to feel cautions/scared when passing cyclists
- More likely than average to consider cyclists too slow.

Drivers/riders (25-39 years)

- More likely than average to feel that if they had more time they would cycle more often
- More likely than average to feel that if others were not as reliant on them for transport they would cycle more often
- More likely than average to agree that cyclists can treat stop signs as give way signs where it is safe to do so.

Older drivers/riders (> 60 years)

- More likely than average to feel that nothing could encourage them to cycle more often and that they are not interested in cycling
- More likely than average to agree the new minimum overtaking distance rule has made it safer for cyclists
- More likely than average to agree they are now more aware of cyclists
- More likely than average to report no change in their driving behaviour since the minimum overtaking distance rule's introduction
- More likely than average to agree that it is illegal to park in a bicycle lane
- More likely than average to agree that it is legal, when safe to do so, to cross a continuous line to overtake a cyclist
- More likely than average to display patience towards and acceptance of cyclists
- More likely than average to favour cyclists attending bicycle education courses.

Female drivers/riders

- More likely than males to feel cautious/scared when passing cyclists while driving.

Northern region residents

- More likely than average to cycle in more appropriate weather conditions

- More likely than average to agree better maintained end of trip facilities or better cycling infrastructure generally would encourage them to cycle more often.

South Eastern region residents

- More likely than average to agree that the minimum overtaking distance rule makes it more difficult to pass cyclists
- More likely than average to express annoyance over introduction of the minimum overtaking distance rule.

method

Research Method

The 2014 method comprised an online self-completion survey using the ORU research panel. Where relevant, results from the 2014 survey have been paired with data from previous waves of research for comparison.

Prior to 2008, the survey was conducted using the CATI (computer assisted telephone interview) methodology, but was changed in subsequent years to an online panel format.

Fieldwork

Questionnaire Design

The questionnaire used for the current wave of interviewing is appended to this report as Appendix A. The questionnaire consists predominantly of closed-ended questions where response options have been pre-coded. A listing of responses that did not fall within the prescribed response codes within the questionnaire can be found at Appendix B.

At the request of Department of Transport and Main Roads (DTMR), changes have been made to the questionnaire between each wave of interviewing. New questions have been introduced, past questions deleted and some changes to question wording have been requested. Where question wording has changed, this has been indicated throughout the report.

Online panel

MCR's panel supplier, ORU, generated the sample and distributed the self-completion survey to its Queensland panellists for this study. ORU own and manage the largest research-only panel in Australia (with over 300,000 members) and have QSOAP (Quality Standard for Online Access Panels) 'Best Practice' Level 2 accreditation. They have a unique "by-invitation-only" strategy which ensures greater quality of respondents.

Sample Selection and Size

Eligibility for selection and sampling population

The geographic sampling population for this survey was the state of Queensland. Those eligible to be surveyed were people aged 16 years and over who are motorists, motorcycle riders, and riders of scooters/mopeds and drive/ride on the road for at least one hour per week.

Sampling

Best practice sampling was used to collect the respondent group: the sample was deployed as random in controlled batches, with reminders, activity/category filtering and over sampling conducted as necessary. Anyone who had taken part in a survey on the topic of road safety in the past six months was excluded from the invitation process.

Dates of fieldwork

The fieldwork dates for the survey were from the 10th April – 5th May, 2014. Appendix C contains the fieldwork report which details the results of contact with all potential respondents.

Weighting

Post enumeration the data were weighted up to statistics supplied by DTMR on the total number of licences on record in Queensland as at 31st January 2014.

Definitions

Throughout the report a number of abbreviations and labels have been used, the definitions of which are provided below:

PTW – powered two-wheeled device
Sub-open – Learner, Provisional and Probationary licences
Sth Eastern – South Eastern
km/hr – kilometres per hour
Jul – July
Apr – April
M/C – Motorcycle
60+ – people aged 60 years and older
<25 – people aged 16-24 years
n – sample.

Data Analysis

At the completion of fieldwork, the survey results were analysed using the statistical package: SurveyCraft. The analysis took the form of frequency counts for each question and cross analysis of responses to all questions by selected demographic and behavioural factors (cross tabulations).

In addition to these analyses, the data were subjected to Z-tests to detect significant difference between the average and sub-group results. Statistics that are significantly different to the average have been identified throughout the report through the use of bolding and arrows. The average calculation is based on the responses of all respondents to a question. It should be noted that where a key result differs significantly from the average (and is referred to in the report's commentary), it is not necessarily the group with the highest percentage (small cell sizes mean sometimes there is a group with a higher percentage, however this does not differ significantly from the average after taking sampling error into account).

To assess sampling error associated with survey results, the reader is referred to the sampling error chart at Appendix D.

Quotas

Quota details below were implemented to reflect licensing data provided by DTMR.

		Gender		Age				Region				Licence Type*			
		Male	Female	<25	25-39	40-59	60+	Central	Northern	South-East	Southern	Open	Sub-Open	Motorcycle	None
Overall Survey	**No.**	**308**	**292**	**85**	**163**	**216**	**136**	**53**	**67**	**408**	**72**	**514**	**80**	**121**	**5**
	%	**51**	**49**	**14**	**27**	**36**	**23**	**9**	**11**	**68**	**12**	**86**	**13**	**20**	**1**
Sub Groups															
Gender (%)	**Male**	100		14	27	36	23	9	11	68	12	87	12	31	1
	Female		100	14	27	36	23	9	11	68	12	84	15	8	1
Age (%)	**<25**	51	49	100				8	11	72	9	32	65	14	4
	25-39	52	48		100			9	11	66	13	88	11	26	
	40-59	51	49			100		9	11	67	13	96	3	21	1
	60+	51	49				100	9	12	70	10	100		15	
Region (%)	**Central**	51	49	13	28	36	23	100				83	17	30	
	Northern	51	49	13	27	36	24		100			84	13	15	3
	South-East	51	49	15	26	35	23			100		85	14	19	1
	Southern	51	49	11	31	40	18				100	93	7	26	
Licence Type (%)	**Open**	52	48	5	28	40	26	9	11	68	13	100		21	
	Sub-Open	46	54	69	23	9		11	11	71	6		100	14	
	Motorcycle	80	20	10	35	38	17	13	8	63	16	90	9	100	
	None	60	40	60		40			40	60					100

*Licence Type does not sum to 100% as a motorcycle licence holders must also hold a car licence as well.

Publication of Information

MCR is a member of the Australian Market and Social Research Organisation (AMSRO) and abides by the Australian Market and Social Research Society's Code of Professional Behaviour. Fieldwork is provided by an AMSRS and QA certified research panel.

The Code of Professional Behaviour can be downloaded at www.amsrs.com.au. Under the Code of Professional Behaviour – information about clients' businesses, their commissioned market research data and findings remain confidential to the clients unless both clients and researchers agree to the details of any publications.

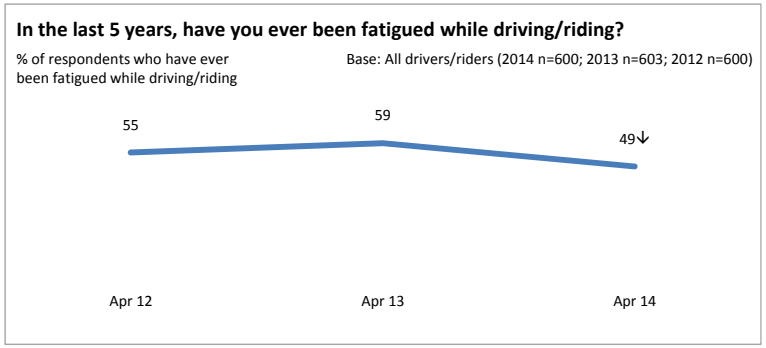
Disclaimer

As is our normal practice, we emphasise that any market size estimates in this report can be influenced by a number of unforeseen events or by management decisions. Therefore no warranty can be given that the information included will be predictive of a desired outcome.

findings

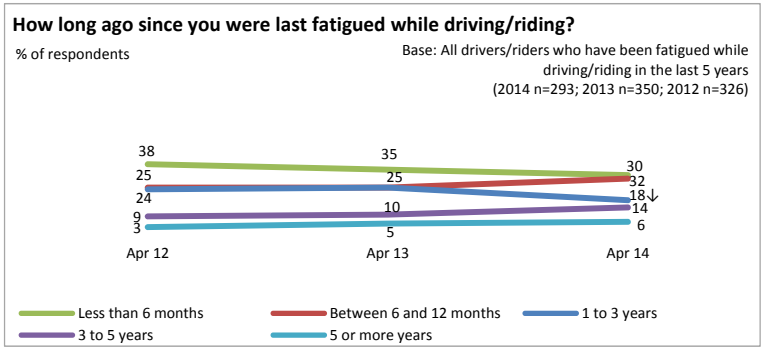
fatigue

1.0 Prevalence of driving/riding while fatigued



1.1.1 In the last 5 years, have you ever been fatigued while driving/riding? (F1)

49% of drivers/riders report that in the last five years they have experienced fatigue while driving/riding, this result being significantly lower than the 2013 survey result (59%).



1.1.2 How long ago since you were last fatigued while driving/riding? (F5b)

On average, the last time survey respondents drove/rode in a fatigued state was 1.57 years ago, compared with an average of 1.48 years ago in 2013.

Of those who have been fatigued while driving/riding in the past five years, approximately six in ten report this event occurring within the past twelve months (62%).

1.1.3 Key sub-group differences

Drivers/riders aged 25-39 years, or motorcyclists, are segments more likely than average to report being fatigued while driving/riding. Driving/riding tired within the last six months is more likely than average among drivers/riders aged 25-39 years. Those driving in a fatigued state within the last six to twelve months are more likely than average to hold a sub-open licence or to be under the age of 25 years.

Other sub-group differences are outlined in the following tables.

Table 1.1.1 In the last 5 years, have you ever been fatigued while driving/riding? (SELECT ONE ANSWER ONLY) (F1)

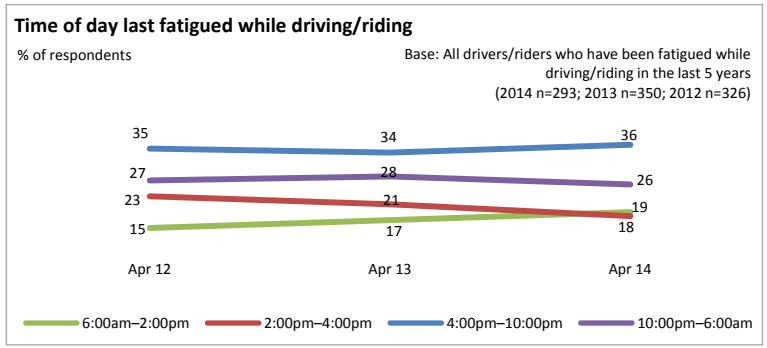
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	49↓	59	51↓	**63**	47	**54**	48	63↑	**60↓**	**71**	53	56	**29↓**	**44**	50	65	60	**74**	53	56	47↓	56	**51↓**	**60**	**38**	**40**	**59**	74
No	51↑	41	49↑	**37**	53	**46**	52	37↓	**40↑**	**29**	47	44	**71↑**	**56**	50	35	40	**26**	47	44	53↑	44	**49↑**	**40**	**62**	**60**	**41**	26

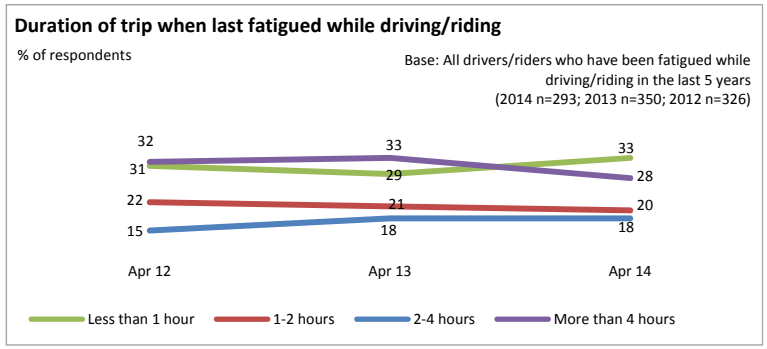
Table 1.1.2 How long ago since you were last fatigued while driving/riding? (SELECT ONE ANSWER ONLY) (F5b)

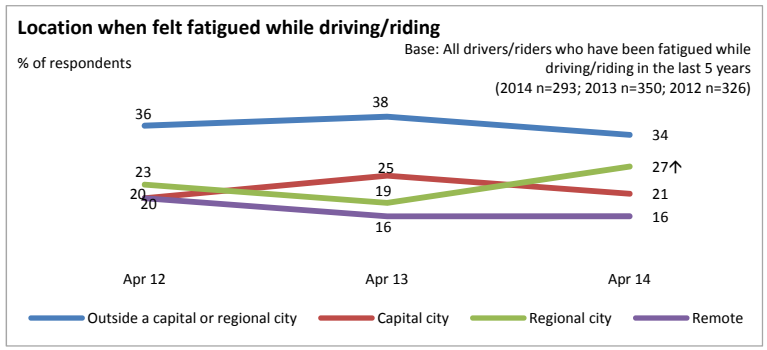
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Less than 6 months	32	35	32	37	33	33	39	44	**40**	37	30	40	**10**	**14**	39	27	28	35	39	36	30	37	33	36	23	37	37	24
Between 6 and 12 months	30	25	29	21	32	29	**44**	29	33	29	26	20	23	22	30	24	28	43	37	19	29	23	29	23	**47**	43	25	18
1 to 3 years	18↓	25	17↓	29	18	20	7	18	17	22	19	26	26	**37**	9↓	33	22	11	13	31	19	25	18↓	26	20	15	18	39
3 to 5 years	14	10	17↑	8	11	12	7	5	**8**	6	17	13	**26**	14	18	13	12	7	8	6	15	10	15↑	10	3	5	13	8
5 or more years	6	5	6	5↑	6	5	2	4	2	6	7↑	**1**	**15**	**14**	3	3	9	4	3	8	6	6	6	5	7		7	11
MEANS	1.57	1.48	1.65	1.45	1.47	1.51	1.01	1.11	1.14	1.35	1.77	1.37	2.66	2.34	1.41	1.61	1.78	1.12	1.11	1.55	1.65	1.50	1.58	1.49	1.35	0.92	1.57	1.94

^ Caution: small cell size.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

2.0 Characteristics of fatigued driving







2.1.1 When you were last fatigued while driving/riding, what was the time of day? (F8)

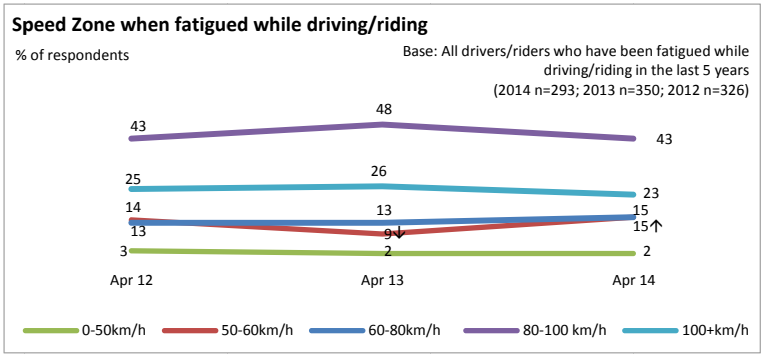
Most commonly, those driving/riding in a state of fatigue report this most recently occurring between the hours of 4.00pm and 10.00pm (36%). The period of between 10.00pm and 6.00am is the next most common time of driving/riding while fatigued (26%). 18% of fatigued drivers/riders say they last drove/rode tired between the hours of 2.00pm and 4.00pm while 19% report driving/riding while tired between 6.00am and 2.00pm. The results in 2014 are consistent with results from the two previous waves of surveying.

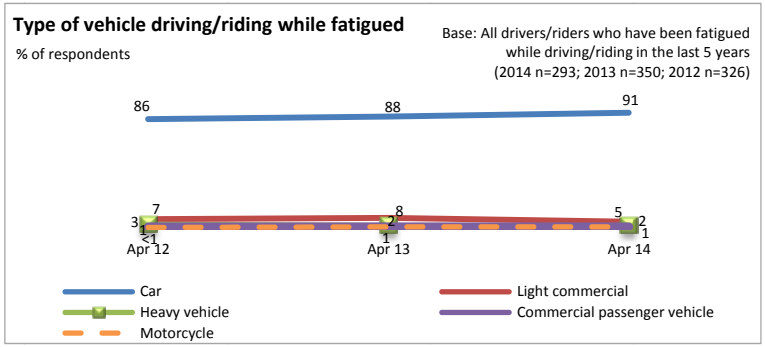
2.1.2 When you were last fatigued while driving/riding, what was the duration of the entire trip? (F6)

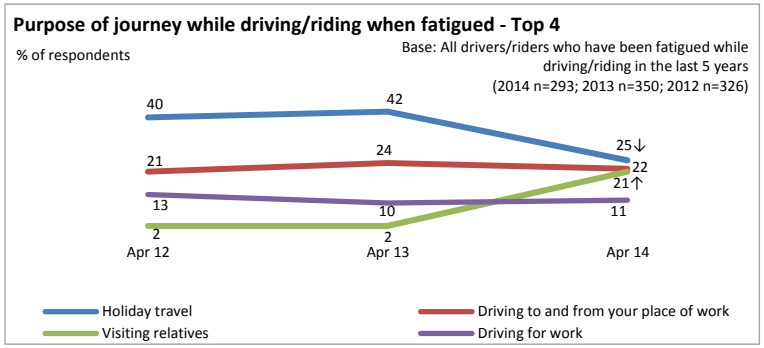
The average duration of the entire trip being driven/ridden in a state of fatigue state is 2.43 hours. The most common trip durations reported were less than one hour (33%) or in excess of four hours (28%). 20% of fatigued drivers/riders reported an entire driving/riding trip of between one and two hours, while 18% estimated a trip duration of between two and four hours. Results in 2014 are consistent with the two previous waves of surveying.

2.1.3 When you were last fatigued while driving/riding, what was the approximate location? (F7)

On the last occasion that people drove/rode in a fatigued state, this most commonly occurred outside a capital or regional city (34%). 27% reported this occurring in a regional city (this representing an increase since 2013 – 19%) while 21% reported being fatigued while driving/riding in a capital city. 16% were driving/riding in a remote location.







2.1.4 When you were last fatigued while driving/riding, what was the speed zone you were mostly travelling through? (F15)

On the last occasion when driving/riding in a fatigued state, drivers/riders were most likely to have been travelling in an 80-100 km/hr speed zone (43%). The second most common speed zone being driven in was a 100+km/hr speed zone (23%). 15% report driving/riding in a 60-80 km/hr speed zone while the same proportion (15%) was in a 50-60 km/hr speed zone (a significant increase since 2013 – 9%).

2.1.5 When you were last fatigued while driving/riding, what type of vehicle were you driving/riding? (F2)

In the most recent instance of driving/riding in a state of fatigue, the vast majority of people reported that the vehicle they were driving was a car (91%). Other vehicles used at the time were a light commercial vehicle (5%), a heavy vehicle (2%), commercial passenger vehicle (1%), a motorcycle or scooter (1%) or some other kind of vehicle (<1%).

2.1.6 When you were last fatigued while driving/riding, what was the purpose of your journey? (F12)

On the last occasion of driving/riding while tired, drivers/riders most commonly report the purpose of their journey being holiday-related travel (25% - although this reason for travelling has declined since 2013 – 42%). 22% were driving/riding to or from their place of work, 21% were driving/riding to visit relatives (this representing an increase since 2013 – 2%), 11% were driving/riding for work while 7% were driving/riding for day to day necessities (e.g. grocery shopping). Other key reasons for driving/riding are recorded in the following tables.

2.1.7 Key sub-group differences

On the last occasion of travelling while tired, males were more likely than females to have been driving/riding:

- for more than four hours
- within a speed zone of 100+ km/hr
- a heavy vehicle
- for work or holiday purposes.

Females by comparison were more likely than males to have been driving/riding:

- for less than one hour
- in a 50-60 km/hr speed zone.

Those aged under 25 years were more likely than average to have been driving/riding:

- to and from their place of work
- to pick up the kids/family members.

Those aged between 25-39 years were more likely than average to have been driving/riding:

- between 10:00pm - 6:00am
- for up to two hours
- in a capital city.

Those aged between 40-59 years were more likely than average to have been driving/riding for more than four hours.

People aged over 60 years were more likely than average to have been driving/riding:

- between 2.00pm and 4.00pm
- for more than four hours
- outside a capital or regional city.

People driving/riding in a fatigued state in the Northern region were more likely than average to have been driving/riding:

- between 10:00pm - 6:00am
- for more than four hours
- in a regional city
- within a speed zone of 60-80 km/hr.

People driving/riding in a fatigued state in the Central region were more likely than average to have been driving/riding:

- between 2:00pm - 4:00pm
- for more than four hours
- in a remote location.

Those in the Southern region were more likely than average to have been driving/riding:

- for 2-4 hours
- within a speed zone of 80-100 km/hr
- a light commercial vehicle.

People driving/riding in a fatigued state in the South Eastern region were more likely than average to have been driving/riding:

- between 6:00am - 2:00pm
- for 1 to 2 hours
- in a capital city.

Other sub-group differences are outlined in the following tables.

Table 2.1.1 When you were last fatigued while driving/riding, what was the time of day? (F8)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
6:00am – 2:00pm	19	17	18	15	21	20	24	18	17	18	21	18	15	15	18	16	12	11	8↓	31	**23**	16	19	17	27	18	14	21
2:00pm – 4:00pm	18	21	16	17	20	25	12	14	14	15	19	22	**31**	**36**	6↓	24	**31**	25	24	27	17	18	18	21	17	20	18	12
4:00pm – 10:00pm	36	34	35	31	37	38	29	28	35	30	38	**42**	41	33	27	35	37	39	47↑	27↓	35	34	37	34	26	35	35	18
10:00pm – 6:00am	26	28	31	**37**	21	**17**	34	**40**	**34**	**37**	22	**19**	**13**	**17**	**49↑**	24	19	25	21	**15**	25	**31**	26	28	30	27	32	49

Table 2.1.2 When you were last fatigued while driving/riding, what was the duration of the entire trip? (F6)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Less than 1 hour	33	29	**24**	29	**44↑**	28	46	37	**41**	**39**	**25**	25	23↑	**7**	42↑	16	28	10	**18**	**17**	35	**36**	32	29	43	31	28	22
1 – 2 hours	20	21	21	20	20	21	20	28	**30**	23	16	19	13	12	9	16	**3**	18	26	13	**24**	24	21	21	13	21	22	18↓
2 – 4 hours	18	18	18	18	19	18	17	12	14	13	23	22	15	25	**3↓**	22	25	29	**34**	**31**	17	**13**	18	17	20	26	21	26
More than 4 hours	28	33	**37**	33	**17↓**	32	17	23	**15**	**25**	**36**	35	**49**	**55**	**45**	46	**44**	43	21	38	**24**	**28**	28	33	23	22	28	34
MEANS	2.43	2.63	2.83	2.64	1.96	2.61	1.89	2.10	1.85	2.18	2.85	2.79	3.21	3.74	2.71	3.25	3.13	3.32	2.56	3.13	2.23	2.30	2.44	2.63	2.19	2.37	2.52	2.85

Table 2.1.3 When you were last fatigued while driving/riding, what was the approximate location? (F7)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Outside a capital or regional city	34	38	35	39	32	37	**17**	**27**	**24**	**29**	38	44	**61**	**57**	33	41	25	36	45	**58↑**	33	**35**	34	40	30	26	27↓	50
Capital city	21	25	19↓	**29**	24	**19**	19	29	**29**	**36**	18	20	10	**5**	**3**	**3**		7		**10**	**32**	**34**	22	24	13	33	21	20
Regional city	27↑	19	25↑	15	30	24	39	27	34↑	21	23	19	**10**	**7**	**46**	24	37	25	26	17	**23**	17	27↑	19	33	15	32	18
Remote	16	16	20	15	12	17	20	14	10	11	19	15	18	**30**	18	**32**	**38**	29	24	13↓	**11**	**11**	16	15↓	20	20	18	12
Not sure	2	2	1	1	2	4	5	3	2	3	1	2						4	5	2	2	3	2	2	3	6	1	

^ Caution: small cell size.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 2.1.4 When you were last fatigued while driving/riding, what was the speed zone you were mostly travelling through? (F15)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
0-50 km/h	2	2		1	**4**	3	2		2	**5**	2	1		2	3	3		4	3		2	2	**1**	2	**7**			
50-60 km/h	15↑	9↓	**10**	11	**22↑**	8↓	22↑	8	17	13	13	11	10		15	6	22	7	**3**	**2**	17	**12**	15↑	9	20	15	10	16
60-80 km/h	15	13	13	12	16	14	20	17	13	14	16	12	10	8	**27↑**	**3**	9	4	**3**	15	16	**16**	14	13	20	17	20	11
80-100 km/h	43	48	47	45	39	51	**29↓**	42	42	44↑	46	53	54	51	**24↓**	57	47	61	**71**	60	40	**42**	**46**	48	**20**	41	48	42
100+ km/h	23	26	**28**	28	**17**	23	22	29	23	23	23	23	26	**35**	24	33	22	25	18	23	24	25	23	26	27	27	22	31
Not sure	2	1	2	**3**	1		5	4	2	1	1			4	**6**				3		1	2	**1**	2	**7**			

Table 2.1.5 When you were last fatigued while driving/riding, what type of vehicle were you driving/riding? (F2)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Car	91	88	89	**84**	94	**93**	98	**96**	91	89	90	**83**	92	89	91	84	94	89	84	88	93	89	91	88	97	95	**82**	70
Light commercial (e.g. van, utility)	5	8	6	9	4	6		4	8	8	3↓	11	5	5	3	8	6	7	**13**	6	3↓	8	5	8	3		**10**	11
Heavy vehicle	2	2	**3**	3		*	2			1	3	**4**			3	6				**6**	2	*	2	2		5	3	8
Commercial passenger vehicle (e.g. taxi, limousine, bus)	1	1	1	1	1				1	1	2	1			3			4			1	*	1	1			1	4
Motorcycle or scooter	1	1	1	1	1					1	2	1							3		1	1	1	*			**3**	8
Other	*	1	1	2		1				1		1	**3**	**6**		3					1	2	*	2			1	

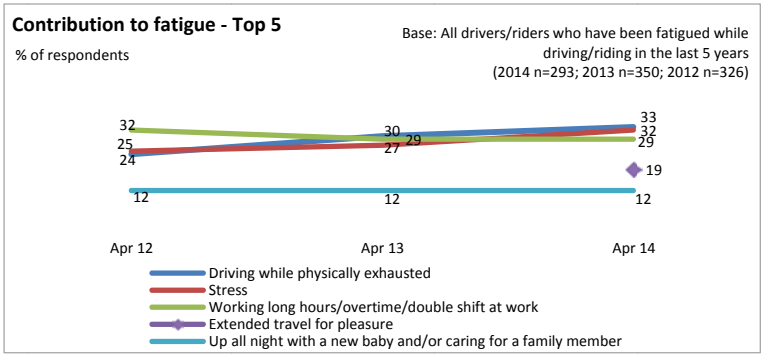
^ Caution: small cell size.
*Indicates less than 1% of respondents.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

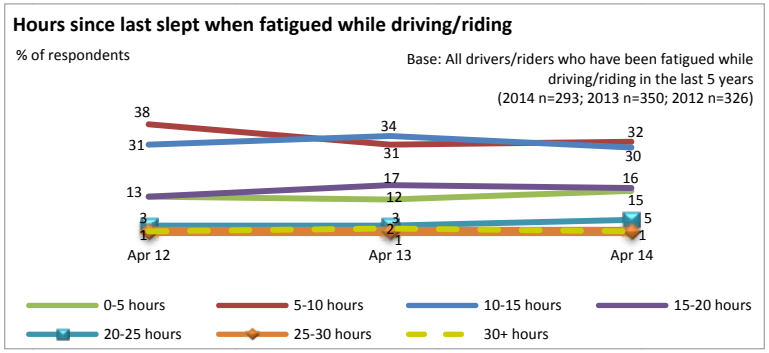
Table 2.1.6 When you were last fatigued while driving/riding, what was the purpose of your journey? (F12)

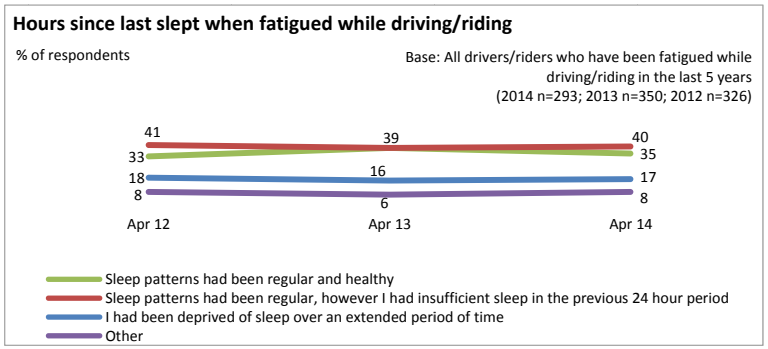
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Holiday travel	25↓	42	**30↓**	42	**20↓**	41	17	31	26	39↑	24	**33**	36↓	**79**	33	43	28	47	24↓	49	24↓	40	26↓	43	23	27	25	42
Driving/riding to and from your place of work	22	24	19	24	25	23	**34**	31	22	27	22	26	**8**	**5**	27	22	31	25	11	17	22	25	21	23	27	30	23	16
Visiting relatives	21↑	2	18↑	**1**	25↑	**4**	10	4	19↑	3	26↑	1	23↑	2	9		9	4	32↑	2	23↑	2	**23↑**	2	**3**	6	21↑	
Driving/riding for work	11	10	**14**	**14**	**7**	**4**	5	**5**	14	10	11	12	5	5	15	14	13	7	8	6	10	10	11	10	7		14	19
Driving/riding for day to day necessities (e.g. grocery shopping)	7	10	7	9	8	11	10	12	8	12	5	10	10	**2**	3	6	6	7	8	10	8	11	6	10	**17**	11	4	11
Picking up the kids/family members	7↑	1	6↑	*	8↑	1	**15**		3	2	9↑	1	5		9		6	4	13		6↑	1	6↑	1	13		7	
Other	6	8	5	6	8	9	10	7	6	**3**	3↓	**14↑**	13	5	3	14	6	7	5	11	7	6	6	7	10	20	6	7

^ Caution: small cell size.
*Indicates less than 1% of respondents.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

3.0 Causes of fatigued driving/riding and sleep patterns







3.1.1 What do you believe contributed to your fatigue? (F11)

On the last occasion that people were fatigued while driving/riding, physical exhaustion (33%), stress (32%) or working long hours (29%) were reportedly the most common contributors to fatigue. Other commonly mentioned contributors included extended travel for pleasure (19%) or being up all night with a new baby and/or caring for a family member (12%).

3.1.2 When you were last fatigued while driving/riding, how many hours was it since you last slept? (F9)

The average number of hours reportedly elapsing between when people last slept and driving/riding in a fatigued state was 11.06 hours.

15% of drivers/riders reported that 0-5 hours had elapsed, 32% that 5-10 hours had elapsed, 30% that 10-15 hours had passed, while 16% estimated that it had been 15-20 hours since they had last slept. The balance provided an estimate in excess of 20 hours.

3.1.3 When you were last fatigued while driving/riding, which of the following best describes your sleep patterns leading up to that event? (F10)

On the last occasion that people were driving/riding in a state of fatigue, the most common preceding sleep pattern had been regular, however people reported experiencing insufficient sleep in the previous 24 hour period (40%). 35% reported their preceding sleep pattern as regular and healthy, while 17% claimed they had been deprived of sleep over an extended period of time.

3.1.4 Key sub-group differences

On the last occasion of travelling while tired, females were more likely than males to have attributed their fatigue to being up all night with a new baby and/or caring for a family member.

Males by comparison, were more likely than females to attribute their fatigue to extended travel for pleasure. They were also more likely than females to report their sleep patterns as being regular and healthy.

Those aged under 25 years are more likely than average to have attributed their fatigue to partying too hard the night before or to just being generally tired. Those aged between 25-39 years are more likely than average to have attributed their fatigue to being up all night with a new baby and/or caring for a family member. They are also more likely than average to have reported not sleeping in the 0-5 hours leading up to their trip.

Those aged between 40-59 years are more likely than average to have attributed their fatigue to a medical condition. They are also more likely than average to have reported not sleeping in the 5-10 hours leading up to their trip. Sleep patterns of this age group are more commonly reported as being regular and healthy.

Older drivers/riders aged over 60 years are more likely than average to attribute their fatigue on the last occasion to travelling for an extended period of time for pleasure. This group most commonly reported that 5-10 hours had elapsed since they had last slept prior to driving/riding in a fatigued state.

Other sub-group differences, including regional differences are outlined in the following tables.

Table 3.1.1 What do you believe contributed to your fatigue? (F11)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Driving/riding while physically exhausted	33	30	31	32	36	28	34	**51↑**	40↑	26	28	29	31	22	**55↑**	24	28	46↑	42	35↑	**28**	28	32	29	40	59↑	32	22
Stress	32	27	27	23	37	32	32	26	34	31	33	27	23	20	39	27	34	28	37	29	29	27	31	26	33	50	35	23
Working long hours/overtime/double shift at work	29	29	34	**36**	23	**20↓**	34	28	**37**	34	27	31	**8**	**14**	36	27	**50↑**	18	24	21	**25**	32	29	30	27	6↓	**44**	23
#Extended travel for pleasure	19		**24**		**13**		12		13		22		**31**		24		19		**34**		**15**		20		10		25	
Up all night with a new baby and/or caring for a family member	12	12	**6**	**8**	**19**	**18**	7	6	**18**	**23**	11	11	5		15	11	3	18	8	11	14	12	13	13	7	9	**4**	15
A medical condition and/or illness	9	8	6	8	12	8	5	4	6	6	**13**	**14**	8	4	15	11	6	11	5	10	9	7	9	8	7		4	15
#Extended travel for work	8		10		5		7		6		8		13		**18**		13		8		**5**		8		7		13	
Partied too hard the night before	7	7	7	7↑	7	7	**20**	**17**	7	10	5	3			12	3	3	11	3	4	8	8	7	6	13	15	6	4
On medication that made me drowsy	6	6	7	4	6	8↑	5	2	6	5	8	9	5	4	9	11		7	11	8	6	4	6	6	7		7	5
Jet lag	4	2	6	3	3	1	5		5	3	4	2	5		3		3		5	4	5	2	5	2			1	
Just tired/general tiredness/not sleeping well	3	2	3	1	4	3	**10**	4	1	1	3	2	5	4			3		8	4	3	3	3	2	7	12	4	
Other	8	5	8	5	7	5	10		6	3	7	7	10	11	6	8	3		10	**12**	8	4	8	5	7		4	7

Table 3.1.2 When you were last fatigued while driving/riding, how many hours was it since you last slept? (F9)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
0-5 hours	15	12	13	11	17	13	15	11	**21**	12	10	11	10	14	15	14	9		**3↓**	**21**	**18**	12	15	12	17	6	13	18
5-10 hours	32	31	**26**	27	**39**	36	**17**	25	**25**	**20↓**	**39**	35	**46**	**50**	18	32	47	50	34	39	31	**26**	33	30	23	36	25	21
10-15 hours	30	34	**36**	36	**23**	32	17	28	34	34	30	**41**	33	25	27	35	28	32	42	23	28	36	30	35	27	21	28	28
15-20 hours	16	17	17	20	15	15	**34**	25	15	**27↑**	14	**8**	8	11	**36↑**	14	16	4	11	15	14	**21**	16	17	20	31	20	25
20-25 hours	5	3	6	3	4	3	10	6	4	4	5	3	3		3	3		11	10	2	5	2	5	3	7		10	
25-30 hours	1	1	2	1		1	2		1	1	1	2				3					2	1	1	1			**4**	5
30+ hours	1	2	1	3	1	1	**5**	**5**		3								4			1	2		2	**7**	6		4
MEANS	11.06	11.50	11.8	12.14	10.21	10.70	14.31	13.25	10.45	12.79	10.84	10.53	9.81	9.14	12.18	10.88	10.01	12.07	12.1	9.41	10.83	11.89	10.86	11.43	12.8	13.03	12.56	12.46

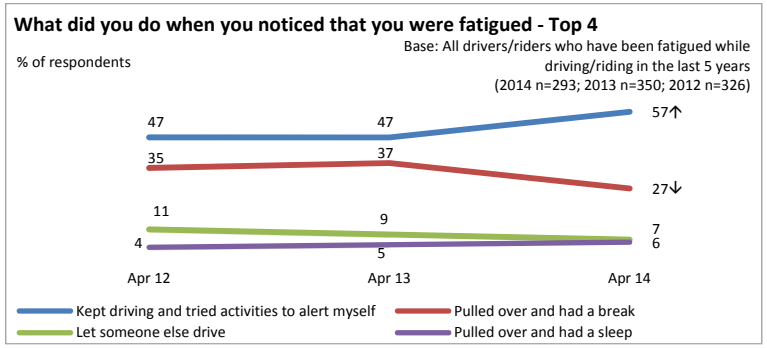
The codes 'Extended travel for pleasure' and 'Extended travel for work' were previously combined as one code 'Extended travel for work or pleasure' in 2013.
^ Caution: small cell size.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

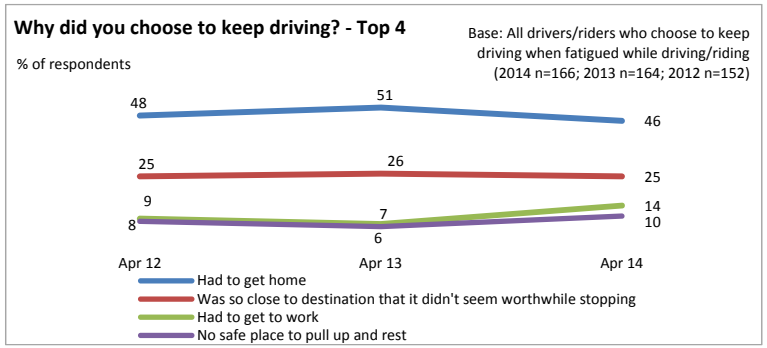
Table 3.1.3 When you were last fatigued while driving/riding, which of the following best describes your sleep patterns leading up to that event? Was it a case of: (F10)

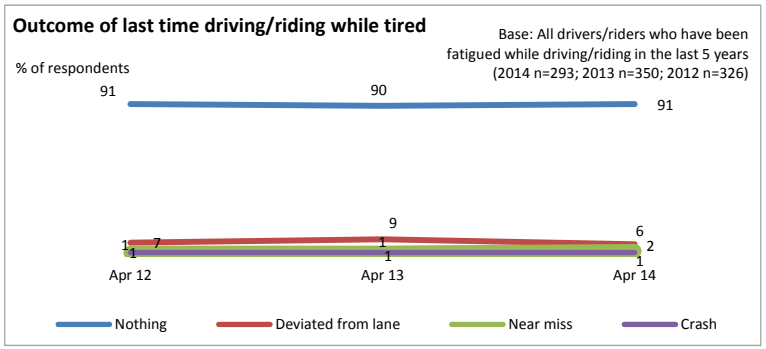
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Sleep patterns had been regular and healthy	35	39	**42**	43	**28**	33	22↓	46	30	**30**	**43**	33	41↓	**62**	27	41	44	21	39	44	34	40	35	39	30	27	38	40
Sleep patterns had been regular, however I had insufficient sleep in the previous 24 hour period	40	39	37	39	43	40	54	34	47	45	**30**	38	38	32	45	35	31	50	26	33	43	39	40	38	43	67	37	37
I had been deprived of sleep over an extended period of time, for example, attending to sick family member	17	16	15	13	19	20	22	14	16	21	17	20	13		21	16	25	21	24	21	**14**	15	17	17	20	6	16	19
Other	8	6	6	5	10	7	2	7	7	4	10	9	8	5	6	8		7	11	2	9	6	8	6	7		10	4

^ Caution: small cell size.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

4.0 Motorists behaviour when driving/riding fatigued







4.1.1 When you first noticed that you were fatigued, what did you do? (F13)

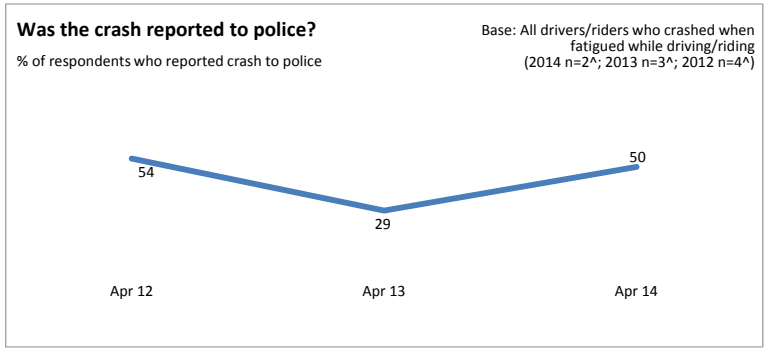
When people last reported driving/riding in a fatigued state their most common response was to keep driving/riding and perform activities to stay alert (57% - this behaviour increasing significantly since 2013 – 47%). Alternatively, they pulled over to have a break (27% - in decline since 2013 – 37%). In 7% of cases drivers/riders elected to let someone else drive, while 6% reported pulling over and having a sleep. Stopping at a Driver Reviver site was a response of 2% of drivers/riders

4.1.2 Why did you choose to keep driving? (F14)

Of fatigued drivers/riders who chose to continue on their journey, the two main reasons for this were because they had to get home (46%) or because they were close to their destination and did not think it worthwhile stopping (25%). These results are consistent with those given in 2012 and 2013.

4.1.3 When you were last fatigued while driving/riding, what was the outcome? (F3)

On the last occasion people were fatigued while driving/riding, the majority reported that nothing happened as a consequence (91%). 6% reported deviating from their lane, 2% had a near miss while 1% reported having a crash.



^ Caution: small cell size.

4.1.4 Was the crash reported to police? (F4)

Of the two respondents who crashed when last fatigued while driving/riding, one reported their crash to police.

4.1.5 Key sub-group differences

Drivers/riders under the age of 40 years were more likely than average to report they continued to drive/ride and perform activities to keep themselves alert. By comparison, tired drivers/riders aged 40-59 years are more likely than average to have pulled over for a break.

Drivers/riders aged 25-39 years who kept driving/riding despite their fatigue were more likely than average to have done so because they felt they had to get home. Those over the age of 60 years were more likely than average to share the driving with someone else when they became tired.

Those riding a motorcycle are more likely than average to have reported continuing to ride because they had to get to work. This segment is also more likely to have reported having a near miss due to their fatigue.

Other sub-group differences, including regional differences are outlined in the following tables.

Table 4.1.1 When you first noticed that you were fatigued, what did you do? (F13)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/ riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Kept driving/riding and tried activities to alert myself (e.g. wound down the window, turned up music loudly and sang along, had a drink of water, slowed down)	57↑	47	53	44	61	50	**80↑**	**59**	**65**	**57**	**49**	45	**33↑**	**17**	64	54	53	32	50↑	**28**	57	**51**	57↑	47	57	52	59	36
Pulled over and had a break (e.g. walk, toilet break, had something to eat and drink)	27↓	37	30	39	23	33	**2↓**	30	25	**27**	**35**	38	36↓	**61**	24	30	22↓	61	26	44	28	**32**	27↓	37	20	30	24↓	50
Let someone else drive/ride	7	9	6	8	9	10	10	7	3	7	7	10	**15**	11	9	13	6		**16**	16	5	8	6	9	13	14	4	14
Pulled over and had a sleep	6	5	8	5	4	4	5	3	6	7	4	5	10	4	3	3	**16**	7	5	8	5	4	6	5	7	5	7	
Stopped in to a Driver Reviver site	2	2	3	2	2	1		2	1	1	3	1	5	5						4	**4**	2	3	2			4	
Other	1	1	1	2	1	1	2			1	2	2		2			3		3		1	2	1	1	3		1	

^ Caution: small cell size.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 4.1.2 Why did you choose to keep driving? (F14)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who choose to keep driving/riding when fatigued while driving/riding	166	164	83	86	83	78	33	32	64	68	56	55	13^	9^	21^	20^	17^	9^	19^	15^	109	120	149	154	17^	8^	42	10^
% of respondents																												
Had to get home	46	51	41	57	52	45	55	52	**59**	**62**	**36**	44	8	13	62	40	29↓	77	42	27	47	53	45	51	59	53	38	31
Was so close to destination that it didn't seem worthwhile stopping	25	26	28	25	22	28	21	24	17	20	30	28	46	66	5↓	40	23	11	21	20	29	26	24	27	29	24	24	19
Had to get to work	14	7	13	7	15	8	15	6	14	10	16	6			19	10	29		16	7	10	7	15↑	7	6		**24**	31
No safe place to pull up and rest	10	6	12	4	7	8	3	3	6	3	11	11	38	11	9	5	6	11	10	13	10	5	11	6		12	12	8
Had a passenger to transport to a destination	2	4	2	3	2	4	3	3	2	2↓	2	6	8				12			20	2	3	3	4			2	
Other	3	6	4	5	2	7	3	12	2	3	5	5		10	5	5			10	13	2	6	3	5	6	12		12

Table 4.1.3 When you were last fatigued while driving/riding, what was the outcome? (F3)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who have been fatigued while driving/riding in the last 5 years	293	350	156	195	137	155	41	54	98	119	115	120	39	57	33	37	32	28^	38	52	190	233	262	330	30	15^	71	27^
% of respondents																												
Nothing	91	90	89	88	93	92	90	93	92	88	88	90	97	90	82↓	97↑	97	96	90	86	92	88	91	90	87	89	**84**	92
Deviated from lane	6	9	8	10	5	7	5	5	7	11	9	7		10	12	3	3	4	8	10	6	10	6	9	10	6	10	8
Near miss	2	1	3	1	1		2	2	1	1	3	1	3		6				3	2	2	1	2	1	3	5	**6**	
Crash	1	1	1	1	1	1	2				1	**2**								2	1	1	1	1				

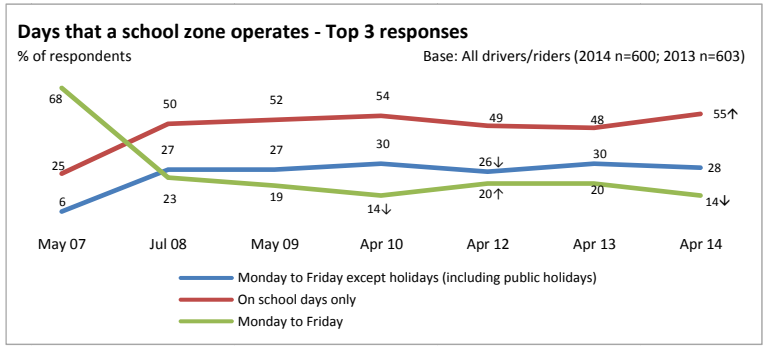
Table 4.1.4 Was the crash reported to police? (F4)

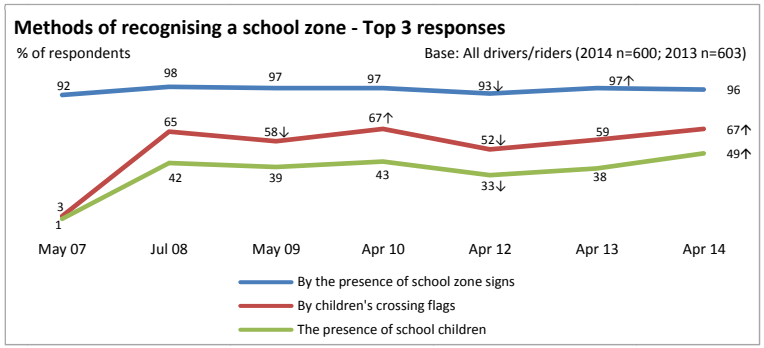
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who crashed when fatigued while driving/riding	2^	3^	1^	2^	1^	1^	1^	0	0	0	1^	3^	0	0	0	0	0	0	0	1^	2^	2^	2^	2^	0	0	0	0
% of respondents																												
Yes	50	29		43	100						100	29								100	50		50	46				
No	50	71	100	57		100	100					71									50	100	50	54				

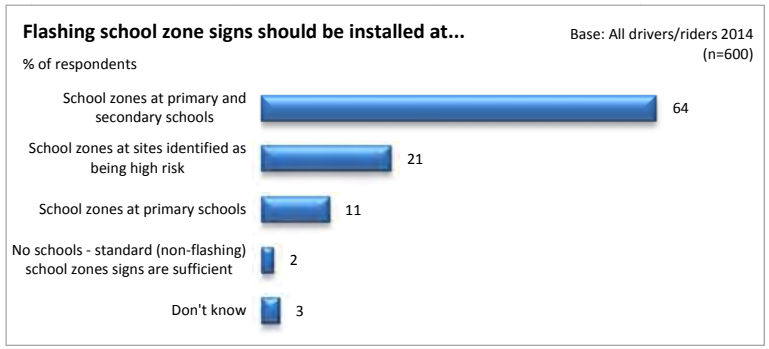
^ Caution: small cell size.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level. ↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

school transport safety

1.0 School zone recognition







1.1.1 On which days does a school zone operate? (ST5)

In response to the question as to when a school zone operates, the most common answer from drivers/riders is on school days only (55% - this response increasing since 2013 – 48%). 28% respond with Monday to Friday except holidays, 14% answer Monday to Friday while 2% believe school zones operate every day.

1.1.2 How would you recognise a school zone on a road that you may be unfamiliar with? (ST6)

When asked how they might recognise a school zone on a road with which they may not be familiar, most drivers/riders feel they are alerted by the presence of school zone signs (96%). 67% say they recognise these zones from children's crossing flags (this response increasing since 2013 – 59%), while 49% recognise school zones by the presence of school children (higher in 2014 compared with 2013 – 38%).

1.1.3 Flashing school zone signs should be installed at… (ST3d)

The majority of respondents are likley to support the installation of flashing school zone signs at school zones at <u>all</u> primary and secondary schools (64%). 21% support this initiative at high risk school zones while 11% support flashing signs at primary schools only. 2% do not support flashing signs at any school zones while 3% do not have an opinion on the issue.

1.1.4 Key sub-group differences

Drivers/riders aged under 25 years are more likely than average to believe that a school zone operates on Monday to Friday (including public holidays). Those aged 25-39 years more commonly believe that a school zone operates every Monday to Friday. Recognition of a school zone on an unfamiliar road by the presence of school zone signs is more common among open licence holders. Recognition of a school zone on an unfamiliar road by the presence of children's crossing flags is more likely to be found among drivers/riders over the age of 60 years.

Table 1.1.1 On which days does a school zone operate? (ST5)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
On school days only	55↑	48	54	**53**	56↑	**43**	46	43	50	45	58	50	62	54	54	44	51	42	60	**60**	55↑	48	**57↑**	49	**44**	35	57	**63**
Monday to Friday except holidays (including public holidays)	28	30	28	**25**	28	**35**	**39**	37↑	24	27	28	28	26	31	27	33	34	37	26	27	28	29	27	29	32	44↑	23	20
Monday to Friday	14↓	20	15	20	13↓	19	12	17↓	**20**	**26**	13	20	10	**13**	15	23	13	18	14	14	14↓	20	13↓	20	19	16	15	17
Everyday	2	1↓	2	1↓	2	1	2	1	**5↑**	1↓		1	2	2	3		2	3			2	1	2	**1**	4	2	5	
Don't know	1	1	*	1↓	1	1	1	2	1	2	*	1			1						*	2	*	1	1	2		

Table 1.1.2 How would you recognise a school zone on a road that you may be unfamiliar with? (ST6)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
By the presence of school zone signs	96	97↑	95	96↑	97	97	**91**	**91**	93	**94**	98	**99**	**99**	99	99	100↑	100	95	97	98	**95**	96	**97**	**97↑**	**89**	**86**	**92**	93↑
By children's crossing flags	67↑	59↑	69↑	58	65	61↑	65	**50↑**	**56**	**54**	70↑	59	**77**	**74**	69	62	73↑	53	76	64	**64**	59↑	68↑	60↑	**57**	55	69	64↑
By the presence of school children	49↑	38	49↑	36	48	41	50↑	32	47↑	35	47	40	52	45↑	57	41	49	40	54	39	46↑	37	49↑	38	45	34	48	42
By the presence of pavement markings	43↑	33	45↑	35	41↑	31	50	38	**35**	**25**	44	34	49	41	48↑	28	51↑	**19**	47	37	41	36	43↑	33	48	38	45	40
By other drivers/riders slowing down	33	30	35↑	**25**	32	**35**	42	33	31	25	32	30	33	35↑	43	33	26	26	35	32	33	29	32	29	41	34	33	26
By the roadside activity	26↑	20	30↑	19	23	22	26	20	25↑	15	27	21	29	25↑	33↑	16	26	26	29	26↑	25↑	19	27↑	20	22	16	28	24
I wouldn't be able to because the signs are hard to see/read	2	2	2	2	2	1		1	1	2	**4**	2	1	2	2	2		3	3	2	2	2	2	2	1		3	3
Don't know	2	2	2	2	1	1	**5**	**6**	2	2	1	*			1			3			2	2	**1**	**1**	**6**	**8**	2	4

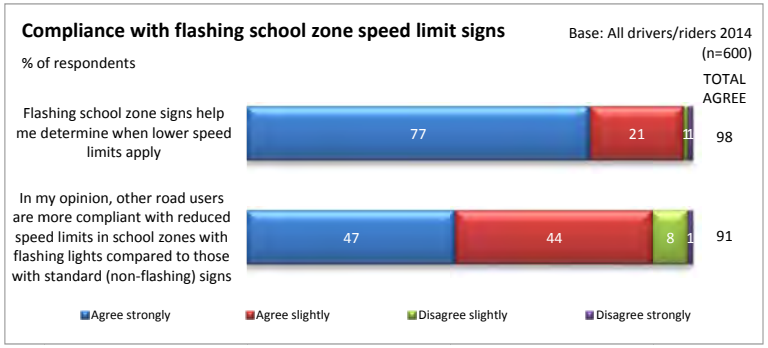
*Indicates less than 1% of respondents.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.1.3 Flashing school zone signs should be installed at… (ST3d)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
School zones at primary and secondary schools	64	61	67	**48**	61	**69**	68	61	61	65	64	65	58	57
School zones at sites identified as being high risk	21	22	19	26	23	20	16	22	24	26	19	20	25	24
School zones at primary schools	11	13	10	17	12	8	12	12	11	8	12	11	11	13
No schools - standard (non-flashing) school zones signs are sufficient	2	2	2	1	2	1	1	1			2	2	1	2
Don't know	3	2	3	**8**	2	1	2	3	4		3	2	5	4

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

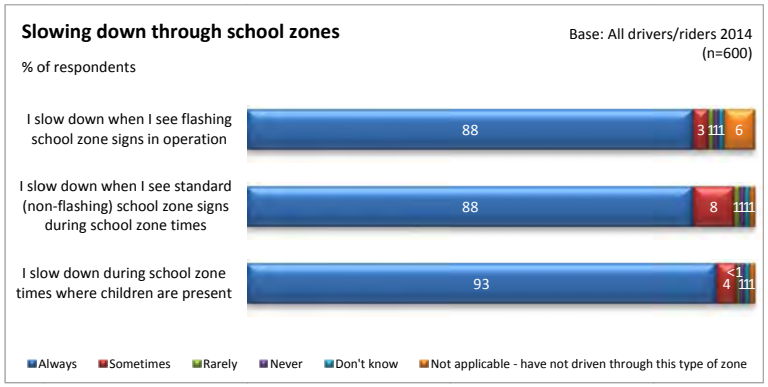
2.0 School zone safety



2.1.1 To what extent do yo uagree or disagree with the following statements? (ST11)

98% of drivers/riders agree with the statement that flashing school zone signs help to determine when lower speed limits apply.

Agreement is found among 91% of drivers/riders with the statement that other road users are more compliant with reduced speed limits in school zones that have flashing lights compared to zones with standard (non-flashing) signs.



2.1.2 How often do you perform the following behaviours while driving? (ST12)

The majority of drivers/riders agree they *always* slow down when:

- they see flashing school zone signs in operation (88%)
- they see standard (non-flashing) school zone signs during school zone times (88%)
- children are present (93%).

2.1.3 Key sub-group differences

Open licence holders are more likely than average to agree that other road users are more compliant with reduced speed limits in school zones with flashing lights than they are on zones with standard (non-flashing) signs. This segment is also more likely than average to report *always* slowing down in each of the school zone scenarios tested in the survey. The reported behaviour of *always* slowing down is also more commonly reported among drivers/riders aged over 60 years.

Table 2.1.1 To what extent do you agree or disagree with the following statements? (ST11)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
Flashing school zone signs help me determine when lower speed limits apply														
% respondents														
Agree strongly	77	77	77	**68**	75	78	83	79	77	81	76	**79**	**68**	74
Agree slightly	21	22	21	**29**	24	20	15	19	21	15	23	**20**	**30**	24
Disagree slightly	1	1	2	1	1	1	1		2	**4**	1	1	1	2
Disagree strongly	1	*	1	1	1	*		1			*	*	1	
TOTAL AGREE	98	99	98	98	99	98	99	99	98	96	99	99	97	98
In my opinion, other road users are more compliant with reduced speed limits in school zones with flashing lights compared to those with standard (non-flashing) signs														
% respondents														
Agree strongly	47	50	45	38	45	47	**57**	49	45	40	49	49	41	**55**
Agree slightly	44	41	47	49	45	45	38	40	45	49	44	44	41	**33**
Disagree slightly	8	8	7	12	10	7	**4**	9	9	10	7	**6**	**16**	11
Disagree strongly	1	1	1	1	1	*	1	1		1	1	1	1	1
TOTAL AGREE	91	91	92	87	90	92	95	90	91	89	92	**93**	**83**	88

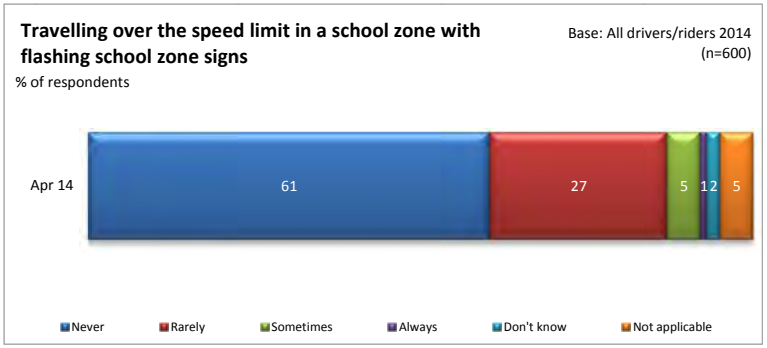
* Indicates less than 1% of respondents.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

Table 2.1.2 How often do you perform the following behaviours while driving? (ST12)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
I slow down when I see flashing zone signs in operation														
% respondents														
Always	88	88	89	84	87	88	**94**	84	89	93	88	**90**	**81**	88
Sometimes	3	**4**	**1**	**6**	4	2		3			3	2	5	4
Rarely	1	**2**			**2**	*					1	1	3	**3**
Never	1	1	*	1	1	*		**3**		1	*	1		1
Don't know	1	*	1	**4**	1			1			1	*	**4**	1
Not applicable - have not driven through this type of zone	6	**5**	**9**	6	4	**9**	6	9	11	6	6	6	7	4
I slow down when I see standard (non-flashing) school zone signs during school zone times														
% respondents														
Always	88	**85**	**91**	**74**	**83**	91	**97**	83	93	89	88	**90**	**79**	**81**
Sometimes	8	**12**	**4**	**15**	12	6	**2**	9	4	8	9	8	10	**13**
Rarely	1	2	*	2	1	2		2		1	1	1	2	2
Never	1	1	*	1	1			1		1	*	*		1
Don't know	1	*	2	**4**	2			3			1	*	**5**	1
Not applicable - have not driven through this type of zone	1	1	2	3	2	*	1	2	4		1	**1**	**4**	3
I slow down during school zone times where children are present														
% respondents														
Always	93	91	95	**82**	90	95	**99**	93	98	94	92	**95**	**84**	**88**
Sometimes	4	**7**	**2**	**9**	5	4	**1**	2		4	5	4	7	**8**
Rarely	*	1			**1**						*	*		1
Never	1	1	*	1	1	*		**3**		1	*	1		1
Don't know	1	*	2	**4**	2			3			1	*	**5**	1
Not applicable - have not driven through this type of zone	1	*	2	**3**	1	*			2		1	*	**4**	1

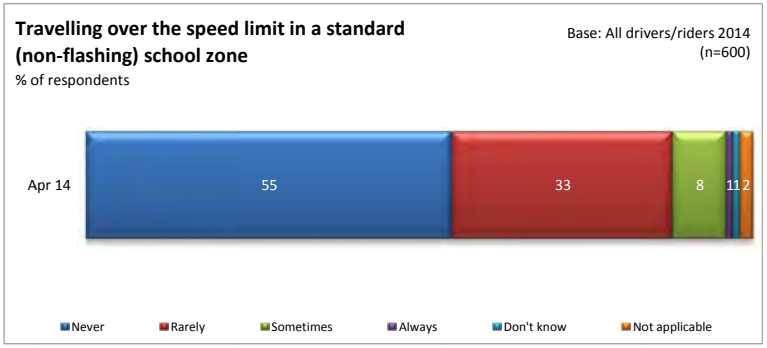
*Indicates less than 1% of respondents.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

3.0 Driving behaviour during school zone times



3.1.1 How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)

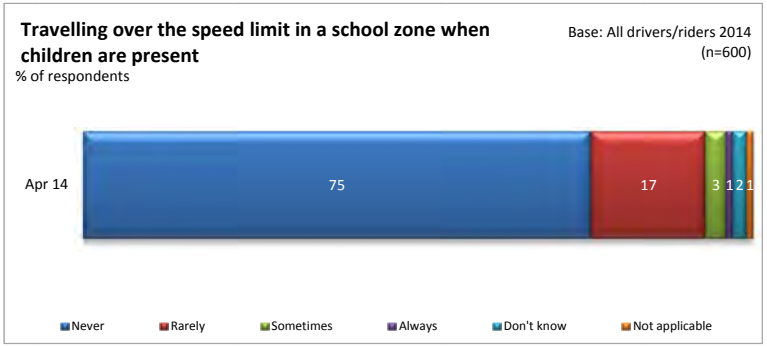
61% of drivers/riders say they never travel over the speed limit during school zone times in a school zone with flashing school zone signs. 27% say they rarely travel over the speed limit in these circumstances while 6% report sometimes or always speeding in this situation.



3.1.2 How often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (ST3a)

55% of drivers/riders say they never travel over the speed limit in a standard (non-flashing) school zone during school zone times. 33% say they rarely travel over the speed limit in this situation while 9% report sometimes or always doing this.

The reported number of drivers/riders saying they never travel over the speed limit in a standard school zone (55%) is lower than the number who refrain from doing so in a zone with flashing school zone signs (61%).



3.1.3 How often do you travel over the speed limit in a school zone with children present during school zone times? (ST3c)

75% of drivers/riders say they never travel over the speed limit in a school zone when children are present. 17% say they rarely travel over the speed limit in these circumstances while 4% report sometimes or always doing this.

3.1.4 Key sub-group differences

Drivers/riders aged over 60 years are more likely than average to report *never* travelling over the speed limit in school zones in each circumstance referenced in the survey.

Other sub-group differences are outlined in the following tables.

Table 3.1.1 How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
Never	61	58	64	61	**53**	59	**73**	61	66	68	59	60	68	**52**
Rarely	27	29	25	22	31	30	22	28	26	26	27	**29**	**15**	33
Sometimes	5	5	4	4	**10**	3	**1**	1		4	6	4	7	7
Always	1	2	1	2	2	1					2	1	3	2
Don't know	2	2	1	**6**	2			1			2	**1**	**5**	2
Not applicable – have not driven through this type of zone	5	4	5	5	**2**	**7**	4	7	8	1	4	4	2	3

Table 3.1.2 How often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (ST3a)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
Never	55	53	57	49	**47**	55	**69**	58	60	60	53	55	55	48
Rarely	33	33	33	27	37	33	30	30	34	36	33	34	26	36
Sometimes	8	9	7	**14**	11	8	**1**	6	2	4	**10**	8	10	12
Always	1	2	1	1	1	2		2	2		1	1	1	2
Don't know	1	1	1	2	2	0		1			1	1	3	
Not applicable – have not driven through this type of zone	2	1	2	**6**	2	1		3	2		2	**1**	**5**	3

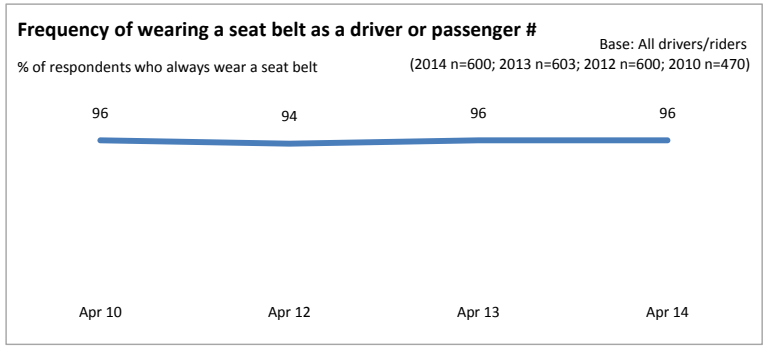
Table 3.1.3 How often do you travel over the speed limit in a school zone with children present during school zone times? (ST3c)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
Never	75	74	77	**64**	**69**	77	**88**	78	72	82	74	**77**	68	71
Rarely	17	19	16	21	19	19	**10**	18	21	15	17	18	15	19
Sometimes	3	4	2	2	**6**	2	1	1	6	3	3	3	5	5
Always	1	1	1	1	2	1					2	1	1	**3**
Don't know	2	1	2	**6**	2	*		1			2	**1**	**6**	
Not applicable – have not driven through this type of zone	1	1	2	**6**	1	1		1	2		2	*	**5**	2

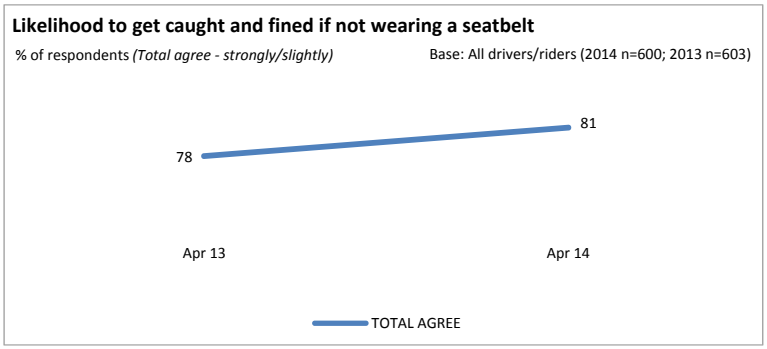
*Indicates less than 1% of respondents.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

occupant restraint

1.0 Frequency of wearing a seat belt



This questions was changed from 'When travelling in a car, how often do you wear a seat belt in the front seat, either as a driver or a passenger?' from the 2013 survey.



1.1.1 When travelling in a car, how often do you wear a seat belt, either as a driver or a passenger? (OR1)

96% of respondents report always wearing a seat belt when travelling in a car, either as a driver or passenger. 4% wear their belt on most occasions, while less than 1% report they sometimes, just occasionally or never wear a seatbelt. The results in 2014 remain consistent with previous years' results.

1.1.2 To what extent do you agree with the following statement? I think that I am likely to get caught and fined if I don't wear a seatbelt when driving. (OR7)

Approximately eight in ten (81%) drivers/riders agree they are likely to get caught and fined if they don't wear a seatbelt when driving (with 55% agreeing strongly – a significant increase since 2013 – 49%). 14% don't expect they will be caught while 5% are unsure on the matter.

1.1.3 Key sub-group differences

In a continuing trend, motorcycle licence holders are less likely than average to wear a seatbelt while travelling in a car. Also in accordance with last year's findings, not wearing a restraint is a behaviour more likely than average among people aged 25 – 39 years.

Table 1.1.1 When travelling in a car, how often do you wear a seat belt, either as a driver or a passenger? (OR1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Always wear a seat belt	96	96	94	95	97	97	91	94	**94**	**92**	97	98	98	98	97	96	96	97	96	95	95	96	96	96	**91**	92	**92**	**88↑**
Most occasions (90% of the time)	4	3	5	3	2	2	6	2	5	**6**	3	2	1	2	2	4	4		4	4	4	3	3	3	5		**8**	8
Sometimes (about half the time)	*	*	*	1	*	*			1	1		*	1							1	*	*	*	*		2		
Just occasionally (less than 10% of the time)	*	*	1	1		*	**2**	1		1											*	1		1	**2**			
Never wear a seat belt	*	*		1	*		**1**	**3**							**1**			**3**				*			**1**	6		4
Total sometimes/most/always	100	99	99	99	100	100	**96**	**96**	100	99	100	100	100	100	99	100	100	97	100	100	100	99	**100**	**99**	**96**	**94**	100	96↑

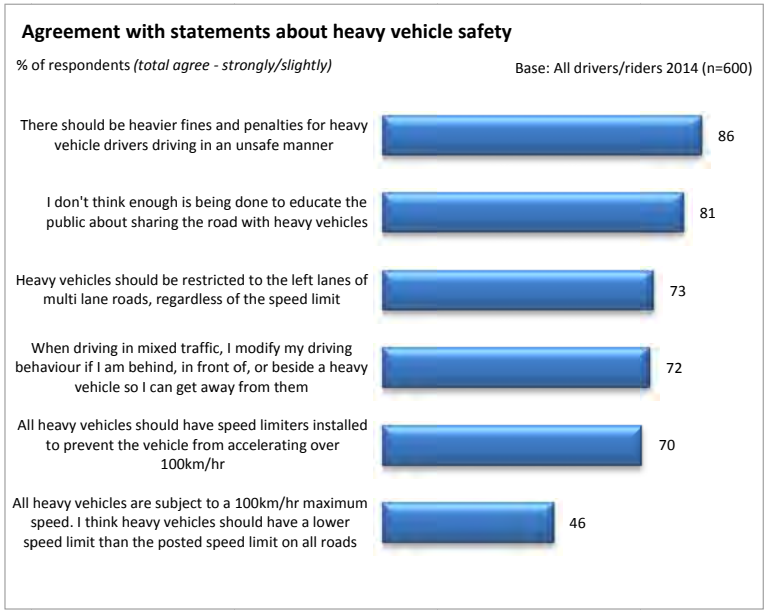
Table 1.1.2 To what extent do you agree with the following statement? I think that I am likely to get caught and fined if I don't wear a seatbelt when driving. (OR7)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Agree strongly	55↑	49	54↑	46	56	53	**40**	32	51	43	**62**	54	57	61	57	52	47	53	62	56	54↑	47	**57↑**	49	**44**	37	57↑	35
Agree slightly	26	29	26	30	26	27	26	37	28	28	24	28	26	25	25	30	**38**	31	24	30	25	28	26	29	25	32	26	30
Disagree slightly	10	11	12	12	9	11	**22**	17	10↓	18	**7**	8	10↑	3	7	11	8	10	8	8	12	12	10	11	15	15	**5↓**	20
Disagree strongly	4	5	4	5	4	5	7	5	4	5	5	5	2	4	4	2	2		1	2	5	6	4	5	7	4	6	
Don't know	5	6	5	7	4	5	5	8	**7**	5	2	5	4	7	6	5	6	5	4	3	4	7	**4**	6	**9**	11	7	15
TOTAL AGREE	81	78	79	76	83	80	**66**	**69**	79	**71**	**87**	82	84	**86**	82	82	85	85	86	**86**	79	**75**	**83**	78	**69**	70	83↑	65

*Indicates less than 1% of respondents.
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

heavy vehicles

1.0 Heavy vehicle attitudes



1.1.1 How strongly do you agree or disagree with each statement? (HV1)

At least eight in ten drivers/riders agree there should be heavier fines and penalties for unsafe heavy vehicle driving (86%) or that not enough is done to educate the public about sharing the road with heavy vehicles (81%).

At least seven in ten people agree that heavy vehicles should be restricted to the left lane (73%) or have speed limiters installed (70%). A similar proportion agrees that they modify their behaviour to avoid heavy vehicles in traffic (72%). 46% support the idea of heavy vehicles travelling at a speed limit lower than the posted limit on all roads.

1.1.2 Key sub-group differences

Open licence holders tend to be more supportive than average of heavier fines and penalties for heavy vehicles found speeding. They are also more supportive of the installation of speed limiters to prevent heavy vehicles exceeding 100 km/hr and are more likely to support more public education about sharing the road with heavy vehicles.

Drivers/riders aged 25-59 years are more likely than average to report that they modify their behaviour to avoid heavy vehicles.

Table 1.1.1 How strongly do you agree or disagree with each statement? (HV1)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
All heavy vehicles (over 4.5t) should have speed limiters installed to prevent the vehicle from accelerating over 100 km/h														
% respondents														
Agree strongly	46	**40**	**52**	39	**39**	**52**	50	39	43	47	47	46	44	**36**
Agree slightly	25	25	24	25	29	21	25	16	26	24	26	25	21	26
Disagree slightly	16	**22**	**10**	17	15	16	16	**30**	11	18	**14**	16	12	21
Disagree strongly	6	7	5	4	6	7	4	6	9	7	5	6	3	**11**
Don't know	8	6	10	**16**	11	**4**	4	9	9	4	8	**6**	**20**	6
TOTAL AGREE	70	**65**	76	64	68	73	75	**55**	70	71	73	**71**	65	62
There should be harsher fines and penalties for heavy vehicle drivers driving in an unsafe manner (e.g. speeding, tailgating)														
% respondents														
Agree strongly	62	**57**	**68**	**48**	**55**	**68**	**72**	54	66	60	64	**64**	53	61
Agree slightly	24	25	22	26	**30**	**19**	23	30	19	26	23	24	20	24
Disagree slightly	6	**8**	**3**	7	7	6	**1**	6	4	4	6	5	8	6
Disagree strongly	2	3	1	1		**4**	1	3	4	3	1	2	1	3
Don't know	7	7	5	**18**	9	**3**	**2**	8	8	7	6	**5**	**19**	6
TOTAL AGREE	86	**82**	90	**74**	**85**	**86**	95	83	85	86	86	**88**	**73**	85
I don't think enough is being done to educate the public about sharing the road with heavy vehicles														
% respondents														
Agree strongly	44	42	46	**32**	38	**50**	50	**31**	41	**55**	45	46	35	42
Agree slightly	37	39	35	34	39	34	42	39	40	29	38	38	31	45
Disagree slightly	10	11	9	7	13	11	6	**21**	8	11	**8**	10	9	7
Disagree strongly	1	1	1	2	1	1			2		1	1	1	1
Don't know	8	7	9	**25**	9	**3**	**2**	9	9	4	8	**5**	**24**	6
TOTAL AGREE	81	81	81	**66**	**77**	**84**	92	**70**	81	85	83	**84**	**66**	87
When driving in mixed traffic (heavy vehicles, cars, buses, cyclists etc.) I modify my driving behaviour (e.g. change lanes, speed up to overtake) if I am behind, in front of, or beside a heavy vehicle so I can get away from them														
% respondents														
Agree strongly	35	35	36	41	39	39	**22**	30	40	35	36	36	38	37
Agree slightly	36	38	34	32	37	35	40	46	26	35	36	37	27	39
Disagree slightly	13	13	13	**6**	**9**	14	**21**	9	17	15	13	13	10	12
Disagree strongly	8	8	9	**1**	5	9	**16**	7	7	11	8	9	4	7
Don't know	7	6	8	**20**	**11**	**3**	**1**	8	9	4	7	**5**	**21**	5
TOTAL AGREE	72	73	70	73	**75**	**74**	62	76	66	69	72	73	65	76

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

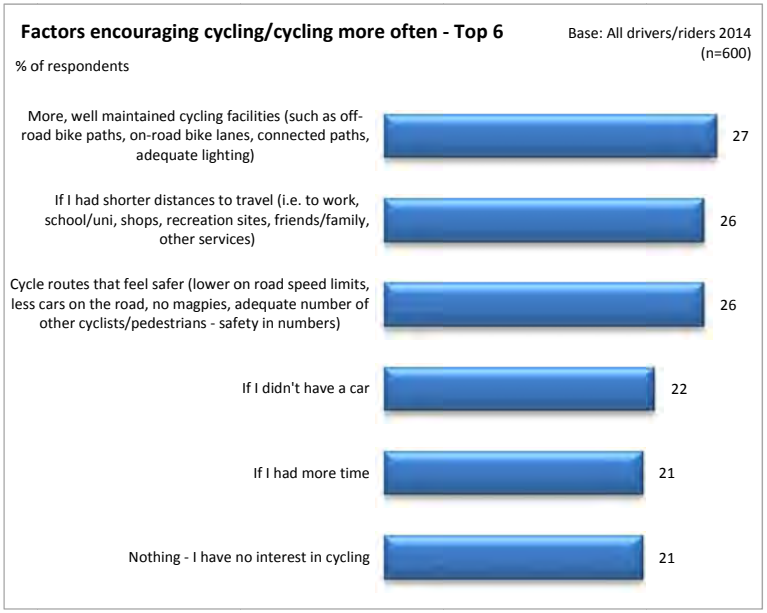
Table 1.1.1 How strongly do you agree or disagree with each statement? (HV1) (continued)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
Heavy vehicles should be restricted to the left lanes of multi-lane roads, regardless of the speed limit														
% respondents														
Agree strongly	43	42	44	38	**36**	47	48	34	32	33	**47**	43	44	39
Agree slightly	30	30	31	24	33	31	29	28	28	**47**	28	**32**	**18**	36
Disagree slightly	13	15	11	16	15	12	11	16	17	7	13	12	20	12
Disagree strongly	6	7	4	2	5	7	7	9	**13**	8	**4**	6	1	7
Don't know	8	7	10	**20**	10	**4**	5	12	9	4	8	**6**	**17**	6
TOTAL AGREE	73	71	75	**61**	69	78	77	**63**	**60**	81	75	**75**	**61**	75
All heavy vehicles are subject to a 100 km/h maximum speed. I think heavy vehicles should have a lower speed limit than the posted speed limit on all roads														
% respondents														
Agree strongly	24	21	26	22	22	**29**	19	15	13	18	**27**	23	28	22
Agree slightly	22	**18**	**26**	19	24	23	21	13	13	22	**25**	22	25	18
Disagree slightly	30	**35**	**24**	28	30	**24**	**40**	**43**	38	35	**25**	**31**	**20**	34
Disagree strongly	16	**19**	**12**	14	14	18	17	18	23	18	14	17	9	20
Don't know	9	6	11	**16**	11	7	**4**	10	13	7	8	**7**	**19**	7
TOTAL AGREE	46	**39**	53	41	45	**51**	40	**28**	**26**	40	52	44	53	40

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

cycling

1.0 Factors to encourage cycling



1.1.1 What would encourage you to cycle or cycle more often? (C1)

A number of factors are felt to encourage more frequent cycling, the most prevalent being better maintained cycling facilities (27%), shorter travelling distances (26%) or safer cycling routes (26%).

1.1.2 Key sub-group differences

Those under the age of 25 years are more likely than average to cite improved infrastructure as a factor to encourage more frequent cycling. People aged 25-39 years feel that if they had more time or if others weren't as reliant on them for transport, they would cycle more often. Those aged over 60 years are more likely than average to feel that nothing could encourage them to cycle more often or to report having no interest in cycling.

In the Northern region of the state, people are more likely than average to cite more appropriate weather conditions as a factor that would influence them to cycle more often. Also in this region is a greater prevalence of comments pertaining to the need for better maintained end of trip facilities or better cycling infrastructure generally.

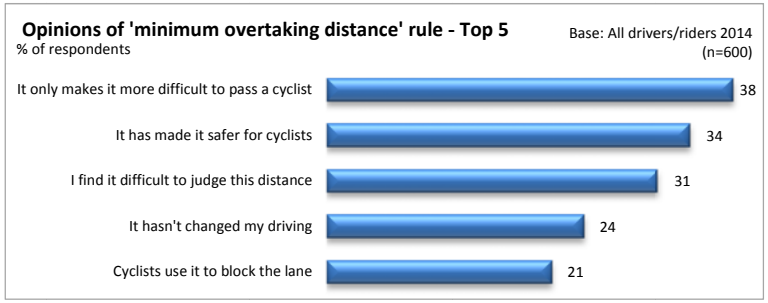
Other sub-group differences are outlined in the following table.

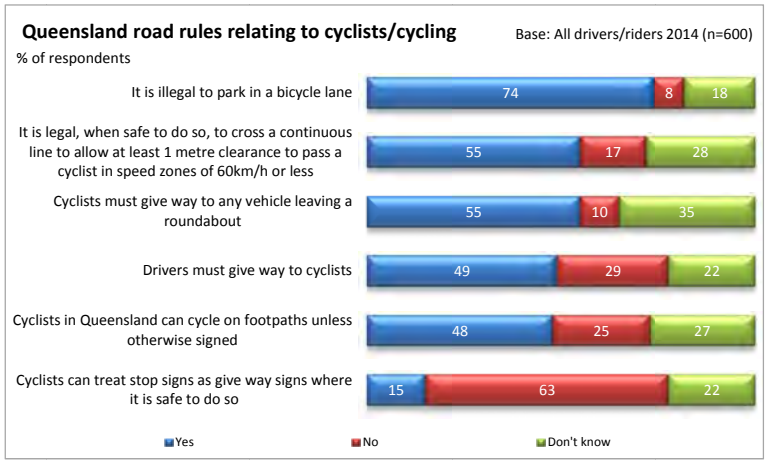
Table 1.1.1 What would encourage you to cycle or cycle more often? (C1)

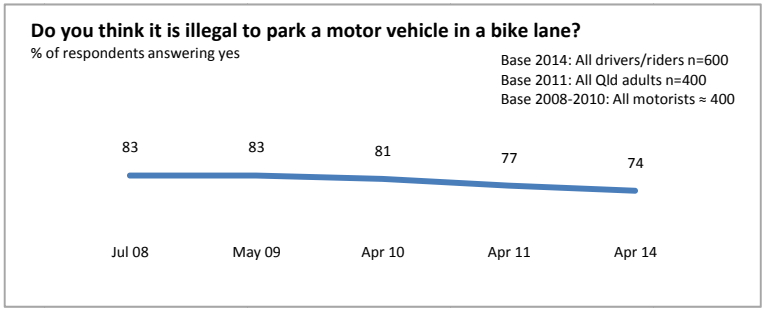
	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
More, well maintained cycling facilities (such as off-road bike paths, on-road bike lanes, connected paths, adequate lighting)	27	**32**	**22**	**38**	28	27	**21**	**37**	28	28	25	27	27	27
If I had shorter distances to travel (i.e. to work, school/uni, shops, recreation sites, friends/family, other services)	26	29	24	**45**	28	26	**13**	28	28	28	26	26	32	29
Cycle routes that feel safer (lower on road speed limits, less cars on the road, no magpies, adequate number of other cyclists/pedestrians - safety in numbers)	26	27	24	**35**	28	**21**	24	**37**	32	26	**23**	25	30	23
If I didn't have a car	22	23	21	26	22	23	18	32	**11**	26	21	22	24	23
If I had more time	21	22	20	**39**	**29**	18	**7**	22	25	**31**	19	21	27	26
Nothing - I have no interest in cycling	21	20	21	15	**11**	21	**35**	21	19	17	22	**21**	**16**	22
Being physically able (if I was free from injury, illness, disability and had a level of fitness to ride)	19	18	21	11	14	20	32	22	15	25	19	21	9	20
Less hills	17	19	15	25	14	19	14	10	11	17	19	16	24	19
More appropriate weather conditions (i.e. cool and dry)	17	17	16	20	14	19	14	**28**	19	15	**14**	16	20	18
Being physically able (if I had the skills, ability and confidence to ride a bike)	16	**11**	**21**	20	12	15	19	18	17	17	15	16	14	12
Nothing - I prefer walking/other forms of active transport to cycling for means of transport / exercise / recreation	16	13	18	13	**7**	15	**29**	16	19	14	15	16	15	10
More, well maintained end of trip facilities (such as safe and secure bike storage, showers, change rooms, lockers at your destination etc.)	15	**18**	**11**	**26**	14	15	**9**	**24**	13	12	14	**14**	21	16
If I didn't have to transport/carry heavy loads	14	16	13	**26**	11	14	12	13	15	17	14	**13**	**22**	17
If I lost my driver licence	14	**18**	**10**	20	12	14	13	21	8	**24**	12	14	19	15
A new bicycle	13	15	11	**22**	**19**	10	**4**	15	11	14	13	13	16	9
If other people didn't rely on me to transport them (for instance, babies, children, sick or senior people)	12	10	15	6	**17**	14	7	16	**21**	**19**	**9**	13	8	13
If it was more comfortable	12	**9**	**15**	**26**	15	9	**6**	12	8	13	13	**11**	**20**	13
If I was able to travel in daylight hours (I don't like riding at night/in the dark)	11	12	11	**20**	12	10	7	14	8	15	11	11	14	12
If I didn't have to wear a helmet	10	12	8	14	7	10	10	16	13	7	9	9	14	11
More, well maintained way finding information (such as maps of local cycle routes, directional signage)	7	**9**	**4**	8	6	8	5	9	6		8	7	8	11
Nothing - I already get enough exercise through other means (such as going to a gym)	5	7	4	8	4	4	8	3	9	3	6	5	6	8
Nothing - I can't be bothered cycling	5	5	5	**9**	3	4	6	6		3	6	**4**	**10**	5
If other people didn't rely on me to transport them (for instance, it is part of my job)	4	5	4	6	4	4	4	4	6	**14**	**2**	4	4	5
Nothing - I've had negative experiences riding a bike, so won't ride again	3	4	3	1	**1**	3	**8**	4	6	3	3	3	1	6
Don't know	5	5	4	7	**7**	4	**1**	3	6	3	5	4	6	4
Other	4	3	4		2	3	**10**	1	2	3	5	**4**		3

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

2.0 Cycling and road rules







2.1.1 A 'minimum overtaking distance' rule has recently been introduced in Queensland. What do you think of this rule? (C2)

In response to the newly introduced 'minimum overtaking distance' rule, 34% of drivers/riders feel that this rule has made it safer for cyclists while 20% agree the new rule has generally made them more aware of cyclists. 38% report that the new rule makes it more difficult to pass cyclists, 31% find it hard to judge the distance of one metre while 17% are annoyed that cyclists must be given this much clearance.

21% agree that cyclists use the new rule to block a lane, 24% feel the new rule has made no difference to their driving behaviour while 12% of drivers/riders report having no prior knowledge of the newly introduced rule.

2.1.2 Which of the following road rules apply in Queensland? (C5)

A majority of drivers/riders in Queensland agree that it is illegal to park in a bicycle lane (74%), that it is legal to cross a continuous line when safe to do so allowing one metre clearance when passing a cyclist (55%) or that cyclists must give way to any vehicle leaving a roundabout (55%).

A minority of drivers/riders agrees that drivers must give way to cyclists (49%), that cyclists can cycle on footpaths unless otherwise signed (48%) or that cyclists can treat stop signs as give way signs where it is safe to do so (15%).

2.1.3 Key sub-group differences

Drivers/riders aged under 25 years are more likely than average to agree that the new one metre rule only makes it more difficult to pass a cyclist. They are also the group least able to judge the distance of one metre or to be aware of the newly introduced rule. At the same time, they are most likely to agree that cyclists are permitted to ride on footpaths unless otherwise signed.

People aged 25-39 years are more likely than average to agree that cyclists can treat stop signs as give way signs where it is safe to do so.

Drivers/riders aged over 60 years are more likely than average to agree the new rule has made it safer for cyclists and that they are now generally more aware of cyclists. They are also the group most likely to report no change in their driving behaviour since the rule's introduction. Older drivers/riders also more commonly agree that it is illegal to park in a bicycle lane or that it is legal to cross a continuous line to overtake a cyclist, when safe to do so.

From a regional perspective, drivers/riders in the South Eastern region are more likely than average to agree that the new rule makes it more difficult to pass a cyclist. People in this region are also more likely than average to express annoyance over introduction of the passing rule.

Other sub-group differences are outlined in the following tables.

Table 2.1.1 A 'minimum overtaking distance' rule has recently been introduced in Queensland. What do you think of this rule? (C2)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
It only makes it more difficult to pass a cyclist	38	37	40	**49**	**29**	43	36	**25**	32	31	**43**	39	39	37
It has made it safer for cyclists	34	31	37	26	32	33	**43**	31	32	38	34	34	36	34
I find it difficult to judge this distance	31	29	33	**49**	28	**25**	31	30	34	**19**	33	29	40	**23**
It hasn't changed my driving	24	28	21	16	19	27	**31**	**34**	28	31	**21**	**26**	16	29
Cyclists use it to block the lane	21	23	19	21	21	24	17	25	19	17	21	22	16	24
Generally it has made me more aware of cyclists	20	20	19	16	18	18	**27**	19	13	26	19	19	24	18
It annoys me that cyclists must be given this much clearance	17	**21**	**13**	21	18	16	16	15	8	14	**19**	18	14	22
I didn't know it was introduced	12	10	14	**24**	**17**	**8**	**4**	13	10	14	12	**10**	**24**	13
Other	6	5	8	6	**3**	6	**11**	6	7	8	6	7	4	5
Don't know	5	7	3	8	6	4	3	2	**11**	3	5	4	8	3

Table 2.1.2 Which of the following road rules apply in Queensland? (C5)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents (yes)														
# It is illegal to park in a bicycle lane	74	75	72	72	**66**	76	**81**	79	81	82	**70**	74	73	77
It is legal, when safe to do so, to cross a continuous line to allow at least 1 metre clearance to pass a cyclist in speed zones of 60 km/h or less	55	56	54	**45**	**46**	58	**68**	58	47	57	55	56	46	55
Cyclists must give way to any vehicle leaving a roundabout	55	**59**	**51**	51	55	58	54	55	51	56	56	56	51	55
Drivers must give way to cyclists	49	47	51	57	55	50	**35**	52	44	45	50	48	54	47
Cyclists in Queensland can cycle on footpaths unless otherwise signed	48	50	46	**60**	52	**41**	48	43	43	49	50	**46**	**61**	50
Cyclists can treat stop signs as give way signs where it is safe to do so	15	17	13	21	**25**	**9**	**10**	16	8	10	17	**13**	**29**	18

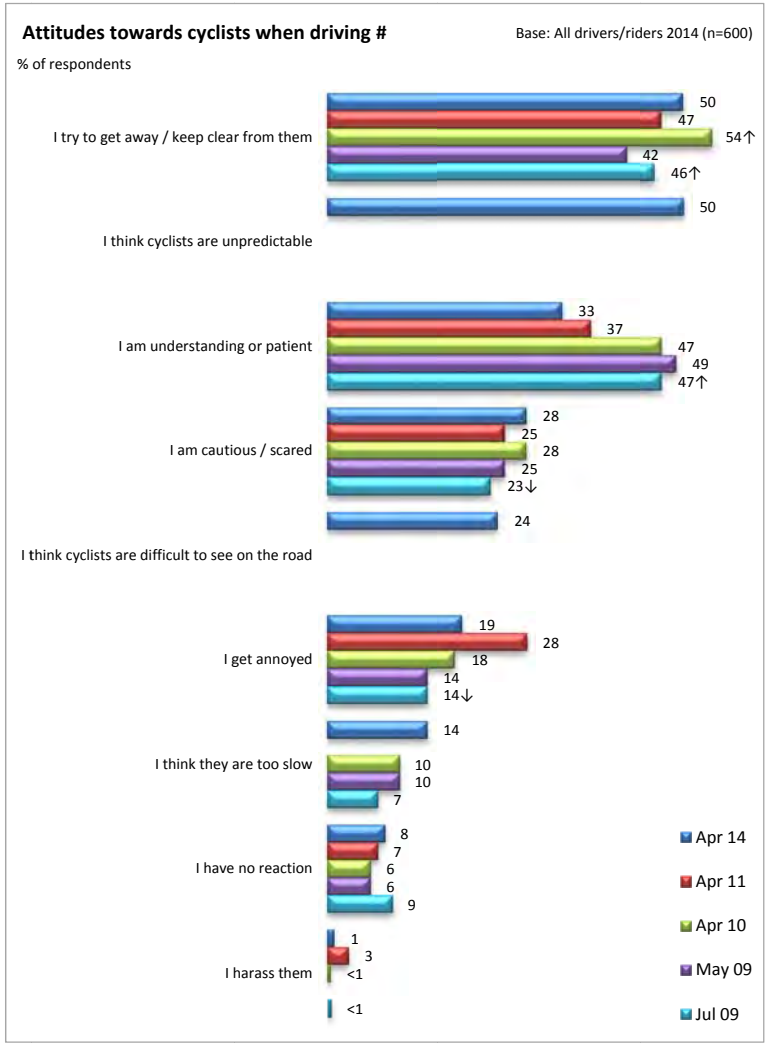
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.
Previous years' data for this factor has been sourced from Sustainable Transport Survey 2011 – Cycling, Transport and Main Roads.

Table 2.1.3 Do you think it is illegal to park a motor vehicle in a bicycle lane? (C5)

	TOTAL				
	Apr 14	Apr 11	Apr 10	May 09	Jul 08
Base: 2014 All drivers/riders # Base: 2011 All adults # Base: 2008-2010 All motorists	600	400	410	411	400
	% respondents				
Yes	74	77	81	83	83
No	8	10	9	7	8
Don't know	18	13	11	10	9

Previous years' data for this factor has been sourced from Sustainable Transport Survey 2011 – Cycling, Transport and Main Roads.

3.0 Drivers perceptions of cyclists

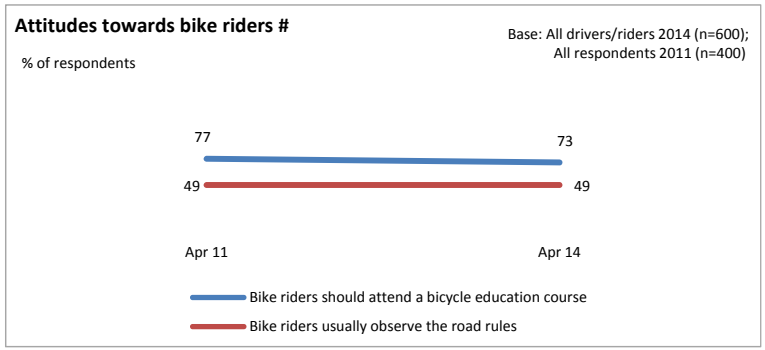


3.1.1 What do you think of cyclists when you are driving? (C3)

Drivers'/riders' most common reaction to cyclists when encountered on the road is to try to keep clear of them (50%).

50% of drivers/riders agree that cyclists are unpredictable while 33% report they are understanding or patient around cyclists.

One in four drivers/riders (24%) feels that cyclists are difficult to see on the road while a similar proportion (28%) reports being cautious/scared of cyclists on the road.



Previous years' data for this factor has been sourced from the Sustainable Transport Survey 2011 – Cycling, Transport and Main Roads.

3.1.2 How strongly do you agree or disagree with the following statements? (C4)

Most commonly, drivers/riders agree that cyclists should be required to attend a bicycle education course (73%), that they don't mind if there are cyclists on the road (68%), that cyclists generally act responsibly on the road (62%) or that cyclists should be able to use the road just like motor vehicles (58%).

3.1.3 Key sub-group differences

Drivers/riders aged under 25 years are more likely than average to agree that they try to keep clear of cyclists when they are driving. They are also more likely to report feelings of being cautious/scared in this situation or to feel annoyed with cyclists and consider them to be too slow. Sub-open licence holders share similar views to that of younger drivers.

By comparison, the older driver/rider group (aged 60+ years) displays the most patience towards and acceptance of cyclists. This segment is also most in favour of cyclists attending a bicycle education course.

Females more so than males report feeling cautious or scared when encountering cyclists while driving.

Other sub-group differences are outlined in the following tables.

Table 3.1.1 What do you think of cyclists when you are driving? (C3)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
I try to get away / keep clear from them	50	49	51	**62**	**40**	53	49	55	42	50	50	50	50	46
I think cyclists are unpredictable	50	46	54	47	**42**	55	53	57	53	53	48	**52**	**39**	48
I am understanding or patient	33	36	31	26	**23**	34	**49**	39	41	29	32	34	28	28
I am cautious / scared	28	**21**	**36**	**42**	26	25	26	27	27	28	29	**25**	**45**	**21**
I think cyclists are difficult to see on the road	24	22	26	29	18	27	23	28	21	21	24	24	25	26
I get annoyed	19	20	18	**40**	21	17	**4**	12	11	15	**21**	**17**	**27**	16
I think they are too slow	14	14	13	**29**	16	11	**4**	9	6	14	15	**12**	**22**	14
I have no reaction	8	**11**	**5**	4	10	10	**4**	8	11	8	7	8	6	**12**
I harass them	1	**2**		**3**	1			1			1	*	2	2
Other	7	6	7	2	4	8	10	4	7	10	6	**8**	**1**	7
Don't know	3	4	3	**7**	4	2	1	5	6	1	3	**2**	**8**	3

Table 3.1.2 When you are driving what do you think of cyclists and pedestrians? (C3)

	TOTAL				
	Apr 14	Apr 11	Apr 10	May 09	Jul 08
Base: 2014 All drivers/riders # Base: 2011 respondents who drive once a month or more # Base: 2008-2010 all motorists	600	382	410	411	400
	% respondents				
Try to get away / keep clear from them	50	47	54↑	42	46↑
I think cyclists are unpredictable	50	-	-	-	-
Understanding/patient	33	37	47	49	47↑
Cautious / scared	28	25	28	25	23↓
I think cyclists are difficult to see on the road	24	-	-	-	-
Get annoyed	19	28	18	14	14↓
They are too slow	14	-	10	10	7
No reaction	8	7	6	6	9
Harass them	1	3	*	-	*
Other	7	1	4	6	4
Don't know	3	9	1	1	2

Previous years' data for this factor has been sourced from the Sustainable Transport Survey 2011 – Cycling, Transport and Main Roads.
- Item not included in wave.

Table 3.1.3 How strongly do you agree or disagree with the following statements? (C4)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents (total agree)														
# Cyclists should attend a bicycle education course	73	70	76	**60**	68	74	**85**	**63**	70	82	73	**74**	**64**	68
I don't mind if there are cyclists on the road	68	69	67	**52**	63	69	**85**	72	71	69	67	**71**	**54**	66
Generally cyclists act responsibly while on the road	62	61	64	61	62	61	66	55	**77**	65	61	61	69	**54**
Cyclists should be able to use the road just like motor vehicles	58	59	57	**34**	54	59	**75**	49	66	65	57	**61**	**39**	57
Generally cyclists are considerate of other road users	50	49	52	42	55	48	54	49	**66**	53	48	50	54	47
Cyclists don't take responsibility for their own safety	50	52	48	53	46	55	46	51	41	53	51	50	50	58
# Cyclists usually observe the road rules	49	48	49	49	52	46	48	51	53	50	47	**47**	**59**	43
Cyclists contribute to the costs of building and maintaining roads	35	37	32	39	41	31	31	33	36	43	33	34	40	35

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

Table 3.1.4 How much do you agree with the following statements? (C4)

	TOTAL	
	Apr 14	Apr 11
Base: 2014 All drivers/riders # Base: 2011 All respondents	600	400
	% of respondents	
Bike riders should attend a bicycle education course	73	77
Bike riders usually observe the road rules	49	49

Previous years' data for this factor has been sourced from the Sustainable Transport Survey 2011 – Cycling, Transport and Main Roads.

appendices

Appendix A – questionnaire

Fatigue (F)
School Transport Safety (ST)
Occupant Restraint (OR)
Heavy Vehicles (HV)
Cycling (C)

YELLOW DENOTES NEW OR VARIATION TO QUESTION
PINK DENOTES AN ADDITIONAL QUESTION, DRAWN FROM THE 2012 QUESTIONNAIRE
GREEN DENOTES AN ADDITIONAL QUESTION, DRAWN FROM THE 2011 QUESTIONNAIRE

PANEL MODE QUESTIONNAIRE

AA Do you or any of your close friends or family work in any of the following industries?
(SELECT ANY ANSWERS THAT APPLY)

1. Advertising ☐
2. Marketing ☐
3. Market Research ☐
4. None of the above ☐

IF YES TO ANY, TERMINATE

BB Have you done any transport or road safety online or telephone surveys in the last six months?
(SELECT ONE ANSWER ONLY)

1. Yes ☐
2. No ☐

IF YES, TERMINATE

CC To which of the following age categories do you belong?
(SELECT ONE ANSWER ONLY)

		TERMINATE
1.	under 16 years	
2.	16 to 17 years	☐
3.	18 to 24 years	☐
4.	25 to 29 years	☐
5.	30 to 34 years	☐
6.	35 to 39 years	☐
7.	40 to 44 years	☐
8.	45 to 49 years	☐
9.	50 to 54 years	☐
10.	55 to 59 years	☐
11.	60 years or over	☐

CHECK QUOTAS

DD Are you:
(SELECT ONE ANSWER ONLY)

1. male ☐
2. female ☐

CHECK QUOTAS

EE How many hours per week do you use each of the following modes of transport?
(SELECT ONE ANSWER ONLY FOR EACH MODE OF TRANSPORT)

	Not at all Code 1	Less than 1 hour per week (average= 8 mins or less/day) Code 2	Between 1 and 4 hours/wk (average=9 to 34 mins/day) Code 3	More than 4 hours/wk but less than 8 hours/wk (average=35 to 68 mins/day) Code 4	More than 8 hours/wk (average=68mins/ day) Code 5
1. Drive a car	☐	☐	☐	☐	☐
2. Ride a motorcycle	☐	☐	☐	☐	☐
3. Ride a moped/scooter	☐	☐	☐	☐	☐
4. Ride a bicycle	☐	☐	☐	☐	☐

QUOTA CONTROL QUESTION n=600 of people 16 years or older who hold or have ever held a drivers licence.

IF codes 2-5 at EEa), or, c) display:

FFa	What type of motor vehicle licence do you currently hold? (SELECT ONE ANSWER ONLY)	
	1. Learner	☐
	2. Provisional - P1	☐
	3. Provisional - P2	☐
	4. Probationary	☐
	5. Open	☐
	6. None	☐

If codes 2 – 5 at EEb display:

FFb	What type of motorcycle licence do you currently hold? (SELECT ONE ANSWER ONLY)	
	1. Learner	☐
	2. RE	☐
	3. R	☐
	4. None	☐

FATIGUE (F)

NOTE: Fatigue is the reduction in driving or riding ability as a result of prolonged driving or being tired while driving.

DISPLAY TO ALL

F1 In the last 5 years, have you ever been fatigued while driving/riding?
(SELECT ONE ANSWER ONLY)

1. Yes ☐
2. No ☐[GO TO NEXT SECTION]

DISPLAY ONLY IF CODE 1 AT F1

F5b How long ago since you were last fatigued while driving /riding?
(SELECT ONE ANSWER ONLY)

1. Less than 6 months ☐
2. Between 6 and 12 months ☐
3. 1 to 3 years ☐
4. 3 to 5 years ☐
5. 5 or more years ☐

DISPLAY ONLY IF CODE 1 AT F1

F8 When you were last fatigued while driving/riding, what was the time of day?
(SELECT ONE ANSWER ONLY)

1. 6:00am - 2:00pm ☐
2. 2:00pm - 4:00pm ☐
3. 4:00pm - 10:00pm ☐
4. 10:00pm - 6:00am ☐

DISPLAY ONLY IF CODE 1 AT F1

F6 When you were last fatigued while driving/riding, what was the duration of the entire trip?
(SELECT ONE ANSWER ONLY)

1. Less than 1 hour ☐
2. 1 – 2 hours ☐
3. 2 – 4 hours ☐
4. More than 4 hours ☐

DISPLAY ONLY IF CODE 1 AT F1

F9 When you were last fatigued while driving/riding, how many hours was it since you last slept?
(SELECT ONE ANSWER ONLY)

1. 0-5 hours ☐
2. 5-10 hours ☐
3. 10-15 hours ☐
4. 15-20 hours ☐
5. 20-25 hours ☐
6. 25-30 hours ☐
7. 30+ hours ☐

DISPLAY ONLY IF CODE 1 AT F1

F10 When you were last fatigued while driving/riding, which of the following best describes your sleep patterns leading up to that event? Was it a case of:
(SELECT ONE ANSWER ONLY)

1. sleep patterns had been regular and healthy ☐
2. sleep patterns had been regular, however I had insufficient sleep in the previous 24 hour period ☐
3. I had been deprived of sleep over an extended period of time, for example attending to sick family member ☐
4. Other / type in … ☐

DISPLAY ONLY IF CODE 1 AT F1

F11 What do you believe contributed to your fatigue?
(SELECT ALL THAT APPLY)

	1.	Working long hours/overtime/double shift at work	☐
	2.	On medication that made me drowsy	☐
	3.	A medical condition and / or illness	☐
	4.	Stress	☐
	5.	Driving while physically exhausted	☐
	6.	Partied too hard the night before	☐
	7.	Up all night with a new baby and / or caring for a family member	☐
	8.	Jet lag	☐
	9.	Extended travel for work ~~or pleasure~~	☐
NEW	10.	Extended travel for pleasure	☐
	11.	Other / type in …	☐

DISPLAY ONLY IF CODE 1 AT F1

F7 When you were last fatigued while driving/riding, what was the approximate location?
(SELECT ONE ANSWER ONLY)

1.	Capital city	☐
2.	Regional city	☐
3.	Outside a capital or regional city	☐
4.	Remote	☐
5.	Not sure	☐

DISPLAY ONLY IF CODE 1 AT F1

F15 When you were last fatigued while driving/riding, what was the speed zone you were mostly travelling through?
(SELECT ONE ANSWER ONLY)

1.	0-50 km/h	☐
2.	50-60 km/h	☐
3.	60-80 km/h	☐
4.	80-100 km/h	☐
5.	100+ km/h	☐
6.	Not sure	☐

DISPLAY ONLY IF CODE 1 AT F1

F2 When you were last fatigued while driving/riding, what type of vehicle were you driving/riding?
(SELECT ONE ANSWER ONLY)

1.	car	☐
2.	commercial passenger vehicle (ie. taxi, limousine or bus)	☐
3.	light commercial e.g. van, utility	☐
4.	heavy vehicle	☐
5.	motorcycle or scooter	☐
6.	moped	☐
7.	Other / type in …	☐

DISPLAY ONLY IF CODE 1 AT F1

F12 When you were last fatigued while driving/riding, what was the purpose of your journey?
(SELECT ONE ANSWER)

	1.	Driving to and from your place of work	☐
	2.	Driving for work	☐
	3.	Driving for day to day necessities (for example, grocery shopping)	☐
	4.	Holiday travel	☐
NEW	5.	Visiting friends / relatives	☐
NEW	6.	Dropping off / picking up friends / relatives	☐
	7.	Other / type in …	☐

DISPLAY ONLY IF CODE 1 AT F1

F13 When you first noticed that you were fatigued, what did you do?
(SELECT ONE ANSWER ONLY)

1.	Kept driving and tried activities to alert myself (eg, wound down the window, turned up music loudly and sang along, had a drink of water, slowed down)	☐ [GO TO F14]
2.	Pulled over and had a break (walk, toilet break, had something to eat and drink)	☐ [GO TO F3]
3.	Pulled over and had a sleep	☐ [GO TO F3]
4.	Stopped in to a Driver Reviver site	☐ [GO TO F3]
5.	Let someone else drive	☐ [GO TO F3]
6.	Other / type in …	☐ [GO TO F3]

DISPLAY ONLY IF CODE 1 AT F13

F14 Why did you choose to keep driving?
(SELECT ONE ANSWER ONLY)

1. Had to get home ☐
2. Had a passenger to transport to a destination ☐
3. Had to get to work ☐
4. Was so close to destination that it didn't seem worthwhile stopping ☐
5. No safe place to pull up and rest ☐
6. Other / type in … ☐

DISPLAY ONLY IF CODE 1 AT F1

F3 When you were last fatigued while driving/riding, what was the outcome?
(SELECT ONE ANSWER ONLY)

1. nothing ☐
2. deviated from lane ☐
3. near miss ☐
4. crash ☐

DISPLAY ONLY IF CODE 4 AT F3

F4 Was the crash reported to police?
(SELECT ONE ANSWER ONLY)

1. Yes ☐
2. No ☐

GO TO NEXT SECTION

School Transport Safety (ST)

DISPLAY TO ALL

ST5 On which days does a school zone operate?
(SELECT ONE ANSWER ONLY)

1.	Monday to Friday	☐
2.	Everyday	☐
3.	On school days only	☐
4.	Monday to Friday except holidays (including public holidays)	☐
5.	Don't know	☐

DISPLAY TO ALL

ST6 How would you recognise a school zone on a road that you may be unfamiliar with?
(SELECT ANY ANSWERS THAT APPLY)

1.	By the presence of school zone signs	☐
2.	By the presence of school children	☐
3.	By the roadside activity	☐
4.	By other drivers slowing down	☐
5.	By children's crossing flags	☐
6.	By the presence of pavement markings	☐
7.	I wouldn't be able to because the signs are hard to see	☐
8.	Don't know	☐

DISPLAY TO ALL

ST11 To what extent do you agree or disagree with the following statements?
(SELECT ONE ANSWER FOR EACH STATEMENT)

		1 Agree Strongly	2 Agree Slightly	3 Disagree Slightly	4 Disagree Strongly
1.	Flashing school zone signs help me determine when lower speed limits apply	☐	☐	☐	☐
2.	In my opinion, other road users are more compliant with reduced speed limits in school zones with flashing lights compared to those with standard (non-flashing) signs	☐	☐	☐	☐

DISPLAY TO ALL

ST12 (SELECT ONE ANSWER FOR EACH STATEMENT)

	How often do you perform the following behaviours while driving?	1 Never	2 Rarely	3 Sometimes	4 Always	5 Don't know	6 Not applicable – have not driven through this type of zone
1.	I slow down when I see flashing school zone signs in operation	☐	☐	☐	☐	☐	☐
2.	I slow down when I see standard (non-flashing) school zone signs during school zone times	☐	☐	☐	☐	☐	☐
3.	I slow down during school zone times where children are present	☐	☐	☐	☐	☐	☐

DISPLAY TO ALL

ST3b Remembering that your answers are confidential, how often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times?
(SELECT ONE ANSWER ONLY)

1.	Never	☐
2.	Rarely	☐
3.	Sometimes	☐
4.	Always	☐
5.	Don't know	☐
1.	Not applicable – have not driven through this type of zone	☐

DISPLAY TO ALL

ST3a Remembering that your answers are confidential, how often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times?
(SELECT ONE ANSWER ONLY)

2.	Never	☐
3.	Rarely	☐
4.	Sometimes	☐
5.	Always	☐
6.	Don't know	☐
7.	Not applicable – have not driven through this type of zone	☐

DISPLAY TO ALL

ST3c Remembering that your answers are confidential, how often do you travel over the speed limit in a school zone with children present during school zone times?
(SELECT ONE ANSWER ONLY)

1.	Never	☐
2.	Rarely	☐
3.	Sometimes	☐
4.	Always	☐
5.	Don't know	☐
6.	Not applicable – have not driven through this type of zone	☐

DISPLAY TO ALL

ST3d Flashing school zone signs should be installed at:
(SELECT ONE ANSWER ONLY)

1.	School zones at primary schools	☐
2.	School zones at primary and secondary schools	☐
3.	School zones at sites identified as being high risk	☐
4.	No schools – standard (non-flashing) school zones signs are sufficient	☐
5.	Don't know	☐

GO TO NEXT SECTION

OCCUPANT RESTRAINT USE (OR)

DISPLAY TO ALL

OR1 When travelling in a car, how often do you wear a seat belt, either as a driver or a passenger?
(SELECT ONE ANSWER ONLY)

1. Always wear a seat belt ☐
2. Most occasions (90% of the time) ☐
3. Sometimes (about half the time) ☐
4. Just occasionally (less than 10% of the time) ☐
5. Never wear a seat belt ☐

DISPLAY TO ALL

OR7 To what extent do you agree with the following statement?

I think that I am likely to get caught and fined if I don't wear a seatbelt when driving.
(SELECT ONE ANSWER ONLY)

1. Agree Strongly ☐
2. Agree Slightly ☐
3. Disagree Slightly ☐
4. Disagree Strongly ☐
5. Don't Know ☐

HEAVY VEHICLES (HV)

DISPLAY TO ALL

HV1 (NEW)	Below are some statements about heavy vehicles. How strongly do you agree or disagree with each statement? (SELECT ONE ANSWER FOR EACH STATEMENT) **COMPUTER TO ROTATE PRESENTATION OF STATEMENTS**	1 Agree strongly	2 Agree slightly	3 Disagree slightly	4 Disagree strongly	5 Don't know
	1. All heavy vehicles (over 4.5t) should have speed limiters installed to prevent the vehicle from accelerating over 100 km/hr	☐	☐	☐	☐	☐
	2. There should be harsher fines and penalties for heavy vehicle drivers driving in an unsafe manner (e.g. speeding, tailgating)	☐	☐	☐	☐	☐
	3. I don't think enough is being done to educate the public about sharing the road with heavy vehicles	☐	☐	☐	☐	☐
	4. When driving in mixed traffic (heavy vehicles, cars, buses, cyclists etc.), I modify my driving behaviour (e.g. change lanes, speed up to overtake) if I am behind, in front of, or beside a heavy vehicle so I can get away from them	☐	☐	☐	☐	☐
	5. Heavy vehicles should be restricted to the left lanes of multi-lane roads, regardless of the speed limit	☐	☐	☐	☐	☐
	6. All heavy vehicles are subject to a 100 km/hr maximum speed. I think heavy vehicles should have a lower speed limit than the posted speed limit on all roads	☐	☐	☐	☐	☐

CYCLING (C)

DISPLAY TO ALL

C1	What would encourage you to cycle or cycle more often? (SELECT ANY ANSWERS THAT APPLY) RANDOMISE	
	A new bicycle	☐
	If I didn't have to wear a helmet	☐
	More, well maintained cycling facilities (such as … off-road bike paths, on-road bike lanes, connected paths, adequate lighting)	☐
	More, well maintained end of trip facilities (such as … safe and secure bike storage, showers, change rooms, lockers at your destination etc)	☐
	More, well maintained way finding information (such as … maps of local cycle routes, directional signage)	☐
	Cycle routes that feel safer (lower on road speed limits, less cars on the road, no magpies, adequate number of other cyclists/pedestrians - safety in numbers)	☐
	If I had shorter distances to travel (i.e. to work, school/uni, shops, recreation sites, friends/family, other services)	☐
	Less hills	☐
	More appropriate weather conditions (i.e. cool and dry)	☐
	If it was more comfortable	
	If I was able to travel in daylight hours (I don't like riding at night/in the dark)	☐
	Being physically able (if I was free from injury, illness, disability and had a level of fitness to ride)	☐
	Being physically able (if I had the skills, ability and confidence to ride a bike)	☐
	If other people didn't rely on me to transport them (for instance, babies, children, sick or senior people)	☐
	If other people didn't rely on me to transport them (for instance, it is part of my job)	☐
	If I didn't have to transport/carry heavy loads	☐
	If I didn't have a car	☐
	If I lost my driver licence	☐
	If I had more time	☐
	Nothing - I prefer walking/other forms of active transport to cycling for means of transport / exercise / recreation	☐
	Nothing - I already get enough exercise through other means (such as going to a gym)	☐
	Nothing – I've had negative experiences riding a bike, so won't ride again	☐
	Nothing - I can't be bothered cycling	☐
	Nothing - I have no interest in cycling	☐
	Don't know	☐
	Other / type in……	☐

DISPLAY TO ALL

C2	A 'minimum overtaking distance' rule has recently been introduced in Queensland. Motor vehicles must leave a minimum 1m clearance between their vehicle and a cyclist when overtaking a cyclist on roads with a speed limit of 60 km/h or less, or 1.5m clearance on roads with a speed limit over 60 km/h. What do you think of this rule? (SELECT ANY ANSWERS THAT APPLY) RANDOMISE ORDER	
	I didn't know it was introduced	☐
	Generally it has made me more aware of cyclists	☐
	It annoys me that cyclists must be given this much clearance	☐
	I find it difficult to judge this distance	☐
	It has made it safer for cyclists	☐
	Cyclists use it to block the lane	☐
	It only makes it more difficult to pass a cyclist	☐
	It hasn't changed my driving	☐
	Other / type in……	☐
	Don't know	☐

DISPLAY TO ALL

C3	What do you think of cyclists when you are driving? (SELECT ANY ANSWERS THAT APPLY) RANDOMISE ORDER	
	I am cautious / scared	☐
	I try to get away / keep clear from them	☐
	I am understanding or patient	☐
	I get annoyed	☐
	I have no reaction	☐
	I harass them	☐
	I think they are too slow	☐
	I think cyclists are unpredictable	☐
	I think cyclists are difficult to see on the road	☐
	Other / type in……	☐
	Don't know	☐

DISPLAY TO ALL

C4	How strongly do you agree or disagree with the following statements? (SELECT ONE ANSWER PER STATEMENT) RANDOMISE	1 Strongly disagree	2 Disagree	3 Agree	4 Strongly agree	5 Don't know
	Cyclists usually observe the road rules	☐	☐	☐	☐	☐
	Cyclists should attend a bicycle education course	☐	☐	☐	☐	☐
	Cyclists contribute to the costs of building and maintaining roads	☐	☐	☐	☐	☐
	Cyclists should be able to use the road just like motor vehicles	☐	☐	☐	☐	☐
	I don't mind if there are cyclists on the road	☐	☐	☐	☐	☐
	Generally cyclists act responsibly while on the road	☐	☐	☐	☐	☐
	Generally cyclists are considerate of other road users	☐	☐	☐	☐	☐
	Cyclists don't take responsibility for their own safety	☐	☐	☐	☐	☐

DISPLAY TO ALL

C5	Which of the following road rules apply in Queensland? (SELECT ONE ANSWER PER STATEMENT) RANDOMISE	1 Yes	2 No	3 Don't know
	It is illegal to park in a bicycle lane	☐	☐	☐
	It is legal, when safe to do so, to cross a continuous line to allow at least 1 metre clearance to pass a cyclist in speed zones of 60 km/h or less	☐	☐	☐
	Cyclists in Queensland can cycle on footpaths unless otherwise signed	☐	☐	☐
	Cyclists can treat stop signs as give way signs where it is safe to do so	☐	☐	☐
	Drivers must give way to cyclists	☐	☐	☐
	Cyclists must give way to any vehicle leaving a roundabout	☐	☐	☐

DEMOGRAPHICS - DISPLAY TO ALL

And finally just a couple of questions about you which are for statistical purposes only.

Demo 1	What is your occupation? TYPE IN YOUR ANSWER BELOW ……

Demo 2	What is the highest level of education that you have completed? (SELECT ONE ANSWER ONLY)	
	1. Below Year 10	☐
	2. Year 10	☐
	3. Year 11	☐
	4. Year 12	☐
	5. Certificate or Diploma	☐
	6. Undergraduate University degree	☐
	7. Postgraduate University degree	☐

Demo 3	Area of Residence (SELECT ONE ANSWER)	
	1. Capital City	☐
	2. Regional City	☐
	3. Outside a capital or regional city	☐
	4. Remote	☐

Demo 4	What is the name of your suburb or town? TYPE IN YOUR ANSWER BELOW ……

As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants to provide feedback to the Department of Transport and Main Roads on the servicing needs of the Queensland public. Once information processing has been completed, please be assured that your name and contact details will be removed from your responses to this survey. After that time we will no longer be able to identify the responses provided by you. However for the period that your name and contact details remain with your survey responses, which will be approximately one month, you will be able to contact us to request that we delete some or all of your information.

Appendix B – other responses

FATIGUE

Question F10 When you were last fatigued while driving/riding, which of the following best describes your sleep patterns leading up to that event?	
Response given	**Number of Responses**
I tend not to sleep well before a long trip	1
Shift work. I went to sleep while driving after night shift	1
Leaving after cyclone - stressed, emotionally & physically drained	1
Tiredness induced by chronic illness	1
Worked all night	1
I have just finished my night shift	1
Babies	1
Irregular sleep pattern immediate prior to fatigue occurrence due to sleep location	1
I was physically unwell	1
Bad sleep patterns/anxiety	1
Worked at night after day shift	1
Can't remember	1
Sleep apnoea condition	1
Obstructive Sleep Apnoea was worse	1
I have chronic fatigue syndrome and thought I was okay. However, stopped and had cuppa, face wash, etc.	1
Insomnia	1
Big weekend away	1
Health and insomnia often lead to fatigue but one still has to earn a living	1
My sleep is always disturbed	1
Was working late nights	1
Night shift	1
I have sleep apnoea and could not use this while on the road. No car charger adapter	1
Shift work finishing work at 7am driving home	1

Question F11 What do you believe contributed to your fatigue?	
Response given	**Number of Responses**
Don't know.	1
Physically and mentally exhausted	1
Long period of driving	1
Hot conditions after a long day out	1
Time of day	1
Wasn’t used to driving at night	1
Spending time with friends	1
Rising early in the morning to travel 7 hours	1
Had been at the hospital all day in Sydney then had to drive back to Brisbane	1
18 hour drive	1
Slow congested traffic	1
Study	1
None of the above	1
Menopause	1
Chronic fatigue syndrome	1
Not used to longer driving time	1
Up all night doing assignments	1
Driving distances makes me tired	1
The vehicle I was driving	1
Extensive road works actually reduced concentration	1
Time of day	1
Sleep apnoea/holiday excitement	1

Question F2 When you were last fatigued while driving/riding, what type of vehicle were you driving/riding?	
Response given	**Number of Responses**
Campervan	1

Question F12 When you were last fatigued while driving/riding, what was the purpose of your journey?	
Response given	**Number of Responses**
Moving interstate	2
Mowing	1
Returning to Queensland after an extended stay in Tasmania	1
Leaving town shifting to new home	1
Day trip	1
Concert	1
Moving house	1
Hospital appointment	1
Driving home from TAFE after a couple of lectures	1
Bringing the car back from Sydney	1
Visiting a certain place	1
Driving home from Uni	1
Driving home	2
From Uni to Home	1
Blood test	1
Returning from overseas	1
Driving home after a Dressage Day after waiting for husband who was hours later than he should have been	1

Appendix C – fieldwork report

General motorist/rider Survey

Dates of FW:
10th April to 5th May, 2014

No. of invitations issued:
Approx. 9,000 invitations for 966 responses (600 completes, 105 incompletes, 109 screeners and 152 quota full)

Average survey length:
34.5 mins

Any unusual events or occurrences during fieldwork:
None

Appendix D – sampling error chart

All sample surveys and polls, whether or not they use probability sampling, are subject to multiple sources of error which are most often not possible to quantify or estimate, including sampling error, coverage error, error associated with non-response, error associated with question wording and response options and post survey weighting and adjustments. Therefore MCR avoids the words "margin of error" as they are not able to be verified. All that can be calculated are different possible sampling errors with different probabilities of pure, unweighted, random samples with 100% response rates. These are only theoretical because no published surveys come close to this ideal. Respondents for this survey were randomly selected (using probability sampling) from the online panel respondent base. Because the sample is based on those who agreed to be invited to participate in the online panel, accurate estimates of theoretical sampling cannot be definitively calculated. At the absolute minimum, sampling error based on various cell sizes for this survey could fall within the following ranges:

(at the 95% confidence level)

Sample size	10%/90%	20%/80%	30%/70%	40%/60%	50%/50%
5	±27.0	±36.0	±41.0	±44.0	±45.0
10	±19.0	±25.0	±29.0	±31.0	±32.0
15	±15.0	±21.0	±24.0	±25.0	±26.0
20	±13.0	±18.0	±20.0	±22.0	±22.0
25	±12.0	±16.0	±18.0	±19.5	±20.0
30	±11.0	±15.0	±16.7	±17.9	±18.0
35	±10.0	13.5	±15.5	±16.6	±16.9
40	±9.0	±12.6	±14.5	±15.5	±15.8
50	±8.0	±11.3	±13.0	±13.9	±14.1
60	±7.7	±10.3	±11.8	±12.6	±12.9
70	±7.2	±9.6	±11.0	±11.7	±12.0
80	±6.7	±8.9	±10.2	±11.0	±11.1
90	±6.3	±8.4	±9.7	±10.3	±10.5
100	±6.0	±8.0	±9.2	±9.8	±10.0
150	±4.8	±6.5	±7.5	±8.0	±8.2
160	±4.7	±6.3	±7.2	±7.7	±7.9
170	±4.6	±6.1	±7.0	±7.5	±7.7
200	±4.2	±5.6	±6.5	±6.9	±7.0
220	±4.0	±5.4	±6.2	±6.6	±6.7
240	±3.9	±5.2	±5.7	±6.3	±6.5
250	±3.8	±5.1	±5.8	±6.2	±6.3
260	±3.7	±5.0	±5.7	±6.1	±6.2
280	±3.6	±4.8	±5.5	±5.9	±6.0
300	±3.5	±4.6	±5.3	±5.7	±5.8
320	±3.4	±4.5	±5.1	±5.5	±5.6
340	±3.3	±4.3	±5.0	±5.3	±5.4
350	±3.2	±4.3	±4.9	±5.2	±5.3
360	±3.2	±4.2	±4.8	±5.2	±5.3
380	±3.1	±4.1	±4.7	±5.0	±5.1
400	±3.0	±4.0	±4.6	±4.9	±5.0
420	±2.9	±3.9	±4.5	±4.8	±4.9
440	±2.9	±3.8	±4.4	±4.7	±4.8
450	±2.8	±3.8	±4.3	±4.6	±4.7
460	±2.8	±3.7	±4.3	±4.6	±4.7
480	±2.7	±3.7	±4.2	±4.5	±4.6
500	±2.7	±3.6	±4.1	±4.4	±4.5
550	±2.6	±3.4	±3.9	±4.1	±4.3
600	±2.4	±3.3	±3.7	±4.0	±4.1
650	±2.4	±3.1	±3.6	±3.8	±3.9
700	±2.3	±3.0	±3.5	±3.7	±3.8
750	±2.2	±2.9	±3.3	±3.6	±3.7
800	±2.1	±2.8	±3.2	±3.5	±3.5
850	±2.1	±2.7	±3.1	±3.4	±3.4
900	±2.0	±2.4	±3.1	±3.3	±3.3
950	±1.9	±2.6	±3.0	±3.2	±3.2
1000	±1.9	±2.5	±2.9	±3.1	±3.2