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Department of Transport and Main Roads RSPAT SURVEY 2015

REPORT B

Young Drivers, School Transport Safety, Occupant
Restraint, Heavy Vehicles, Vehicle Safety, Cycling

PREPARED FOR

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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 2015 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 Young Drivers and Roadwork Safety (reported in Speed section). Where previous surveys have reported on some measures, the following subject areas have been omitted from this survey, including Fatigue and Powered Two-Wheeler (PTW) Safety (Motorcycles, Scooters and Mopeds). Where relevant, results of previous waves of research have been compared to the current research.

The 2015 report detailing the findings of the survey is divided into two documents.

Report A	Speed, Alcohol, Drugs and Road User Behaviour
Report B	Young Drivers, School Transport Safety, Occupant Restraint, Heavy Vehicles, Vehicle Safety and Cycling

This document is Report B which outlines the findings of 2015 survey questions pertaining to the subjects of young drivers, school transport safety, occupant restraint, heavy vehicles, vehicle safety and cycling.

summary

Young Drivers

P1 licence holders have a peer passenger restriction for at least the first 12 months of driving, where no more than one passenger aged under 21 is allowed in a car with a P1 driver between 11pm and 5am. Exemptions apply for family members carried as passengers. How strongly do you support or oppose this rule? (Y8) Why do you oppose this rule? (Y9)
Support for a peer passenger restriction for at least the first twelve months of driving has declined slightly since 2010 when last measured (87%) with current support levels in 2015 being 81%. Among those who oppose the peer passenger restriction, the most common reasons are because it makes carpooling difficult (58%), it will be difficult to enforce (30%), it will increase the number of young people on the road (24%) or it will increase the incidence of drink driving (22%).

How strongly would you support or oppose peer passenger restrictions for P1 licence holders applying at all times (24 hours)? (Y12) (new measure)
64% of drivers/riders support peer passenger restrictions applying at all times for P1 licence holders.

How often, if at all, do you carry passengers aged under 21 years in the vehicle when you are driving? (Y13) (new measure)
23% of P1 licence holders report carrying passengers aged under 21 years between 5am and 11pm on most occasions when driving at this time. A further 23% carry passengers under 21 years sometimes between 5am and 11pm. Between the hours of 11pm and 5am, 38% of P1 licence holders report sometimes carrying passengers aged under 21 years when driving.

Provisional drivers who have had their licence suspended or cancelled have a late night driving restriction for at least 12 months, after they return to driving. Drivers with this restriction cannot drive a vehicle or ride a motorbike between 11pm and 5am. Exemptions apply for work, education and family purposes. How strongly do you support or oppose this rule? (Y10) Why do you oppose this rule? (Y11)
In a continuing trend, the majority of Queensland motorists in 2015 (81%) support a late night driving restriction for provisional licence holders who have previously had their licence suspended or cancelled. Among respondents who oppose this late night

driving restriction, the main reasons for this are that it is problematic in rural areas where there is a lack of public transport (47%), it doesn't have any significant safety benefits (41%) or it's expensive for young people who would need to take public transport or taxis (33%).

How strongly would you support or oppose late night driving restrictions applying to all P1 licence holders? (Y14) (new measure)
71% of all drivers/riders support late night driving restrictions applying to all P1 licence holders, whereby drivers cannot drive a vehicle or ride a motorbike between 11pm and 5am.

School Transport Safety

On which days does a school zone operate? (ST5)
The majority of drivers/riders are aware that school zones operate on school days only (75%). 23% believe school zones operate Monday to Friday while 2% believe school zones operate every day.

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 be unfamiliar, the majority of drivers/riders report they do so by the presence of school zone signs (94%). 73% say they recognise these zones from children's crossing flags (increasing since 2014 – 67%), while 55% recognise school zones by the presence of school children (increasing since 2014 – 49%).

Flashing school zone signs should be installed at...? (ST3d)
61% of drivers/riders are likely to support the installation of flashing school zone signs at all primary and secondary schools. 24% support this initiative at high risk school zones only while 10% support flashing signs at primary schools only. 2% do not support flashing signs at any school zones while 4% do not have an opinion on the issue. These results have remained consistent between 2014 and 2015.

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

In line with 2014 findings, 98% of drivers/riders agree that flashing school zone signs help to determine when lower speed limits apply. Agreement is found among 91% of drivers/riders 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/sometimes slow down when they see standard (non-flashing) school zone signs during school zone times (97%), children present (97%) or flashing school zone signs in operation (95%, a significant increase since 2014 – 91%).

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)

10% of drivers/riders report sometimes or always travelling over the speed limit during school zone times in a school zone with flashing school zone signs. 25% say they rarely travel over the speed limit in these circumstances while 61% claim to never speed in this situation.

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

10% of drivers/riders say they sometimes or always travel over the speed limit in a standard (non-flashing) school zone during school zone times. 29% say they rarely travel over the speed limit in this situation while 56% report never doing this.

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

7% of drivers/riders say they sometimes or always travel over the speed limit in a school zone when children are present. 15% say they rarely travel over the speed limit in these circumstances while 75% report that they never do this.

Do you think that fines for speeding within a school zone should be...? (ST13) (new measure)

48% of drivers/riders agree that fines for speeding within a school zone should be the same amount as fines for speeding offences on other sections of road. 47% believe these fines should be higher while 5% say the fine should be lower than speeding offences for other sections of road.

Do you think demerit points for speeding within a school zone should be...? (ST14) (new measure)

53% of respondents believe that demerit points for speeding within a school zone should be the same as demerit points for other sections of road. 42% agree this penalty should be higher when caught speeding in school zones while 5% say this should be lower.

Occupant Restraint

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

In a continuing trend, 94% of respondents report always wearing a seat belt when travelling in a car, either as a driver or passenger. 3% wear their belt on most occasions while less than 4% 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)

Just under eight in ten (78%) drivers/riders agree they are likely to get caught and fined if they don't wear a seatbelt when driving. 17% don't expect they will be caught while 5% are unsure on the matter.

Do you drive in a motor vehicle with children aged under seven as passengers? (OR3a)

27% of survey respondents report driving in a motor vehicle with children aged under seven years as passengers.

In Queensland, children under age seven are required to be appropriately restrained. How do you restrain child passengers aged under seven? (OR6a)

Of those who ever drive in a motor vehicle with children aged under seven years as passengers, 86% report they always restrain these children appropriately for their age, 9% report doing so most of the time, 3% restrain child passengers sometimes while 1% say they never restrain children appropriately.

Heavy Vehicles

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

83% of drivers/riders agree there should be harsher fines and penalties for unsafe heavy vehicle driving, 82% agree that not enough is done to educate the public about sharing the road with heavy vehicles while 74% agree that they modify their behaviour to avoid heavy vehicles in traffic. 72% agree that heavy vehicles should have speed limiters installed while 69% feel they should be restricted to the left lane. 49% support the idea of heavy vehicles travelling at a speed limit lower than the posted limit on all roads.

Vehicle Safety

What do you know about the Used Car Safety Ratings? (V2)

When asked what they know about Used Car Safety Ratings, 55% of drivers/riders report they have never heard of this rating system while 25% claim to be aware of it, but are unsure of what it means. A further 12% say they know about the system but have never used it. 5% of drivers/riders report they would only purchase a used vehicle with a 4 or 5 star rating while 3% say they have consulted the rating system when researching a used car purchase.

From the list below, please choose the three sources you were/are most likely to use to inform a used vehicle selection? (V15)

Information sources most likely to be used to inform a used vehicle selection are a qualified mechanic (44%), car sales websites (43%) or car dealers and car yards (including test drives) (35%).

What do you know about the ANCAP crash worthiness and safety ratings for new cars? (V1)

When asked what they know about the ANCAP crash worthiness and safety ratings for new cars, 39% of drivers/riders report they have never heard of this rating system while 25% claim to be aware of it, but are unsure of what it means. A further 18% say they know about the system but have never used it. 9% of drivers/riders say they would only purchase a new vehicle with a 4 or 5 star rating while 8% have consulted the rating system when researching a new car purchase.

From the list below, please choose the three most important primary sources of information to inform a new vehicle selection? (V17)

Information sources most likely to be used to inform a new vehicle selection are vehicle safety information on websites (50%), car dealers and car yards (49%) or independent car testing and reviews reported on websites or in automotive magazines (48%).

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 (24%), cycling routes that feel safer (24%), not having a car (23%) or if travelling shorter distances (22%).

When grouping all respondents' answers to this question into common categories, the most prevalent themes to emerge in terms of encouraging cycling are a change of one's personal circumstances (52%), an improvement to infrastructure (34%), an improvement to one's physical health (29%) or a change to one's environment (29%).

34% of drivers/riders report nothing would encourage them to cycle more frequently.

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

In response to the 'minimum overtaking distance' rule, 35% of drivers/riders feel that this rule has made it safer for cyclists. 37% report that the rule makes it more difficult to pass cyclists while 27% find it hard to judge the distance of one metre.

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

Road rules that DO CURRENTLY apply

50% of drivers/riders are correct in their agreement that it is legal to cross a continuous line when safe to do so to allow one metre clearance when passing a cyclist (this being a significant decrease since 2014 – 55%). 45% of respondents agree that cyclists in Queensland can cycle on footpaths unless otherwise signed. In a new measure in 2015, 32% of respondents agree that it is legal to park in a bicycle lane unless otherwise signed. 23% of respondents agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights.

Road rules that DO NOT CURRENTLY apply

60% of drivers/riders are correct in disagreeing that cyclists can treat stop signs as give way signs where it is safe to do so. 21% of respondents accurately disagree that drivers must give way to cyclists at all times (a significant decrease since 2014 – 29%). Only 7% of drivers/riders are correct in disagreeing that cyclists must ride in a bicycle lane if one is provided.

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

Drivers'/riders' most common reaction when encountering cyclists on the road is to try to keep clear of them (50%). 45% of drivers/riders agree that cyclists are unpredictable while 35% report being understanding or patient around cyclists. 20% feel that cyclists are difficult to see on the road (this response decreasing since 2014 – 24%) while 27% report being cautious/scared of cyclists on the road. 17% of respondents report they get annoyed at cyclists riding on the road.

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 (76%), that they do not mind if there are cyclists on the road (68%), that cyclists generally act responsibly on the road (63%) or that cyclists should be able to use the road just like motor vehicles (59%).

Key trends – Young Drivers

Younger drivers/riders (< 25 years)

- More likely than average to oppose peer passenger restriction laws
- More likely than average to oppose late night driving restrictions applying to all P1 licence holders.

Drivers/riders aged 25-39 years

- More likely than average to oppose late night driving restrictions for provisional licence holders whose licence has been previously suspended or cancelled.

Drivers/riders aged 40-59 years

- More likely than average to support peer passenger restrictions between 11pm and 5am
- More likely than average to support late night driving restrictions for provisional licence holders whose licence has been previously suspended.

Older drivers/riders (60+ years)

More likely than average to support:

- peer passenger restrictions between 11pm and 5am
- peer passenger restrictions to apply at all times
- late night driving restrictions for provisional licence holders whose licence has been previously suspended
- late night driving restrictions applying to all P1 licence holders.

Northern region residents

- More likely than average to support peer passenger restrictions between 11pm and 5am.

Open licence holders

- More likely than average to support peer passenger restrictions between 11pm and 5am
- More likely than average to support late night driving restrictions for provisional licence holders whose licence has been previously suspended.

Sub-open licence holders

- More likely than average to oppose peer passenger restriction laws
- More likely than average to oppose late night driving restrictions applying to all P1 licence holders.

Motorcycle riders

- More likely than average to oppose late night driving restrictions for provisional licence holders whose licence has been previously suspended or cancelled.

Key trends – School Transport Safety

Younger drivers/riders (< 25 years)

More likely than average to:

- agree that flashing school zone signs should be installed at primary schools only
- report sometimes/always travelling over the speed limit in school zones
- agree that the penalties for speeding in a school zone should be lower than speeding offences on other sections of road.

Drivers/riders aged 25-39 years

- More likely than average to believe school zones operate everyday
- More likely than average to report sometimes/always travelling over the speed limit in school zones.

Older drivers/riders (60+ years)

More likely than average to:

- believe school zones operate on school days only
- recognise school zones on unfamiliar roads by presence of school zone signs, children's crossing flags, school children, other drivers/riders slowing down or by roadside activity

- agree that flashing school zone signs should be installed at all primary and secondary schools
- report always slowing down in each of the school zone scenarios tested in the survey
- report never travelling over the speed limit in school zones.

Male drivers/riders

- More likely than females to believe school zones operate everyday.

Female drivers/riders

- More likely than males to recognise school zones on unfamiliar roads by the presence of school zone signs.

South Eastern region residents

- More likely than average to report sometimes/always speeding in a standard school zone during school zone times.

Northern region residents

- More likely than average to recognise school zones on unfamiliar roads by presence of children's crossing flags
- More likely than average to agree that the penalties for speeding in a school zone should be higher than speeding offences on other sections of road.

Southern region residents

- More likely than average to know that school zones operate on school days only.

Open licence holders

More likely than average to:

- believe school zones operate on school days only
- recognise school zones on unfamiliar roads by presence of school zone signs or children's crossing flags
- agree that flashing school zone signs should be installed at all primary and secondary schools
- report always slowing down in each of the school zone scenarios tested in the survey.

Sub-open licence holders

More likely than average to:

- believe school zones operate everyday
- report sometimes/always travelling over the speed limit in school zones
- agree that the penalties for speeding in a school zone should be lower than speeding offences on other sections of road.

Motorcycle riders

- More likely than average to believe school zones operate everyday
- More likely than average to report sometimes/always travelling over the speed limit in school zones.

Key trends – Occupant Restraint

Younger drivers/riders (< 25 years)

- Less likely than average to agree that they are likely to get caught and fined if they do not wear a seatbelt when driving/riding.

Drivers/riders aged 25-39 years

- Less likely than average to agree that they are likely to get caught and fined if they do not wear a seatbelt when driving/riding
- More likely than average to drive in a motor vehicle with children aged under seven years as passengers.

Drivers/riders aged 40-59 years

- More likely than average to report always wearing a seat belt as a passenger or driver
- More likely than average to believe they are likely to get caught and fined if they do not wear a seatbelt while driving/riding.

Older drivers/riders (60+ years)

- More likely than average to report always wearing a seat belt as a passenger or driver
- More likely than average to believe they are likely to get caught and fined if they do not wear a seatbelt while driving/riding.

Open licence holders

- More likely than average to report always wearing a seat belt as a passenger or driver.

Motorcycle riders

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

Key trends – Heavy Vehicles

Older drivers/riders (60+ years)

- More likely than average to be supportive of harsher fines and penalties for heavy vehicles found speeding.

South Eastern region residents

- More likely than average to report that they modify their behaviour to avoid heavy vehicles, to feel that heavy vehicles should be restricted to the left lane or to believe that all heavy vehicles should travel at a speed limit lower than the posted limit on all roads.

Key trends – Vehicle Safety

Younger drivers/riders (< 25 years)

- More likely than average to know about the Used Car Safety Rating system but have never used it

- More likely than average to nominate newspaper/magazine car sections as a source to inform a used vehicle selection.

Drivers/riders aged 25-39 years

- More likely than average to view new or used car buyer guides available from newsagencies as an important information source to inform a new vehicle selection.

Drivers/riders aged 40-59 years

- More likely than average to use independent car testing and reviews or motoring clubs as sources to inform a used vehicle selection
- More likely to view independent car testing and reviews as an important information source to inform a new vehicle selection.

Older drivers/riders (60+ years)

More likely than average to:

- say they would only purchase a used vehicle with a 4 or 5 star rating
- nominate car dealers and car yards (including test drives) or motoring clubs as sources to inform a used vehicle selection
- report they would only purchase a new vehicle with a 4 or 5 star rating
- regard vehicle safety information on websites as an important information source when purchasing a new car.

Male drivers/riders

More likely than females to:

- be aware of the Used Car Safety Rating system but have never used it
- cite the use of newspaper/magazine car sections, used car buyer guides or independent car testing and reviews as sources used to inform a used vehicle purchase
- report they would only purchase a new vehicle with a 4 or 5 star rating or that they have already consulted the rating system when purchasing a new car.

Female drivers/riders

More likely than males to:

- have heard of the Used Car Safety Rating system but are unsure of what it means
- nominate friends and family as sources used to inform a used vehicle purchase
- cite family and friends as sources of information to inform a new vehicle selection.

Less likely than males to have heard of the ANCAP crash worthiness and safety ratings for new cars.

South Eastern region residents

- More likely than average to regard vehicle safety information on websites as an important information source when purchasing a used car.

Open licence holders

- More likely than average to have never heard of the Used Car Safety Rating system
- More likely than average to nominate motoring clubs as a source to inform a used vehicle selection.

Key trends – Cycling

Younger drivers/riders (< 25 years)

More likely than average to:

- cite better maintained end of trip facilities or a new bicycle as factors to encourage more frequent cycling
- agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights
- consider cyclists too slow
- feel annoyed with cyclists.

Drivers/riders aged 25-39 years

More likely than average to:

- feel that if they had more time, cycling infrastructure was improved, it was more comfortable to cycle or if they didn't need to transport others, they would cycle more often
- be unaware of the new minimum overtaking distance rule
- agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights
- consider cyclists too slow
- feel annoyed with cyclists
- agree that cyclists usually obey the road rules
- agree that cyclists contribute to the costs of building and maintaining roads.

Older drivers/riders (60+ years)

More likely than average to:

- feel that nothing could encourage them to cycle more often, that they are not interested in cycling or they would cycle more regularly if they were physically able
- report no change in their driving behaviour since the minimum overtaking distance rule's introduction
- agree the minimum overtaking distance rule has made it safer for cyclists
- agree they are now more aware of cyclists
- disagree that cyclists can treat stop signs as give way signs or to disagree that drivers must give way to cyclists at all times
- display patience towards and acceptance of cyclists
- favour cyclists attending bicycle education courses.

Male drivers/riders

More likely than females to:

- claim that they would be encouraged to cycle if they didn't have a car, had more time or lost their drivers licence
- agree that it is legal to cross a continuous line to allow at least one metre clearance to pass a cyclist, that cyclists are permitted to ride on footpaths unless otherwise signed or that it is illegal to park in a bicycle lane unless otherwise signed
- disagree that drivers must give way to cyclists at all times
- believe they are more understanding of cyclists
- believe they have no reaction to cyclists riding on the road.

Female drivers/riders

More likely than males to:

- claim that they would be encouraged to cycle if they were physically able or if others didn't rely on them for transport
- feel that nothing could encourage them to cycle more often as they are not interested in cycling
- say they have difficulty judging the new minimum overtaking distance
- report feeling cautious or scared when encountering cyclists while driving
- try and keep clear of cyclists or to believe cyclists are difficult to see when driving
- favour cyclists attending bicycle education courses.

South Eastern region residents

More likely than average to:

- feel that if there were less hills in their area they would cycle more often
- say they have difficulty judging the new minimum overtaking distance
- agree that cyclists in Queensland can cycle on footpaths unless otherwise signed
- try to keep clear from cyclists
- get annoyed with cyclists when driving/riding
- believe cyclists don't take responsibility for their own safety.

Northern region residents

More likely than average to:

- agree the minimum overtaking distance rule has made it safer for cyclists
- agree they are now more aware of cyclists
- display patience towards and acceptance of cyclists
- say they don't mind cyclists riding on the road
- agree that cyclists should be able to use the road as motor vehicles do
- agree that cyclists are generally considerate of other road users.

Central region residents

- More likely than average to perceive cyclists as unpredictable.

Southern region residents

More likely than average to:

- agree that if others didn't rely on them for transport they would cycle more often or that nothing would encourage them to cycle more often
- report no change in their driving behaviour since the minimum overtaking distance rule's introduction
- be unaware of the new minimum overtaking distance rule
- display patience towards and acceptance of cyclists
- agree that cyclists are generally considerate of other road users
- agree that cyclists usually observe road rules.

Open licence holders

- More likely than average to disagree that cyclists can treat stop signs as give way signs
- More likely than average to favour cyclists attending bicycle education courses.

Sub-open licence holders

- More likely than average to agree that it is legal to park in a bicycle lane unless otherwise signed or to agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights.

Motorcycle riders

- More likely than average to agree that it is legal to park in a bicycle lane unless otherwise signed or to agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights
- More likely than average to disagree that drivers must give way to cyclists at all times or to disagree that cyclists must ride in a bicycle lane if one is provided.

method

Research Method

The 2015 method comprised an online self-completion survey using the ORU research panel. Where relevant, results from the 2015 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 hold, or who have ever held a drivers/riders (motorcycle, scooter or moped) licence.

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 7th April – 28th April, 2015. 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 2015.

Definitions

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

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 differences 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
Overall Survey	No.	308	292	85	163	216	136	51	63	415	71	539	49	52
	%	51	49	14	27	36	23	9	11	69	12	90	8	9
Sub Groups														
Gender (%)	Male	100		14	27	36	23	8	11	69	12	91	7	12
	Female		100	14	27	36	23	9	10	69	12	88	9	5
Age (%)	<25	51	49	100				13	11	65	12	58	41	11
	25-39	52	48		100			6	9	74	12	90	7	13
	40-59	51	49			100		11	7	70	12	98	1	8
	60+	51	49				100	5	18	65	13	98		3
Region (%)	Central	51	49	22	18	47	14	100				92	8	6
	Northern	52	48	14	22	25	38		100			97	3	3
	South-East	51	49	13	29	36	21			100		89	8	9
	Southern	51	49	14	27	35	24				100	86	13	11
Licence Type (%)	Open	52	48	9	27	39	25	9	11	69	11	100		7
	Sub-Open	45	55	71	22	6		8	4	69	18		100	24
	Motorcycle	71	29	17	40	35	8	6	4	75	15	77	23	100
	None	42	58	8	50	17	25			92	8			

*Licence Type does not sum to 100% as a motorcycle licence holder 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

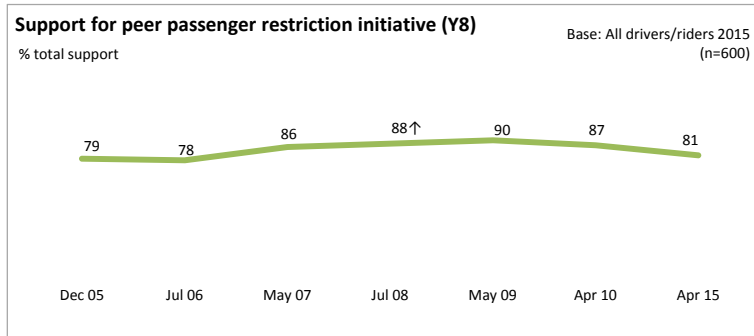
As is our normal practice, we emphasise that any market size estimates in this report can be influenced by a number of unforeseen events or by management decisions. Therefore no warranty can be given that the information included will be predictive of a desired outcome.

findings

young drivers

1.0 Support for initiatives affecting provisional licence holders only

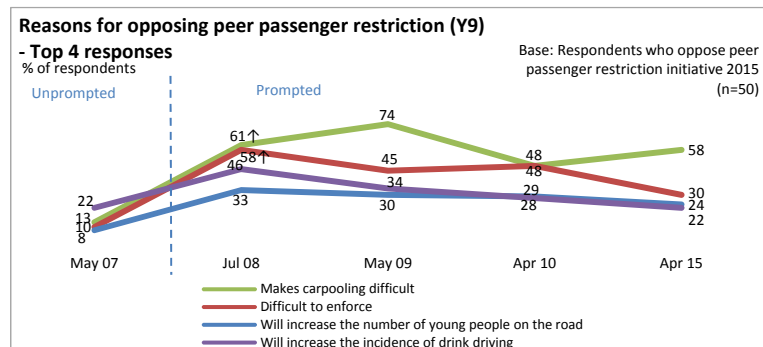
1.1 Peer passenger restriction for P1 licence holders – general public



1.1.1

P1 licence holders have a peer passenger restriction for at least the first 12 months of driving, where no more than one passenger aged under 21 is allowed in a car with a P1 driver between 11pm and 5am. Exemptions apply for family members carried as passengers. How strongly do you support or oppose this rule? (Y8)

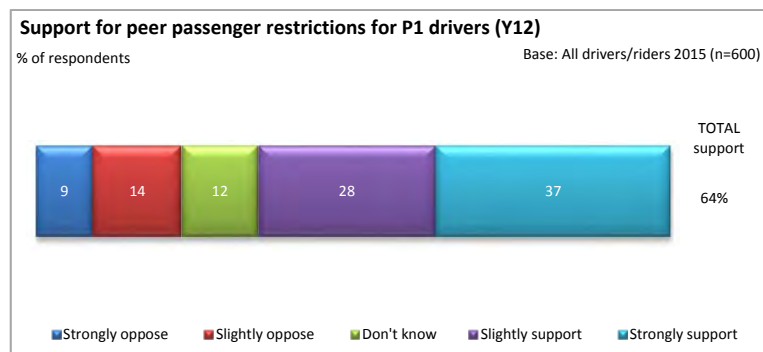
Support for a peer passenger restriction for at least the first twelve months of driving declined slightly since 2010 when last measured (87%) with current support levels in 2015 being 81%.



1.1.2

Why do you oppose this rule? (Y9)

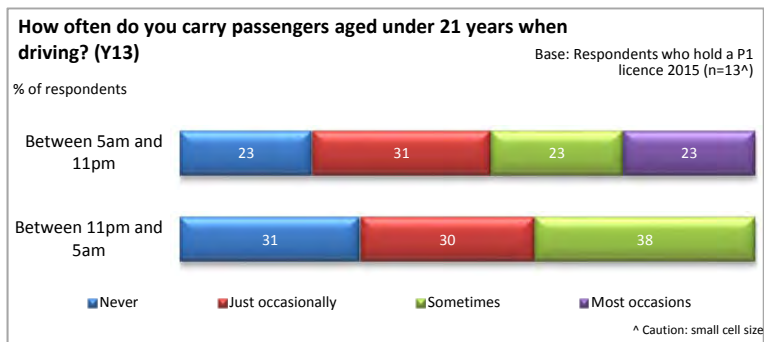
Among those who oppose the peer passenger restriction, the top four reasons for holding this opinion are because it makes carpooling difficult (58%), it will be difficult to enforce (30%), it will increase the number of young people on the road (24%) or it will increase the incidence of drink driving (22%).



1.1.3

How strongly would you support or oppose peer passenger restrictions for P1 licence holders applying at all times (24 hours)? (Y12) (new measure)

64% of drivers/riders support peer passenger restrictions applying at all times for P1 licence holders, with 37% strongly and 28% slightly supporting this restriction.



1.1.4

How often, if at all, do you carry passengers aged under 21 years in the vehicle when you are driving? (Y13) (*new measure*)

23% of P1 licence holders report carrying passengers aged under 21 years between 5am and 11pm on most occasions when driving at this time. A further 23% carry passengers under 21 years sometimes between 5am and 11pm. Between the hours of 11pm and 5am, 38% of P1 licence holders report sometimes carrying passengers aged under 21 years when driving.

1.1.5

Key sub-group differences

Drivers/riders aged 40 years and over, those living in the Northern region or open licence drivers/riders are more likely than average to show their support for peer passenger restrictions between 11pm and 5am for the first 12 months of driving. Drivers/riders under the age of 25 years or those driving/riding on a sub-open licence are significantly more likely than average to oppose the law.

Support for the peer passenger restriction to apply at all times is higher than average among drivers/riders aged 60+ years. Drivers/riders under 25 years show strong opposition to the peer passenger restriction compared to the average.

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

Table 1.1.1 P1 licence holders have a peer passenger restriction for at least the first 12 months of driving, where no more than one passenger aged under 21 is allowed in a car with a P1 driver between 11pm and 5am. Exemptions apply for family members carried as passengers. How strongly do you support or oppose this rule? (Y8)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% of respondents														
Strongly support	55	54	56	31	45	64	68	67	57	61	52	58	29	40
Slightly support	26	29	22	27	32	22	22	25	18	21	28	25	31	35
Slightly oppose	6	5	7	22	5	2	4		10	3	7	4	28	15
Strongly oppose	2	2	2	5	2	2	1	2	2	6	2	2	4	
Don't know	11	10	12	15	15	9	6	6	14	10	12	12	8	10
TOTAL support	81	83	78	58	77	86	90	92	74	82	79	83	60	75

Table 1.1.2 Why do you oppose this rule? (Y9)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: Drivers/riders who oppose the rule that restricts the number of passengers a Provisional Licence holder is allowed to carry at certain times of the day	50	22^	28^	23^	12^	9^	6^	1^	6^	6^	37	31	16^	8^
% of respondents														
It will make car-pooling difficult	58	50	64	74	67	22	33		50	50	62	49	81	62
It will be difficult to enforce	30	36	25	17	25	55	50			50	32	35	19	13
It will increase the number of young people on the road	24	32	18	35	17	22		100	33		24	26	25	37
It will increase the incidence of drink driving (less designated drivers)	22	23	21	21	25	34			17	34	22	20	25	25
Other	12	14	11	4	25	11	17			17	14	13		

^ Caution: small cell size.

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

Table 1.1.3 How strongly would you support or oppose peer passenger restrictions for P1 licence holders applying at all times (24 hours)? (Y12) (new measure)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% of respondents														
Strongly support	37	38	36	17	30	42	50	49	39	41	34	39	16	25
Slightly support	28	28	27	27	29	24	31	21	16	32	29	26	39	43
Slightly oppose	14	14	14	21	14	13	11	11	22	4	15	14	18	11
Strongly oppose	9	7	11	21	10	7	2	10	8	8	9	8	18	8
Don't know	12	13	12	14	16	13	6	9	16	14	12	13	8	13
TOTAL support	64	66	63	44	60	66	81	70	55	73	63	65	56	67

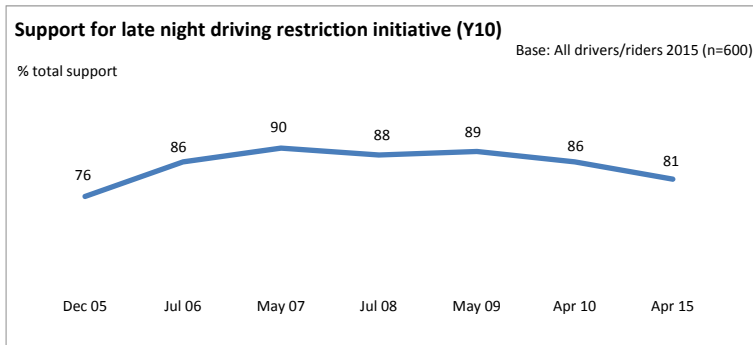
Table 1.1.4 How often, if at all, do you carry passengers aged under 21 years in the vehicle when you are driving? (Y13) (new measure)

	TOTAL	SEX		AGE			TMR REGION			LICENCE TYPE	
		Male	Female	< 25	25-39	40-59	Central	Southern	Sth Eastern	Sub-Open	M/C
	15	15	15	15	15	15	15	15	15	15	15
Base: Respondents holding a P1 provisional licence	13^	6^	7^	11^	1^	1^	1^	2^	10^	13^	3^
% of respondents											
Between 11pm and 5am											
Sometimes	38	49	28	36		100			50	38	66
Just occasionally	30		57	27	100				40	30	34
Never	31	51	15	37			100	100	10	31	
TOTAL sometimes/most	38	49	49	36		100			50	38	66
Between 5am and 11pm											
Most occasions	23	33	14	18		100			30	23	33
Sometimes	23	16	29	18	100				30	23	67
Just occasionally	31	17	42	36			100		30	31	
Never	23	33	15	28				100	10	23	
TOTAL sometimes/most	46	49	43	36	100	100			60	46	100

^ Caution: small cell size.

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

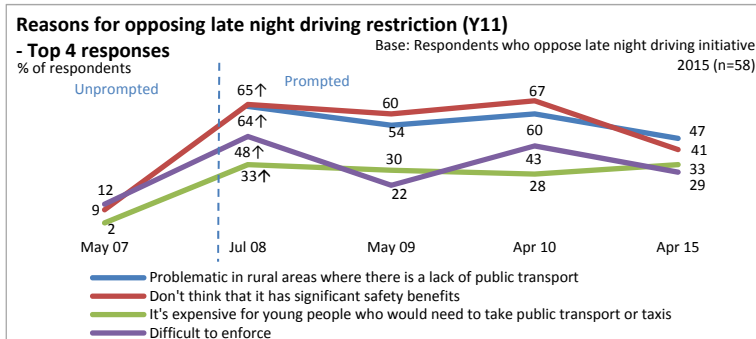
1.2 Support for late night driving restrictions for provisional drivers



1.2.1

Provisional drivers who have had their licence suspended or cancelled have a late night driving restriction for at least 12 months, after they return to driving. Drivers with this restriction cannot drive a vehicle or ride a motorbike between 11pm and 5am. Exemptions apply for work, education and family purposes. How strongly do you support or oppose this rule? (Y10)

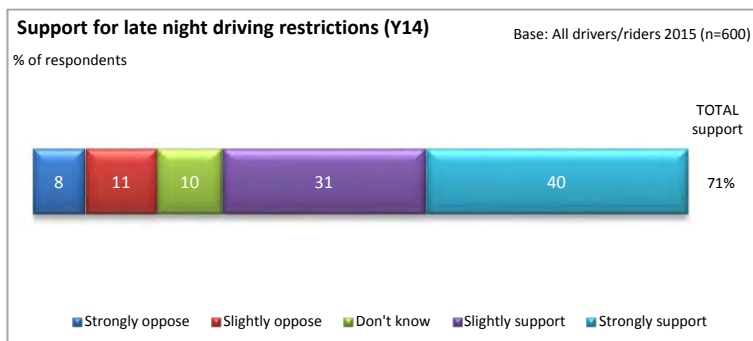
In a continuing trend, the majority of Queensland motorists in 2015 (81%) support a late night driving restriction for provisional licence holders who have previously had their licence suspended or cancelled.



1.2.2

Why do you oppose this rule? (Y11)

Among respondents who oppose a late night driving restriction on provisional licence holders who have had their licences suspended or cancelled, the main reasons for this are that it is problematic in rural areas where there is a lack of public transport (47%), it doesn't have any significant safety benefits (41%) or it's expensive for young people who would need to take public transport or taxis (33%).



1.2.3

How strongly would you support or oppose late night driving restrictions applying to all P1 licence holders? (Y14) (*new measure*)

71% of all drivers/riders support late night driving restrictions applying to all P1 licence holders whereby drivers cannot drive a vehicle or ride a motorbike between 11pm and 5am.

1.2.4

Key sub-group differences

Drivers/riders aged over 40 years or open licence holders are more likely than average to support a late night driving restriction for provisional licence holders whose licence has been previously suspended.

Those aged 60+ years are more likely than average to support late night driving restrictions applying to all P1 licence holders.

Respondents under 25 years or sub-open licence holders are the most likely groups to oppose late night driving restrictions.

Table 1.2.1 Provisional drivers who have had their licence suspended or cancelled have a late night driving restriction for at least 12 months, after they return to driving. Drivers with this restriction cannot drive a vehicle or ride a motorbike between 11pm and 5am. Exemptions apply for work, education and family purposes. How strongly do you support or oppose this rule? (Y10)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% of respondents														
Strongly support	53	50	56	26	45	60	69	52	59	62	51	55	35	37
Slightly support	28	30	25	38	31	25	23	30	19	23	30	27	31	31
Slightly oppose	7	6	8	15	10	6	1	3	6	4	8	5	26	15
Strongly oppose	3	3	2	4	2	3	1	8		1	2	3	2	2
Don't know	9	10	9	18	12	6	6	6	16	10	9	10	6	15
TOTAL support	81	81	81	64	76	86	92	83	78	85	81	82	66	67

Table 1.2.2 Why do you oppose this rule? (Y11)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders who oppose rule that restricts Provisional Licence holders, who had their licences suspended from driving between 11pm & 5am for first twelve months after returning to driving	58	29^	29^	16^	20^	19^	3^	7^	3^	4^	44	43	14^	9^
% of respondents														
Problematic in rural areas where there is a lack of public transport	47	48	45	63	35	48	32	72	66	25	43	47	50	67
Don't think that it has significant safety benefits	41	45	38	44	45	42		43	33	26	43	42	36	23
It's expensive for young people who would need to take public transport or taxis	33	35	31	38	35	32		15	66		36	32	36	46
Difficult to enforce	29	35	24	18	25	42	33	29		24	32	32	21	33
Other	14	14	14	6	15	15	35	14		25	14	12	14	11

^ Caution: small cell size.

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

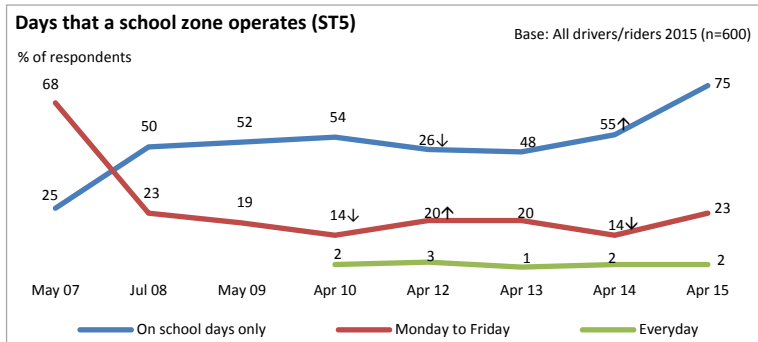
Table 1.2.3 How strongly would you support or oppose late night driving restrictions applying to all P1 licence holders? (Y14) (new measure)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% of respondents														
Strongly support	40	39	42	20	33	48	49	43	41	46	39	42	20	17
Slightly support	31	33	29	28	35	26	34	38	22	25	32	30	35	52
Slightly oppose	11	11	11	14	10	10	11	8	14	7	12	11	14	9
Strongly oppose	8	7	8	20	7	6	2	3	12	10	7	7	22	6
Don't know	10	10	11	17	15	9	3	8	12	11	10	11	8	15
TOTAL support	71	72	71	49	68	74	84	81	63	72	71	72	56	69

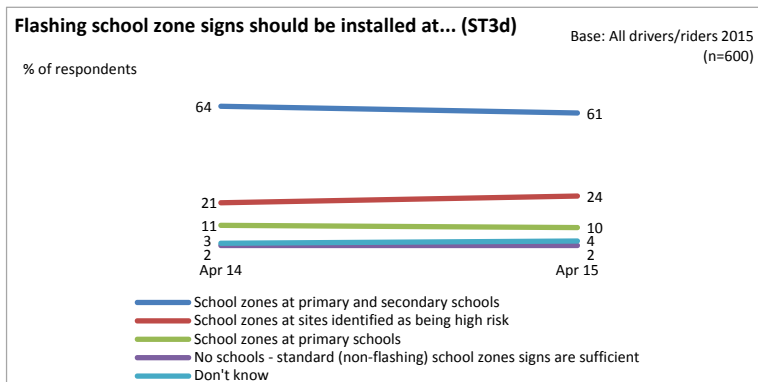
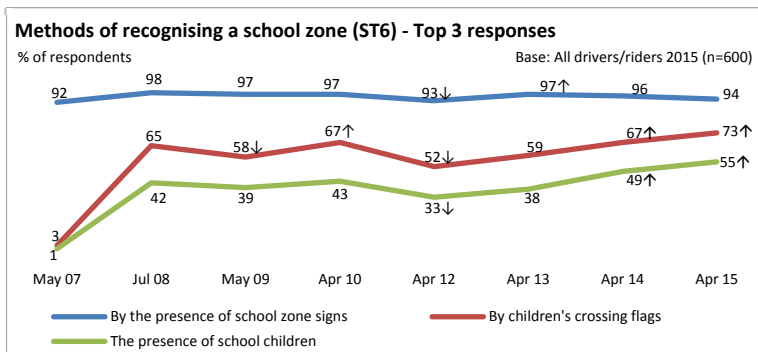
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

school transport safety

1.0 School zone recognition



Note: The response 'Monday to Friday except holidays including public holidays' was removed from the 2015 survey, therefore no comparison can be made between the 2015 and 2014 waves.



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

The majority of drivers/riders are aware that school zones operate on school days only (75%). 23% believe school zones operate 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 be unfamiliar, the majority of drivers/riders report they do so by the presence of school zone signs (94%). 73% say they recognise these zones from children's crossing flags (increasing since 2014 – 67%), while 55% recognise school zones by the presence of school children (increasing since 2014 – 49%).

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

61% of drivers/riders are likely to support the installation of flashing school zone signs at all primary and secondary schools. 24% support this initiative at high risk school zones only while 10% support flashing signs at primary schools only. 2% do not support flashing signs at any school zones while 4% do not have an opinion on the issue. These results have remained consistent between 2014 and 2015.

1.1.4 Key sub-group differences

Drivers/riders aged 25-39 years, sub-open licence holders or motorcyclists more commonly believe that a school zone operates everyday. Contrastingly, older respondents (aged 60+ years), Southern region residents or open licence holders are more likely than average to know that school zones operate on school days only. Recognition of a school zone on an unfamiliar road by the presence of school zone signs or children's crossing flags is more common among open licence holders. Drivers/riders over the age of 60 years are more likely than average to recognise a school zone on an unfamiliar road by the presence of school zone signs, children's crossing flags, school children, other drivers/riders slowing down or roadside activity.

Drivers/riders aged 60+ years or open licence holders are more likely to agree that flashing school zone signs should be installed at all primary and secondary schools. Those aged under 25 years are more likely than average to agree that these signs should be installed at primary schools only.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
On school days only	75	55↑	74	54	76	56↑	67	46	69	50	76	58	84	62	83	54	70	51	84	60	72	55↑	76	57↑	59	44	56	57
Monday to Friday	23	14↓	22	15	23	13↓	29	12	25	20	23	13	15	10	14	15	30	13	13	14	25	14↓	22	13↓	33	19	29	15
Everyday	2	2	3	2	*	2	2	2	4	5↑	*			2		3		2			2	2	1	2	6	4	11	5
Don't know	1	1	1	*	1	1	1	1	1	1	1	*	1		3	1			3		*	*	1	*	2	1	4	

Note: The response 'Monday to Friday except holidays including public holidays' was removed from the 2015 survey, therefore no comparison can be made between the 2015 and 2014 waves.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
By the presence of school zone signs	94	96	92↓	95	96	97	89	91	88↓	93	97	98	98	99	92↓	99	96	100	94	97	94	95	95	97	79	89	69↓	92
By children's crossing flags	73↑	67↑	72	69↑	74↑	65	57	65	61	56	79↑	70↑	87↑	77	84↑	69	80	73↑	70	76	70↑	64	76↑	68↑	41↓	57	56↓	69
By the presence of school children	55↑	49↑	53	49↑	57↑	48	45	50↑	45	47↑	58↑	47	67↑	52	63	57	65	49	48	54	53↑	46↑	56↑	49↑	41	45	48	48
By the presence of pavement markings	46	43↑	50	45↑	42	41↑	41	50	35	35	52↑	44	52	49	57	48↑	49	51↑	42	47	44	41	47	43↑	29↓	48	31↓	45
By other drivers/riders slowing down	39↑	33	37	35↑	41↑	32	39	42	31	31	39	32	48↑	33	46	43	35	26	35	35	38↑	33	39↑	32	33	41	23	33
By the roadside activity	31↑	26↑	32	30↑	29	23	33	26	23	25↑	31	27	39↑	29	41	33↑	29	26	32	29	29	25↑	30	27↑	33	22	39	28
I wouldn't be able to because the signs are hard to see/read	1	2	2	2		2			1	1	1↓	4	1	1		2			1	3	1	2	1	2		1	2	3
Don't know	2	2	2	2	1	1	4	5	2	2	1	1			3	1	2		3		1	2	2	1	2	6	2	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.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

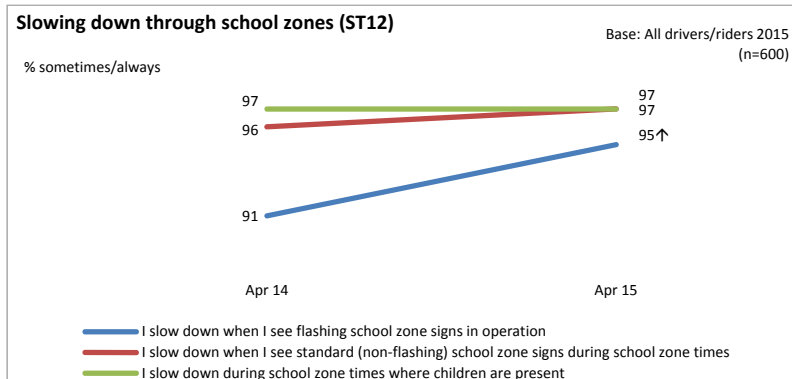
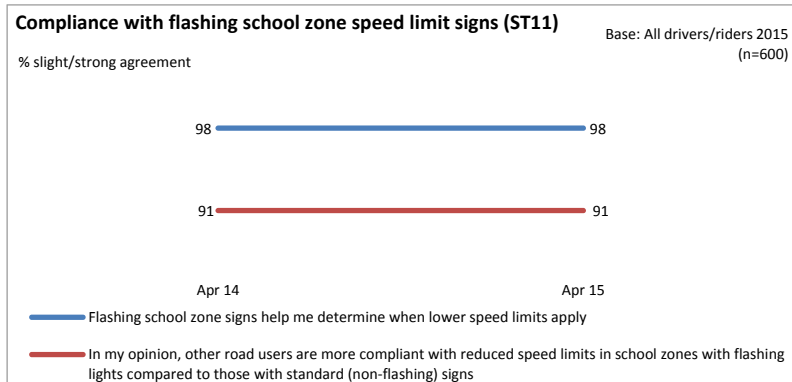
Table 1.1.3 Flashing school zone signs should be installed at... (ST3d)

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
School zones at primary and secondary schools	61	64	63	61	58↓	67	43	48	57	61	65	69	68	68	65	61	59	61	52	65	62	64	62	65	45	58	48	57
School zones at sites identified as being high risk	24	21	22	22	25↑	19	27	26	21	23	23	20	26↑	16	22	22	22	24	31	26	23	19	23	20	29	25	27	24
School zones at primary schools	10	11	9	13	11	10	20	17	12	12	7	8	5↓	12	6	12	12	11	11	8	10	12	9	11	14	11	17	13
No schools - standard (non-flashing) school zones signs are sufficient	2	2	2	2	2	2	2	1	4	2	2	1	1	1	2	1	2		3		2	2	2	2	2	1	4	2
Don't know	4	3	4	2	4	3	7	8	7↑	2	3	1		2	5	3	6	4	3		4	3	3	2	10	5	4	4

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 School zone safety



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

In line with 2014 findings, 98% of drivers/riders agree that flashing school zone signs help to determine when lower speed limits apply.

Agreement is found among 91% of drivers/riders 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/sometimes slow down when:

- they see standard (non-flashing) school zone signs during school zone times (97%)
- children are present (97%)
- they see flashing school zone signs in operation (95%, a significant increase since 2014 – 91%).

2.1.3 Key sub-group differences

Open licence holders or drivers/riders aged over 60 years are more likely than average to report always slowing down in each of the school zone scenarios tested in the survey.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Flashing school zone signs help me determine when lower speed limits apply																												
Agree strongly	76	77	78	77	74	77	67	68	69	75	80	78	85	83	82	79	74	77	79	81	75	76	78	79	59	68	58↓	74
Agree slightly	22	21	21	22	23	21	29	29	28	24	18	20	14	15	18	19	26	21	20	15	22	23	20	20	35	30	35	24
Disagree slightly	1	1	1	1	2	2	3	1	2	1	1	1		1				2		4	2↑	1	1	1	6	1	6	2
Disagree strongly	1	1	*	*	1	1		1	1	1	1	*	1		1			1		1	*	1	*		1	2		
TOTAL agree	98	98	99	99	97	98	97	98	97	99	98	98	99	99	100	99	100	98	99	96	97↓	99	98	99	94	97	92↓	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																												
Agree strongly	49	47	54	50	44	45	46	38	45	45	51	47	53	57	48	49	51	45	51	40	49	49	51	49	33	41	46	55
Agree slightly	41	44	37	41	46	47	39	49	46	45	40	45	41	38	39	40	33	45	39	49	43	44	40	44	51	41	38	33
Disagree slightly	7	8	7	8	8	7	14	12	6	10	7	7	4	4	10	9	12	9	10	10	6	7	6	6	16	16	10	11
Disagree strongly	2↑	1	3	1	2	1	1	1	3↑	1	2	*	2	1	3	1	4			1	2↑	1	3↑	1		1	6↑	1
TOTAL agree	91	91	91	91	90	92	85	87	91	90	91	92	94	95	87	90	84	91	90	89	92	92	91	93	84	83	84	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.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

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

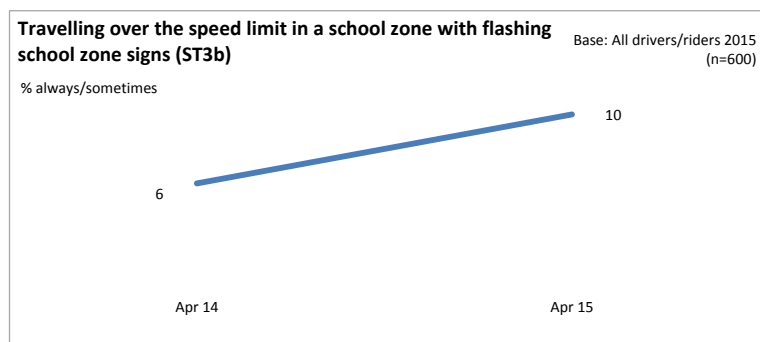
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
I slow down when I see flashing zone signs in operation																												
Always	92↑	88	93↑	88	91	89	87	84	91	87	91	88	98↑	94	91	84	90	89	96	93	92↑	88	94↑	90	75	81	80	88
Sometimes	3	3	3	4	2	1	7	6	4	4	2	2			5	3	4		1		3	3	2	2	12	5	12↑	4
Rarely	*	1	*	2					1	2		*									*↓	1		1	2	3	2	3
Never	*	1	*	1	*	*		1	1	1	*	*					3			1	*	*	*	1			2	1
Don't know	1	1	*	*	1	1		4	1	1	1					1			1		1	1	1	*		4		1
Not applicable - have not driven through this type of zone	4↓	6	3	5	5↓	9	6	6	3	4	5↓	9	2↓	6	5	9	6	11	1	6	4	6	3↓	6	10	7	4	4
TOTAL sometimes/always	95↑	91	96↑	93	94↑	90	94	89	95	91	93	90	98↑	94	95↑	87	94	89	97	93	95	92	96↑	92	88	86	92	92
I slow down when I see standard (non-flashing) school zone signs during school zone times																												
Always	87	88	85	85	89	91	75	74	81	83	90	91	97	97	89	83	82	93	86	89	88	88	89	90	65↓	79	69↓	81
Sometimes	10	8	11	12	8↑	4	15	15	15	12	7	6	3	2	8	9	12	4	10	8	9	9	9	8	19	10	18	13
Rarely	1	1	1	2	*	*	4	2	1	1	*	2			2	2			1	1	1	1	1	4	2	4	2	
Never	*	1		1	1	*	1	1	1	1						1	2			1	*	*	*	*	2		4	1
Don't know	*	1	1	*	*	2	1	4	1	2	*					3			1		*	1	*	*	2	5	2	1
Not applicable - have not driven through this type of zone	2	1	2	1	2	2	4	3	2	2	2	*		1	2	2	4	4	1		1	1	1	1	8	4	4	3
TOTAL sometimes/always	97	96	96	96	97	96	91	90	96	94	97	98	100	99	97	92	94	96	96	97	97	96	98	98	83	89	87↓	94
I slow down during school zone times where children are present																												
Always	93	93	93	91	92	95	87	82	86	90	96	95	99	99	97	93	86↓	98	97	94	92	92	95	95	73	84	71↓	88
Sometimes	4	4	4↓	7	5↑	2	9	9	7	5	2	4	1	1	3	2	6			4	5	5	3	4	16	7	10	8
Rarely	1	*	1	1					2	1							2				*	*	*	*	2		6↑	1
Never	*	1	*	1	*	*		1	1	1		*					3			1	*	*	*	1			4	1
Don't know	1	1	1	*	1	2	1	4	2	2	*					3	2		3		*	1	1	*	2	5	6↑	1
Not applicable - have not driven through this type of zone	1	1	1	*	1	2	2	3	2	1	1	*					4	2			1	1	1	*	6	4	4	1
TOTAL sometimes/always	97	97	97	98	98	96	96	92	93	94	99	99	100	100	100	94	92	98	97	99	97	97	98	98	89	91	81↓	97

* Indicates less than 1% of respondents.

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↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

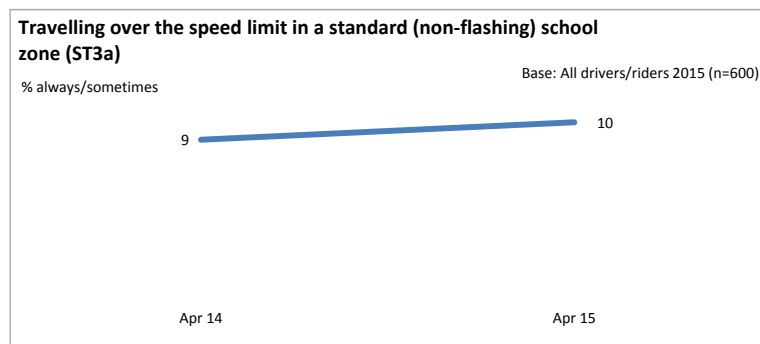
3.0 Driving behaviour during school zone times



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)

10% of drivers/riders report sometimes or always travelling over the speed limit during school zone times in a school zone with flashing school zone signs. 25% say they rarely travel over the speed limit in these circumstances while 61% claim to never speed in this situation.

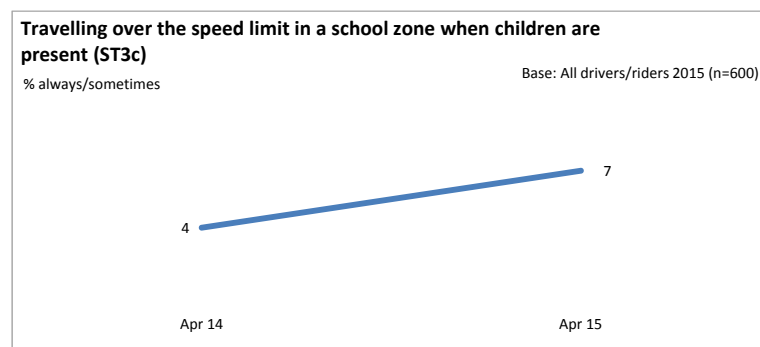


3.1.2

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

10% of drivers/riders say they sometimes or always travel over the speed limit in a standard (non-flashing) school zone during school zone times. 29% say they rarely travel over the speed limit in this situation while 56% report never doing this.

The reported number of drivers/riders saying they never travel over the speed limit in a standard school zone (56%) is lower than the number who report that they 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)

7% of drivers/riders say they sometimes or always travel over the speed limit in a school zone when children are present. 15% say they rarely travel over the speed limit in these circumstances while 75% report that they never do this.

3.1.4

Key sub-group differences

Drivers/riders aged under 40 years, sub-open licence holders or motorcyclists are more likely than average to report sometimes/always travelling over the speed limit in school zones in each circumstance referenced in the survey. South Eastern region residents are more likely than average to report sometimes/always speeding in a standard school zone during school zone times.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always	3↑	1	4↑	2	2	1	5	2	6↑	2	2	1					4		6		3	2	2↑	1	8	3	12↑	2
Sometimes	7	5	7	5	6	4	13↑	4	13	10	3	3	1	1	5	1	4		6	4	7	6	5	4	21↑	7	27↑	7
Rarely	25	27	25	29	26	25	33	22	21↓	31	28	30	21	22	27	28	18	26	27	26	26	27	25	29	30↑	15	11↓	33
Never	61	61	60	58	62	64	45↓	61	55	53	62	59	75	73	63	61	67	66	58	68	60	59	63	60	32↓	68	44	52
Don't know	1	2	2	2	1	1		6	2	2	1		2		2	1	2		3		1	2	2	1		5		2
Not applicable – have not driven through this type of zone	3	5	3	4	4	5	5	5	3	2	4	7	2	4	3	7	6	8	1	1	3	4	2↓	4	8	2	6	3
TOTAL sometimes/always	10	6	11	7	8	5	18	6	19	12	5	4	1	1	5	1	8		11	4	10	8	8	5	29	10	39	9

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always	2	1	4	2	1	1	6↑	1	4↑	1	1	2				2	4	2	4		2	1	2	1	11↑	1	14↑	2
Sometimes	8	8	8	9	7	7	14	14	13	11	4↓	8	4↑	1	2	6	4	2	6	4	10	10	7	8	18	10	15	12
Rarely	29	33	28	33	30	33	29	27	27↓	37	32	33	27	30	35	30	29	34	30	36	28	33	30	34	26	26	21↓	36
Never	56	55	55	53	58	57	45	49	49	47	60	55	68	69	62	58	57	60	58	60	55	53	59	55	35↓	55	42	48
Don't know	2	1	2	1	1	1	2	2	2	2	2	*	1			1	2		1		2	1	2	1	2	3		
Not applicable – have not driven through this type of zone	3	2	3	1	3	2	4	6	5	2	2	1	1		2	3	4	2	1		3	2	2	1	8	5	8	3
TOTAL sometimes/always	10	9	12	11	8	8	20	15	18	12	5	10	4	1	2	8	8	4	10	4	12	11	8	9	29	11	29	14

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

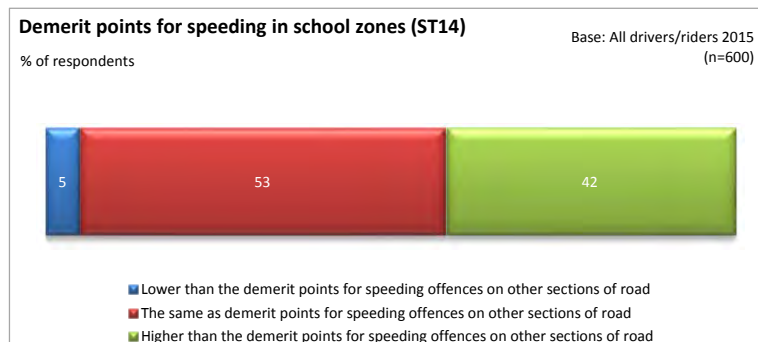
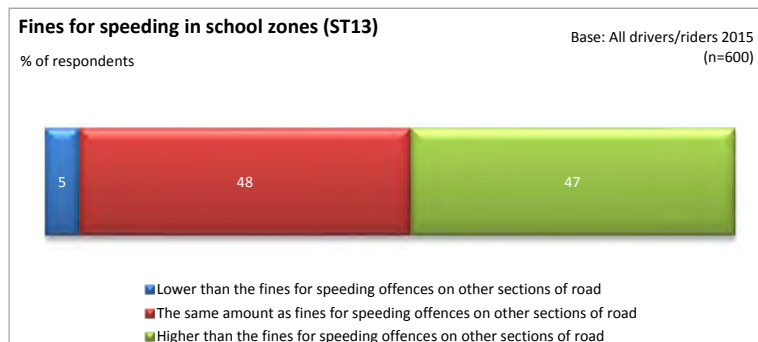
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always	2↑	1	3	1	2	1	3	1	6	2	1	1					2		3		3	2	2	1	6	1	12↑	3
Sometimes	4	3	4	4	5↑	2	12↑	2	8	6	1	2		1		1	6	6	4	3	5	3	3	3	19↑	5	19↑	5
Rarely	15	17	17	19	13	16	15	21	15	19	14	19	16	10	14	18	14	21	13	15	16	17	16	18	6	15	10	19
Never	75	75	72	74	78	77	65	64	65	69	81	77	83	88	84	78	72	72	75	82	74	74	76	77	61	68	54↓	71
Don't know	1	2	2	1	*	2	2	6	2	2	1	*				1	2		4		1	2	1	1	2	6		
Not applicable – have not driven through this type of zone	2	1	2	1	2	2	2	6	4	1	2	1	1		2	1	4	2	1		2	2	1	*	6	5	6	2
TOTAL sometimes/always	7	4	7	5	7	3	15	3	14	8	2	3		1		1	8	6	7	3	8	5	5	4	25	6	31	8

* 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.

4.0 Consequences for speeding in school zones



4.1.1 Do you think that FINES for speeding within a school zone should be ...? (ST13) (*new measure*)

48% of drivers/riders agree that fines for speeding within a school zone should be the same amount as fines for speeding offences on other sections of road. 47% believe these fines should be higher while 5% say the fine should be lower than speeding offences for other sections of road.

4.1.2 Do you think that DEMERIT POINTS for speeding within a school zone should be...? (ST14) (*new measure*)

53% of respondents believe that demerit points for speeding within a school zone should be the same as demerit points for other sections of road. 42% agree this penalty should be higher when caught speeding in school zones while 5% say this should be lower.

4.1.3 Key sub-group differences

Northern region residents are more likely than average to agree that the penalties for speeding in a school zone should be higher than speeding offences on other sections of road. Sub-open licence types or drivers/riders aged under 25 years are more likely than average to agree these penalties should be lower.

Other sub-group differences can be found in the following tables.

Table 4.1.1 Do you think that *FINES* for speeding within a school zone should be ...? (ST13) (new measure)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
Lower than the fines for speeding offences on other sections of road	5	5	5	12	6	3	3		2	6	6	4	12	8
The same amount as fines for speeding offences on other sections of road	48	45	51	48	46	50	48	40	49	41	51	48	51	41
Higher than the fines for speeding offences on other sections of road	47	50	43	40	48	46	49	60	49	54	43	48	37	51

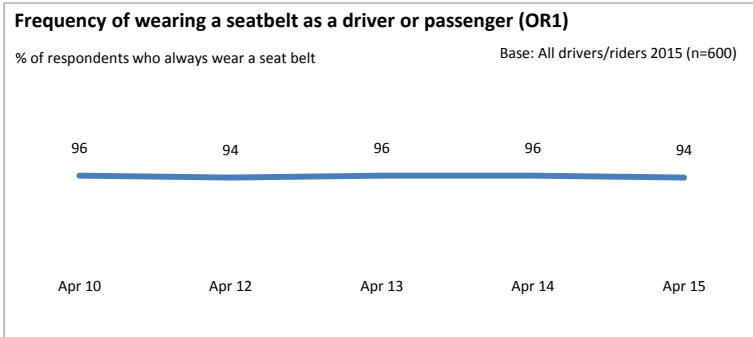
Table 4.1.2 Do you think that *DEMERIT POINTS* for speeding within a school zone should be...? (ST14) (new measure)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
Lower than the demerit points for speeding offences on other sections of road	5	6	5	13	7	3	3	2	4	6	6	5	16	10
The same as demerit points for speeding offences on other sections of road	53	50	57	58	54	52	51	41	51	45	57	53	51	37
Higher than the demerit points for speeding offences on other sections of road	42	45	38	30	40	45	46	57	45	49	37	42	33	54

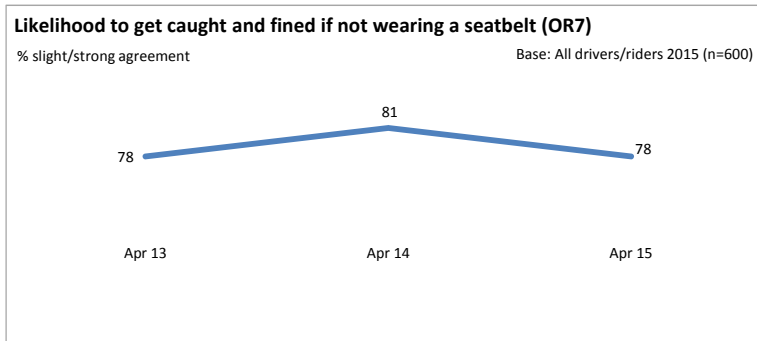
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

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)

In a continuing trend, 94% of respondents report always wearing a seat belt when travelling in a car, either as a driver or passenger. 3% wear their belt on most occasions while less than 4% report they sometimes, just occasionally or never wear a seatbelt.

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)

Just under eight in ten (78%) drivers/riders agree they are likely to get caught and fined if they don't wear a seatbelt when driving (with 55% agreeing strongly). 17% don't expect they will be caught (with 7% disagreeing strongly, an increase since 2014 – 4%). 5% are unsure on the matter.

1.1.3 Key sub-group differences

In a continuing trend, motorcyclists are less likely than average to wear a seatbelt while travelling in a car. Respondents aged 40 years and over are more likely than average to believe they are likely to get caught and fined if they do not wear a seatbelt while driving/riding.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always wear a seat belt	94	96	94	94	93↓	97	87	91	88↓	94	98	97	99	98	97	97	92	96	99	96	93	95	95	96	77↓	91	71↓	92
Most occasions (90% of the time)	3	4	3	5	3	2	3	6	6	5	2	3		1	2	2	6	4		4	3	4	2	3	10	5	18↑	8
Sometimes (about half the time)	2↑	*	2	*	2↑	*	7		2	1	*			1	2		2		1		2↑	*	1	*	10		4	
Just occasionally (less than 10% of the time)	*	*	1	1	*		2	2	1												1	*	*		2	2	2	
Never wear a seat belt	1↑	*	1		1	*		1	2				1			1					1		1			1	6	
TOTAL sometimes/most/always	99↓	100	99	99	98	100	98	96	97↓	100	100	100	99	100	100	99	100	100	100	100	98↓	100	99↓	100	98	96	92↓	100

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Agree strongly	55	55↑	55	54↑	55	56	44	40	45	51	61	62	67	57	57	57	61	47	59	62	54	54↑	56	57↑	51	44	52	57↑
Agree slightly	23	26	22	26	24	26	23	26	25	28	23	24	20	26	24	25	22↓	38	24	24	23	25	23	26	21	25	29	26
Disagree slightly	10	10	10	12	10	9	20	22	15	10↓	6	7	4↓	10↑	8	7	8	8	6	8	11	12	10	10	12	15	9	5↓
Disagree strongly	7↑	4	8↑	4	5	4	5	7	10↑	4	6	5	6	2	5	4	2	2	7↑	1	8	5	7↑	4	6	7	6	6
Don't know	5	5	4	5	6	4	8	5	6	7	4	2	4	4	6	6	8	6	4	4	5	4	4	4	10	9	4	7
TOTAL agree	78	81	77	79	79	83	67	66	69↓	79	84	87	87	84	81	82	82	85	83	86	76	79	79↓	83	72	69	81	83↑

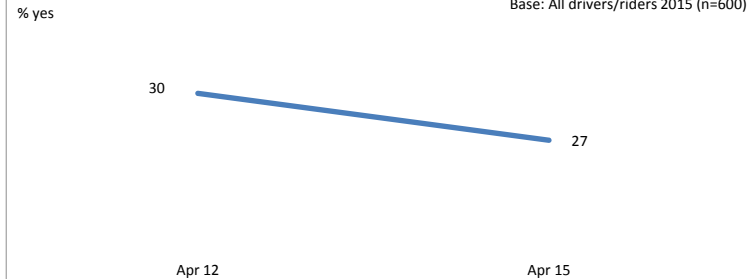
* Indicates less than 1% of respondents.

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.

2.0 Method of restraining passengers under seven years

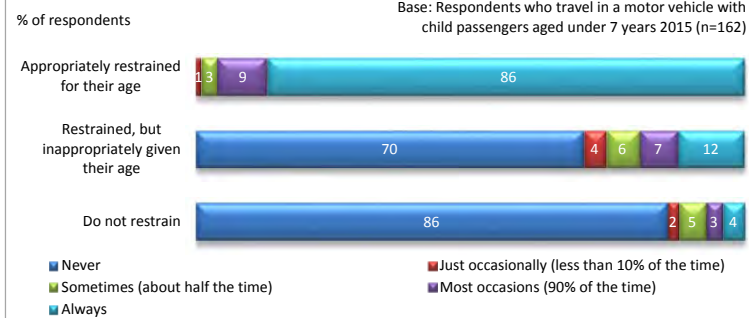
Do you drive a motor vehicle with children aged under seven as passengers? (OR3a)



2.1.1 Do you drive in a motor vehicle with children aged under seven years as passengers? (OR3a)

27% of survey respondents report driving in a motor vehicle with children aged under seven years as passengers.

How do you restrain child passengers aged under seven years? (OR6a)



2.1.2 How do you restrain child passengers aged under seven years? (OR6a)

Of those who ever drive in a motor vehicle with children aged under seven years as passengers, 86% report they always restrain these children appropriately for their age, 9% report doing so most of the time, 3% sometimes restrain child passengers while 1% say they never restrain children appropriately.

Table 2.1.1 Do you drive in a motor vehicle with children aged under seven as passengers? (SELECT ONE ANSWER ONLY) (OR3a)

	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	
	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	63	61	51	43	71	74	415	422	539	548	49	47	52	43
% of respondents																												
Yes	27	30	27	29	27	31	28	17	46	54	19	22	15	20	21	23	30	27	30	28	27	32	27	31	27	17	43	28
No	73	70	73	71	73	69	72	83	54	46	81	78	85	80	79	77	70	73	70	72	73	68	73	69	73	83	57	72

Table 2.1.2 In Queensland, children under age seven are required to be appropriately restrained. Infants up to six months of age must be restrained in a rear-facing infant capsule or restraint. Children aged between six months and four years must be restrained in a rear- or forward-facing restraint with an in-built harness. Children aged from four up to seven must be secured in a forward-facing booster seat with either a harness or adult lap/sash seat belt. How do you restrain child passengers aged under seven? (SELECT ONE ANSWER FOR EACH STATEMENT) (OR6a)

	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
	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15
Base: Respondents who travel in a motor vehicle with child passengers aged under 7 years	162	162	84	78	24^	75	42	21^	13^	15^	21^	113	146	13^	22^
% of respondents															
Appropriately restrain for their age															
Always	86	88	88	85	79	82	95	95	85	80	91	87	90	46	63
Most occasions (90% of the time)	9	10	10	9	8	13	5	5	8	13	9	9	6	46	23
Sometimes (about half the time)	3	2	2	4	8	4				7		4	3	8	9
Just occasionally (less than 10% of the time)	1			3	4	1			8			1	1		5
TOTAL sometimes/most/always	99	100	100	97	96	99	100	100	92	100	100	99	99	100	95
Restrained, but inappropriately given their age															
Always	12	13	13	12	4	12	14	19		13	9	14	12	15	27
Most occasions (90% of the time)	7	10	10	5	13	9	5		8		19	6	6	23	19
Sometimes (about half the time)	6	5	5	6	8	9				7		7	4	23	18
Just occasionally (less than 10% of the time)	4	4	4	5	9	1	5	10	15	13		3	4	8	5
Never	70	69	69	72	66	68	76	71	77	67	72	70	73	30	32
TOTAL sometimes/most/always	25	27	27	23	25	30	19	19	8	20	28	27	22	62	64
Do not restrain															
Always	4	2	2	5	4	3	2	9	8		5	3	4		9
Most occasions (90% of the time)	3	4	4	3	8	4				13	5	2	1	32	19
Sometimes (about half the time)	5	6	6	4	12	7					9	5	3	23	14
Just occasionally (less than 10% of the time)	2	2	2	1		3	2					3	1	8	9
Never	86	86	86	87	75	84	95	91	92	87	81	87	91	38	49
TOTAL sometimes/most/always	12	12	12	11	25	13	2	9	8	13	19	11	8	55	42

^ Caution: small cell size.

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

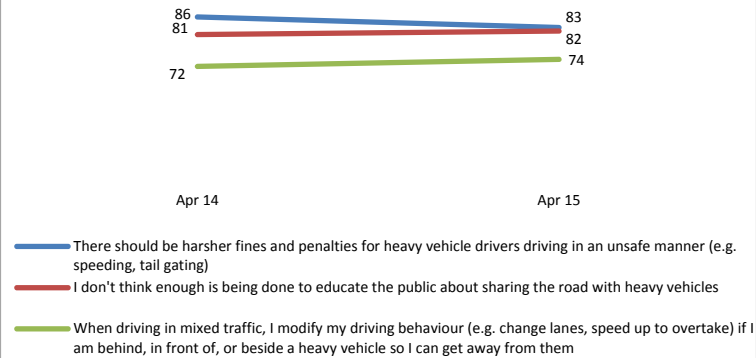
heavy vehicles

1.0 Heavy vehicle attitudes

Agreement with statements about heavy vehicle safety (1) (HV1)

% slight/strong agreement

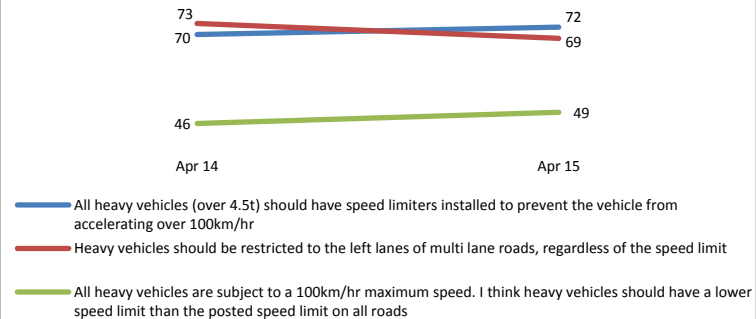
Base: All drivers/riders (2015 n=600)



Agreement with statements about heavy vehicle safety (2) (HV2)

% slight/strong agreement

Base: All drivers/riders (2015 n=600)



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

83% of drivers/riders agree there should be harsher fines and penalties for unsafe heavy vehicle driving, 82% agree that not enough is done to educate the public about sharing the road with heavy vehicles while 74% agree that they modify their behaviour to avoid heavy vehicles in traffic.

72% agree that heavy vehicles should have speed limiters installed while 69% feel they should be restricted to the left lane. 49% 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

Respondents aged 60+ years tend to be more supportive than average of harsher fines and penalties for heavy vehicles found speeding. South Eastern region residents are more likely than average to report that they modify their behaviour to avoid heavy vehicles, to feel that heavy vehicles should be restricted to the left lane or to believe that all heavy vehicles should travel at a speed limit lower than the posted limit on all roads.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
All heavy vehicles (over 4.5t) should have speed limiters installed to prevent the vehicle from accelerating over 100 km/hr																												
Agree strongly	43	46	43	40	44↓	52	27	39	46	39	43↓	52	51	50	36	39	31	43	45	47	46	47	44	46	33	44	31	36
Agree slightly	28	25	29	25	28	24	46 ↑	25	21 ↓	29	28 ↑	21	27	25	32 ↑	16	39	26	27	24	27	26	28	25	39 ↑	21	33	26
Disagree slightly	16	16	17	22	15↑	10	15	17	15	15	17	16	14	16	13 ↓	30	20	11	15	18	16	14	16	16	18	12	17	21
Disagree strongly	6	6	7	7	4	5	1	4	7	6	8	7	3	4	8	6	2	9	8	7	5	5	6	6		3	10	11
Don't know	7	8	5	6	9	10	10	16	11	11	4	4	5	4	11	9	8	9	4	4	7	8	7	6	10	20	10	6
TOTAL agree	72	70	71	65	72	76	73	64	67	68	71	73	78	75	68	55	71	70	72	71	72	73	71	71	72	65	64	62
There should be harsher fines and penalties for heavy vehicle drivers driving in an unsafe manner (e.g. speeding, tailgating)																												
Agree strongly	58↓	62	56	57	59↓	68	47	48	59	55	56↓	68	65	72	56	54	53	66	55	60	59	64	58↓	64	47	53	36 ↓	61
Agree slightly	26	24	25	25	26	22	31	26	22	30	26 ↑	19	26	23	29	30	31	19	23	26	25	23	25	24	31	20	41 ↑	24
Disagree slightly	8 ↑	6	9	8	7 ↑	3	9	7	8	7	9	6	6 ↑	1	5	6	6	4	10	4	9	6	8 ↑	5	8	8	13 ↑	6
Disagree strongly	3	2	5	3	1	1	5	1	3		3	4	3	1	6	3	4	4	6	3	2	1	3	2	8 ↑	1	4	3
Don't know	6	7	5	7	6	5	8↓	18	7	9	6	3	1	2	5	8	6	8	7	7	5	6	5	5	6↓	19	6	6
TOTAL agree	83	86	80	82	86↓	90	78	74	81	85	82	86	90	95	84	83	84	85	77	86	84	86	83↓	88	78	73	77	85
I don't think enough is being done to educate the public about sharing the road with heavy vehicles																												
Agree strongly	41	44	41	42	41	46	27	32	39	38	45	50	47	50	45	31	53	41	45	55	38 ↓	45	42	46	23	35	33	42
Agree slightly	41	37	42	39	40	35	53 ↑	34	40	39	38	34	41	42	38	39	22 ↓	40	39	29	45 ↑	38	41	38	49↑	31	48	45
Disagree slightly	9	10	8	11	9	9	12	7	9	13	8	11	7	6	6↓	21	16	8	9	11	8	8	8	10	20 ↑	9	10	7
Disagree strongly	2	1	3	1	1	1	2	2	1	4	1	1			2		4	2			2	1	2	1		1	2	1
Don't know	7	8	6	7	8	9	7↓	25	10	9	6	3	5	2	10	9	6	9	7	4	7	8	7	5	8↓	24	8	6
TOTAL agree	82	81	83	81	81	81	80↑	66	79	77	82	84	87	92	83↑	70	75	81	84	85	83	83	83	84	72	66	81	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																												
Agree strongly	32	35	34	35	31	36	32	41	36	39	34	39	26	22	25	30	29	40	33	35	34	36	33	36	33	38	27	37
Agree slightly	41 ↑	36	41	38	41 ↑	34	46 ↑	32	36	37	39	35	48	40	40	46	35	26	39	35	43 ↑	36	41	37	39	27	39	39
Disagree slightly	14	13	11	13	16	13	14 ↑	6	13	9	13	14	15	21	11	9	23	17	17	15	12	13	14	13	16	10	19	12
Disagree strongly	7	8	9	8	5	9	2	1	7	5	8	9	10	16	16	7	6	7	8	11	6	8	8	9	4	4	8	7
Don't know	5	7	4	6	6	8	6↓	20	7	11	5	3	1	1	8	8	6	9	3	4	5	7	4	5	8↓	21	8	5
TOTAL agree	74	72	75	73	72	70	77	73	72	75	73	74	74↑	62	65	76	65	66	72	69	77 ↑	72	74	73	71	65	65	76

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 1.1.1 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Heavy vehicles should be restricted to the left lanes of multi lane roads, regardless of the speed limit																												
Agree strongly	40	43	41	42	38	44	30	38	40	36	38↓	47	48	48	36	34	33	32	37	33	42	47	41	43	25 ↓	44	29	39
Agree slightly	30	30	27	30	32	31	45 ↑	24	30	33	27	31	23	29	32	28	22	28	27↓	47	31	28	28	32	47 ↑	18	35	36
Disagree slightly	19↑	13	19	15	19↑	11	17	16	17	15	20↑	12	21↑	11	17	16	27	17	27↑	7	17	13	19↑	12	16	20	25↑	12
Disagree strongly	5	6	8	7	2	4	1	2	6	5	7	7	4	7	6	9	4↓	13	3	8	6	4	5	6	6	1	6	7
Don't know	7	8	5	7	8	10	7↓	20	8	10	8↑	4	4	5	8	12	14	9	7	4	6	8	7	6	6↓	17	6	6
TOTAL agree	69	73	68	71	70	75	75↑	61	70	69	66↓	78	71	77	68	63	55	60	63↓	81	72	75	69↓	75	72	61	63	75
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																												
Agree strongly	24	24	24	21	23	26	17	22	29 ↑	22	23	29	23	19	14	15	18	13	18	18	27	27	24	23	18	28	23	22
Agree slightly	25	22	25↑	18	25	26	37 ↑	19	24	24	21	23	25	21	22	13	18	13	28	22	26	25	24	22	39 ↑	25	35↑	18
Disagree slightly	29	30	28↓	35	29	24	29	28	24	30	32↑	24	30↓	40	35	43	41	38	30	35	26	25	29	31	28	20	29	34
Disagree strongly	14	16	17	19	11	12	8	14	14	14	14	18	18	17	21	18	12	23	21	18	12	14	15	17	2	9	8↓	20
Don't know	9	9	6	6	11	11	8	16	9	11	10	7	5	4	8	10	12	13	3	7	9	8	8	7	12	19	6	7
TOTAL agree	49	46	49↑	39	48	53	54↑	41	53	45	44	51	48	40	36	28	35	26	47	40	53	52	48	44	58	53	58↑	40

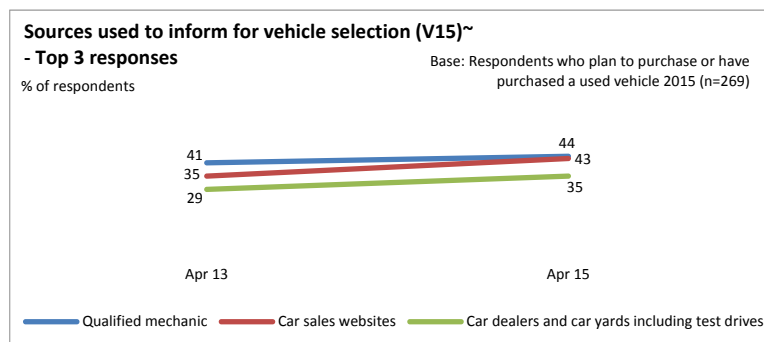
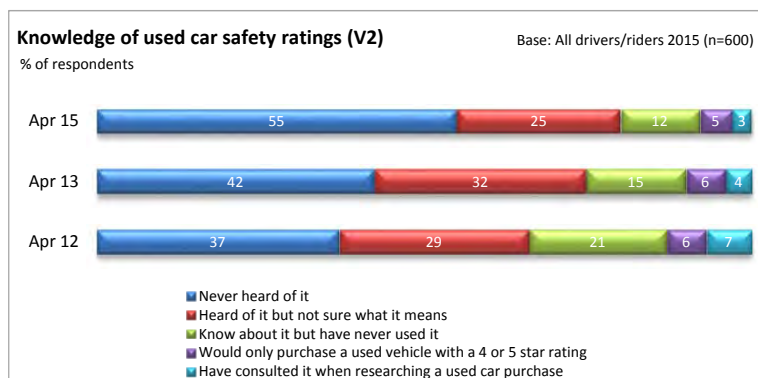
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

vehicle safety

1.0 Knowledge of safety ratings and sources of awareness

1.1 Used cars



~ In the 2012 survey, respondents were asked via three separate questions to nominate their first, second and third most important primary sources of information to inform a used vehicle selection. Based on their responses an aggregated score for each factor was generated. In 2013, this question was simplified and respondents were asked via a single question to choose the three sources they are most likely to use to inform a used vehicle selection. There is no comparison between 2012 and 2013 results shown in this report.

1.1.1 What do you know about the Used Car Safety Ratings? (V2)

When asked what they know about Used Car Safety Ratings, 55% of drivers/riders report they have never heard of this rating system while 25% claim to be aware of it, but are unsure of what it means. A further 12% say they know about the system but have never used it. 5% of drivers/riders report they would only purchase a used vehicle with a 4 or 5 star rating while 3% say they have consulted the rating system when researching a used car purchase. Note that survey respondents were only able to select a single answer in response to this question.

1.1.2 Choose the three sources you were/are most likely to use to inform a used vehicle selection? (V15)~

Information sources most likely to be used to inform a used vehicle selection are a qualified mechanic (44%), car sales websites (43%) or car dealers and car yards (including test drives) (35%). The importance of other factors is provided in the table overleaf.

1.1.3 Key sub-group differences

Males are more likely than females to be aware of the Used Car Safety Rating system but have never used it while females are more likely than males to have heard of it but are unsure what it means. Females aware of the Used Car Safety Rating system are more likely than males to nominate friends and family as sources used to inform a used vehicle purchase. By comparison males are more likely than females to cite use of sources such as newspaper/magazine car sections, used car buyer guides or independent car testing and reviews.

Younger drivers/riders (aged under 25 years) are more likely than average to know about the Used Car Safety Rating system but have never used it. This age group is also more likely than average to nominate newspaper/magazine car sections as a source to inform a used vehicle selection.

Among driver/riders aged 40-59 years a higher than average proportion use independent car testing and reviews or motoring clubs as sources to inform a used vehicle selection.

Older drivers (aged 60+ years) are more likely than average to say they would only purchase a used vehicle with a 4 or 5 star rating. They are also more likely than average to nominate car dealers and car yards (including test drives) or motoring clubs as sources to inform a used vehicle selection.

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

Table 1.1.1 What do you know about the Used Car Safety Ratings? (SELECT ONE ANSWER ONLY) (V2)

	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	
	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	63	57	51	38	71	94	415	414	539	555	49	40	52	37
% of respondents																												
Never heard of it	55	42	53	43	57	41↑	44	30	56	43	59	48↑	52	40	60	47	57	50	52	43	54	40	56	43	39	30	38	32
Heard of it but not sure what it means	25	32	22	29	29	36	32	35	26	37	23	30	25	26	16	35	21	37	30	30	27	31	24	31	32	42	31	30
Know about it but have never used it	12	15	15	17	9	14↓	19	25	10	12↓	12	12↓	11	18	11	11	20	5	10	14	12	17	11	15	21	19	18	22
Would only purchase a used vehicle with a 4 or 5 star rating	5	6	6	6	4	6	2	8	4	5	4	6	8	7	8	7	2	8	4	7	5	6	5	6	2	4	6	3
Have consulted it when researching a used car purchase	3	4	5	5	1	4	4	2	4	2	2	4	3	9	5				4	6	3	5	3	4	6	5	8	13

Table 1.1.2 From the list below, please choose the three sources you were/are most likely to use to inform a used vehicle selection? (V15)~

	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	
	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13
Base: Those who plan to purchase or have purchased a used vehicle	269	603	146	310	123	293	49	88	88	169	89	217	43	129	20^	57	23^	38	32	94	194	414	233	555	33	40	17^	37
% of respondents																												
Qualified mechanic	44	41	40	33	49	49	45	34	43	47	39	35	56	48	40	67	65	38	53	43	40	36	45	41	33	38	35	43
Car sales websites	43	35	38	43	50	28	45	46	49	42	43	33	30	16	35	33	35	19	44	27	45	40	44	35	37	43	53	50
Car dealers and car yards including test drives	35	29	36	28	35	30	33	39	31	32	35	22	49	24	35	23	31	24	50	23	34	31	36	27	30	55	35	9
Friends and or family	33	36	23	31	45	41	43	46	34	48	31	24	23	22	35	37	35	43	41	25	31	36	31	35	36	47	30	18
Car value websites	24	12	27	15	21	9	25	14	25	14	22	10	23	12	35	7	35	5	13	18	23	13	24	13	24	4	23	21
Department of Transport and Main Roads' website advice on buying or selling a used vehicle	23	22	23	19	22	25	14	22	23	20	24	24	28	24	15	11	17	34	19	22	25	22	21	21	33	27	29	13
Vehicle safety information on websites sites, such as the Department of Transport and Main Roads and motoring club websites	21	27	20	28	22	26	14	27	27	19	21	34	16	29	25	33	9	38	6	26	25	25	22	27	15	28	6	22
Newspaper car sections, articles, and or automotive magazines	21	16	25	19	15	13	35	18	18	13	20	17	9	17	30	15	9	14	32	23	19	15	19	17	37	4	36	27
Used car buyer guides available from selected news agencies	16	17	21	19	11	14	20	8	18	18	14	18	11	20	20	12	22	19	19	24	14	16	14	17	28	17	29	12
Vehicle information checks through official government sources	15	20	16	16	15	24	14	15	16	17	12	24	22	21	15	19	22	24	9	16	15	20	16	20	12	9	6	26
Independent car testing and reviews reported on websites or in automotive magazines	14	31	18	32	10	30	8	26	10	20	23	42	12	37	15	33	9	29	3	34	17	31	15	32	12	23	12	25
Motoring clubs	10	13	12	16	8	10	2	3	4	7	16	17	21	26		11	13	15	12	18	11	12	12	14		4	6	29
Office of Fair Trading	*	1	1	2		1	2			2			4							2	1	2		1	3			5

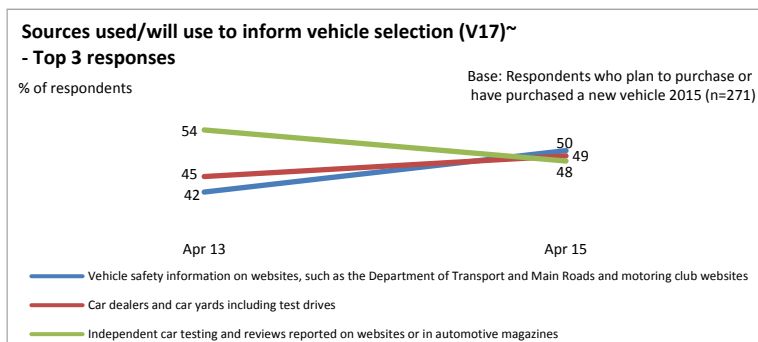
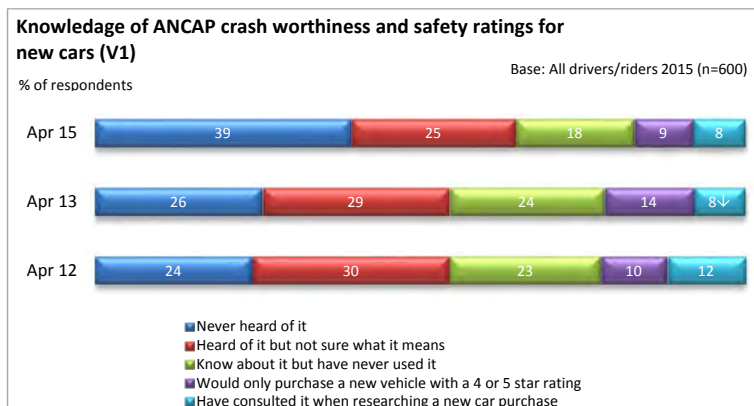
^ Caution: small cell size.

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.

~ In the 2012 survey, respondents were asked via three separate questions to nominate their first, second and third most important primary sources of information to inform a used vehicle selection. Based on their responses an aggregated score for each factor was generated. In 2013, this question was simplified and respondents were asked via a single question to choose the three sources they are most likely to use to inform a used vehicle selection. There is no comparison between 2012 and 2013 results shown in this report.

1.2 New cars



~ In the 2012 survey, respondents were asked via three separate questions to nominate their first, second and third most important primary sources of information to inform a new vehicle selection. Based on their responses an aggregated score for each factor was generated. In 2013, this question was simplified and respondents were asked via a single question to choose the three most important primary sources of information to inform a new vehicle selection. There is no comparison between 2012 and 2013 results shown in this report.

1.2.1 What do you know about the ANCAP crash worthiness and safety ratings for new cars? (V1)

When asked what they know about the ANCAP crash worthiness and safety ratings for new cars, 39% of drivers/riders report they have never heard of this rating system while 25% claim to be aware of it, but are unsure of what it means. A further 18% say they know about the system but have never used it. 9% of drivers/riders say they would only purchase a new vehicle with a 4 or 5 star rating while 8% have consulted the rating system when researching a new car purchase. Note that survey respondents were only able to select a single answer in response to this question.

1.2.2 Choose the three most important primary sources of information to inform a new vehicle selection? (V17)~

Information sources most likely to be used to inform a new vehicle selection are vehicle safety information on websites (50%), car dealers and car yards (49%) and independent car testing and reviews reported on websites or in automotive magazines (48%). The importance of other factors is provided in the table overleaf.

1.2.3 Key sub-group differences

Females are less likely than males to have heard of the ANCAP crash worthiness and safety ratings for new cars. Males are more likely than females to report they would only purchase a new vehicle with a 4 or 5 star rating or to report they have already consulted the rating system when purchasing a new car.

Among females aware of ANCAP, a higher than average source of information of this rating system comes from family and friends.

Driver/riders aged 25-39 years are more likely than average to view new or used car buyer guides available from newsagencies as an important information source to inform a new vehicle selection while those aged 40-59 years are more likely than average to view independent car testing and reviews as important.

Those aged 60+ years are more likely than average to report they would only purchase a new vehicle with a 4 or 5 star rating or to regard vehicle safety information on websites as an important information source.

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

Table 1.2.1 What do you know about the ANCAP crash worthiness and safety ratings for new cars? (SELECT ONE ANSWER ONLY) (V1)

	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	
	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	63	57	51	38	71	94	415	414	539	555	49	40	52	37
% of respondents																												
Never heard of it	39	26	32	19	47	33	39	20	43	31	41	25	32	23	54	28	35	32	33	26	39	24	39	26	47	19	25	18
Heard of it but not sure what it means	25	29	23	24	27	33	23	31	23	27	29	33	23	23	13	30	31	37	30	26	26	28	25	28	22	38	23	11
Know about it but have never used it	18	24	20	28	15	19	21	27	19	20	14	20	19	32	16	21	20	18	17	28	18	24	17	23	23	29	27	39
Would only purchase a new vehicle with a 4 or 5 star rating	9	14	14	17	5	10↑	8	16	8	13	7	13	16	14	13	9	4	8	13	15	9	15	10	14	4	12	10	10
Have consulted it when researching a new car purchase	8	8↓	11	12	6	5↓	8	7	7	9	9	8↓	9	8	5	13	10	5	8	4	9	9	9	9	4	2	15	22

Table 1.2.2 From the list below, please choose the three most important primary sources of information to inform a new vehicle selection? (V17)~

	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	
	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13
Base: Those who plan to purchase or have purchased a new vehicle	271	292	144	157	127	135	29^	36	76	82	99	113	67	61	26^	30	26^	10^	33	47	186	205	255	272	13^	17^	33	20^
% of respondents																												
Vehicle safety information on websites, such as the Department of Transport and Main Roads and motoring club websites	50	42	48	42	52	43	52	34	51	36	40	46	61	47	65	54	50	50	52	40	47	40	49	42	62	40	52	27
Car dealers and car yards including test drives	49	45	49	41	50	49	42	52	45	48	54	41	51	43	46	40	42	70	64	32	48	46	50	44	31	68	46	47
Independent car testing and reviews reported on websites or in automotive magazines	48	54	49	63	47	44	41	46	33	45	57	58	55	64	46	44	54	20	45	47	48	60	49	55	23	46	30	59
Friends and or family	32	34	24	24	40	47	52	62	36	43	32	24	18	24	35	33	27	59	21	23	34	35	31	33	53	49	45	26
Qualified mechanic	32	27	27	21	37	35	24	10	22	28	36	27	40	36	35	30	31	30	36	47	31	23	33	27	15	15	33	33
Car sales websites	30	34	33	40	25	27	31	45	38	38	27	36	22	19	31	30	27	30	30	34	30	35	31	34	15	39	18	45
Newspaper car sections, articles, and or automotive magazines	25	29	28	29	21	28	24	19	31	29	26	32	16	27	15	40	27	21	24	25	26	28	24	31	54	4	34	21
New or used car buyer guides available from selected news agencies	17	15	21	18	14	11	31	19	26	23	10	10	12	11	8	10	35	10	18	26	16	14	16	15	39	16	19	24
Motoring clubs	17	20	21	23	13	15	4	13	17	9	17	25	24	28	19	20	8	10	9	26	20	19	18	20	8	22	24	19

^ Caution: small cell size.

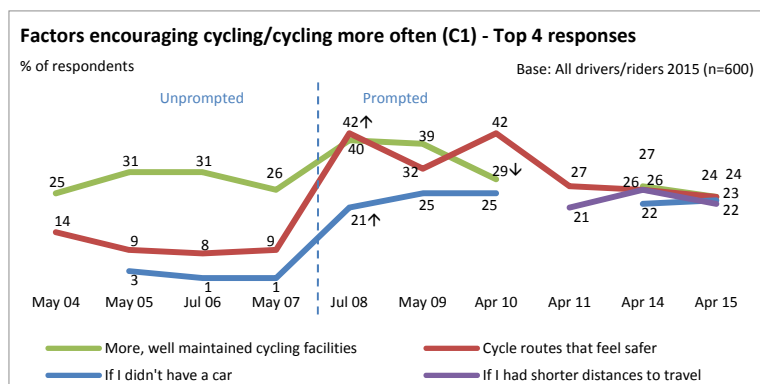
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

~ In the 2012 survey, respondents were asked via three separate questions to nominate their first, second and third most important primary sources of information to inform a new vehicle selection. Based on their responses an aggregated score for each factor was generated. In 2013, this question was simplified and respondents were asked via a single question to choose the three most important primary sources of information to inform a new vehicle selection.

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 (24%), cycling routes that feel safer (24%), not having a car (23%) or if travelling shorter distances (22%).

When grouping all respondents' answers to this question into common categories, the most prevalent themes to emerge in terms of encouraging cycling are a change of one's personal circumstances (52%), an improvement to infrastructure (34%), an improvement to one's physical health (29%) or a change to one's environment (29%).

34% of drivers/riders report nothing would encourage them to cycle more frequently.

1.1.2 Key sub-group differences

Males are more likely than females to claim that they would be encouraged to cycle or cycle more often if they didn't have a car, had more time or lost their drivers licence whereas females are more likely than males to indicate that they would cycle or cycle more often if they were physically able or if others didn't rely on them for transport. Females are also more likely than males to state that nothing would encourage them to cycle more as they have no interest in cycling.

Younger respondents (aged under 25 years) are more likely than average to say they would cycle more if they had a new bicycle or end of trip facilities were better maintained.

Those between the ages of 25-39 years are more likely than average to cite improved infrastructure, lessened time constraints, improved comfort when cycling or not needing to transport others as factors to encourage more frequent cycling. Those aged over 60 years are more likely than average to feel that nothing could encourage them to cycle more often, to report having no interest in cycling or to claim they would cycle more regularly if they were physically able.

In the Southern region, people are more likely than average to cite they would be encouraged to cycle if others didn't rely on them for transport. They are also more likely than average to agree that nothing would encourage them to cycle more often. South Eastern region residents are more likely than average to believe they would be encouraged to cycle more often if there were less hills in their area.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% respondents																												
NETT - Personal Circumstances	52		56		48		68		61		47		38		49		47		49		54		50		73		65	
If I didn't have a car	23	22	27	23	19	21	27	26	25	22	22	23	22	18	30	32	24	11	27	26	22	21	23	22	27	24	29	23
If I had shorter distances to travel (i.e. to work, school/uni, shops, recreation sites, friends/family, other services)	22	26	21↓	29	24	24	26↓	45	27	28	22	26	16	13	19	28	22	28	21	28	23	26	22	26	24	32	19	29
If I had more time	18	21	22	22	14↓	20	21↓	39	28	29	17	18	5	7	19	22	14	25	21	31	18	19	17	21	23	27	25	26
A new bicycle	15	13	17	15	12	11	30	22	16	19	9	10	12↑	4	21	15	10	11	14	14	14	13	14	13	27	16	16	9
If I lost my driver licence	12	14	17	18	7	10	18	20	13	12	12	14	10	13	19	21	14	8	17	24	10	12	12	14	16	19	14	15
If I didn't have to wear a helmet	10	10	11	12	8	8	13	14	9	7	10	10	8	10	8	16	12	13	10	7	10	9	9	9	14	14	12	11
If I didn't have to transport/carry heavy loads	10↓	14	10↓	16	11	13	9↓	26	12	11	11	14	8	12	16	13	4↓	15	11	17	10↓	14	10↓	13	16	22	16	17
If other people didn't rely on me to transport them (for instance, babies, children, sick or senior people)	7↓	12	5↓	10	10	15	5	6	12	17	8↓	14	3	7	10	16	4↓	21	14	19	6	9	8↓	13	6	8	6	13
If other people didn't rely on me to transport them (for instance, it is part of my job)	4	4	3	5	5	4	5	6	5	4	4	4	3	4	8	4		6	3↓	14	4	2	4	4	6	4	6	5
NETT - Infrastructure/Safety Issues	34		36		32		47		42		30		24		37		33		31		35		33		47		35	
More, well maintained cycling facilities (such as...off-road bike paths, on-road bike lanes, connected paths, adequate lighting)	24	27	27	32	22	22	28	38	33	28	20	27	19	21	30	37	24	28	24	28	24	25	24	27	33	27	21	27
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)	24	26	25	27	23	24	24↓	35	27	28	23	21	21	24	29	37	18↓	32	24	26	24	23	24	25	20	30	21	23
More, well maintained end of trip facilities (such as...safe and secure bike storage, showers, change rooms, lockers at your destination etc)	11↓	15	11↓	18	10	11	20	26	14	14	8↓	15	6	9	16	24	8	13	13	12	10↓	14	10↓	14	18	21	10	16
More, well maintained way finding information (such as...maps of local cycle routes, directional signage)	7	7	8	9	5	4	8	8	9	6	5	8	7	5	5	9	2	6	7		8	8	6	7	8	8	12	11
NETT - Physical Health	29		27		31		21		24		29		39		30		26		24		30		29		25		37	
Being physically able (if I was free from injury, illness, disability and had a level of fitness to ride)	17	19	13↓	18	21	21	8	11	10	14	18	20	30	32	17	22	14	15	13↓	25	18	19	17	21	10	9	19	20
Being physically able (if I had the skills, ability and confidence to ride a bike)	14	16	11	11	18	21	8↓	20	9	12	16	15	22	19	11	18	16	17	16	17	15	15	15	16	8	14	21	12
If it was more comfortable	10	12	11	9	9↓	15	12↓	26	15	15	7	9	8	6	11	12	8	8	7	13	11	13	10	11	16	20	19	13
NETT – Environment	29		30		28		34		34		25		26		38		20		23		30		28		41		33	
Less hills	17	17	17	19	16	15	20	25	19	14	12↓	19	18	14	16	10	2↓	11	11	17	19	19	16	16	22	24	21	19
More appropriate weather conditions (i.e. cool and dry)	14	17	15	17	13	16	18	20	17	14	12↓	19	9	14	19	28	16	19	14	15	12	14	13	16	27	20	14	18
If I was able to travel in daylight hours (I don't like riding at night/in the dark)	10	11	8	12	11	11	11↓	20	10	12	9	10	10	7	14	14	6	8	10	15	9	11	10	11	8	14	10	12
NETT – Nothing	34		29		39		20		24		35		52		41		37		41		31		35		12		9	
Nothing - I have no interest in cycling	19	21	12↓	20	27↑	21	11	15	13	11	20	21	31	35	17	21	27	19	20	17	18	22	21	21	6↓	16	4↓	22
Nothing - I prefer walking/other forms of active transport to cycling for means of transport/exercise/recreation	8↓	16	8↓	13	8↓	18	4↓	13	7	7	7↓	15	15↓	29	9	16	4↓	19	18	14	7↓	15	9↓	16	2↓	15		10
Nothing - I can't be bothered cycling	7	5	9↑	5	5	5	6	9	5	3	6	4	11	6	13	6	4		7	3	6	6	7↑	4	6	10	2	5
Nothing - I already get enough exercise through other means (such as going to a gym)	5	5	5	7	5	4	1↓	8	4	4	3	4	10	8	3	3	8	9	4	3	5	6	5	5		6	4	8

Nothing - I've had negative experiences riding a bike, so won't ride again	3	3	3	4	3	3	1	1	3↑	1	4	3	3↓	8	6	4	4	6		3	3	3	3	3		1	2	6
Don't know	5	5	5	5	4	4	2	7	6	7	7↑	4		1	2	3	6	6	7	3	5	5	5	4	2	6	6	4
Other	3	4	2	3	3	4	1		4	2	1	3	4↓	10	3	1	2	2	4	3	2↓	5	3	4			2	3

Note: Nett groups first included in 2015 survey.

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

	TOTAL									
	Apr 15	Apr 14	Apr 11	Apr 10	May 09	Jul 08	May 07	Jul 06	May 05	May 04
Base: 2014-2015 All drivers/riders										
# Base: 2011 All respondents	600	600	400	164	174	161	177	173	183	188
# Base: 2004-2010 Respondents who have a bicycle in working order										
	% respondents									
NETT - Personal Circumstances	52	-	-	-	-	-	-	-	-	-
If I didn't have a car	23	22	-	25	25	21↑	1	1	3	-
If I had shorter distances to travel (i.e. to work, school/uni, shops, recreation sites, friends/family, other services)	22	26	21	-	-	-	-	-	-	-
If I had more time	18	21	-	41	42	28	21	19	15	21
A new bicycle	15	13	24	20	22	22↑	*	6	1	*
If I lost my driver licence	12	14	-	21	27	19	-	*	1	1
If I didn't have to wear a helmet	10	10	-	-	-	-	-	-	-	-
If I didn't have to transport/carry heavy loads	10↓	14	-	-	-	-	-	-	-	-
If other people didn't rely on me to transport them (for instance, babies, children, sick or senior people)	7↓	12	-	-	-	-	-	-	-	-
If other people didn't rely on me to transport them (for instance, it is part of my job)	4	4	-	-	-	-	-	-	-	-
NETT - Infrastructure/Safety Issues	34	-	-	-	-	-	-	-	-	-
More, well maintained cycling facilities (such as...off-road bike paths, on-road bike lanes, connected paths, adequate lighting)	24	27	-	29↓	39	40	26	31	31	25
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)	24	26	27	42	32	42↑	9	8	9	14
More, well maintained end of trip facilities (such as...safe and secure bike storage, showers, change rooms, lockers at your destination etc)	11↓	15	21	6	10	7	1	-	-	-
More, well maintained way finding information (such as...maps of local cycle routes, directional signage)	7	7	16	18	19	16	-	1	-	-
NETT - Physical Health	29	-	-	-	-	-	-	-	-	-
Being physically able (if I was free from injury, illness, disability and had a level of fitness to ride)	17	19	19	22	24	24↑	4	6	3	-
Being physically able (if I had the skills, ability and confidence to ride a bike)	14	16	-	-	-	-	-	-	-	-
If it was more comfortable	10	12	-	-	-	-	-	-	-	-
NETT - Environment	29	-	-	-	-	-	-	-	-	-
Less hills	17	17	-	17	16	21↑	6	3	2	3
More appropriate weather conditions (i.e. cool and dry)	14	17	-	-	-	-	-	-	-	-
If I was able to travel in daylight hours (I don't like riding at night/in the dark)	10	11	-	-	-	-	-	-	-	-
NETT - Nothing	34	-	-	-	-	-	-	-	-	-
Nothing - I have no interest in cycling	19	21	-	-	-	-	-	-	-	-
Nothing - I prefer walking/other forms of active transport to cycling for means of transport/exercise/recreation	8↓	16	-	-	-	-	-	-	-	-
Nothing - I can't be bothered cycling	7	5	-	-	-	-	-	-	-	-
Nothing - I already get enough exercise through other means (such as going to a gym)	5	5	-	-	-	-	-	-	-	-
Nothing - I've had negative experiences riding a bike, so won't ride again	3	3	-	-	-	-	-	-	-	-
Don't know	5	5	5	1	1	-	-	-	-	-
Other	3	4	8	8	4	6	1	-	*	*
Nothing	-	-	29	5	5	4↓	19	16	20	20

* Indicates less than 1% of respondents.

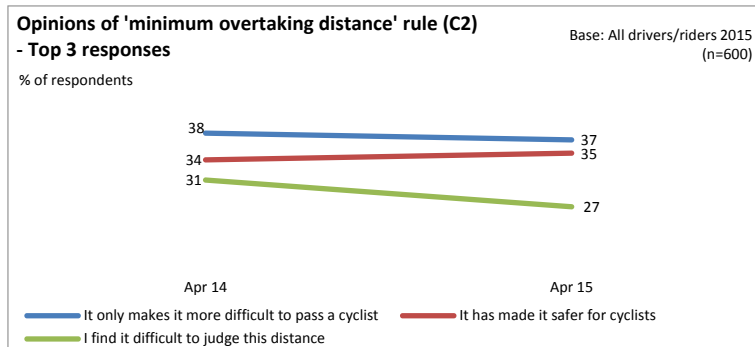
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Previous years' data for this factor has been sourced from the Sustainable Transport Survey 2011 – Cycling, Transport and Main Roads, or the Sustainable Transport Survey 2010 – Cycling, Transport and Main Roads.

- Item not included in wave.

Note: Nett groups first included in 2015 survey.

2.0 Cycling and road rules

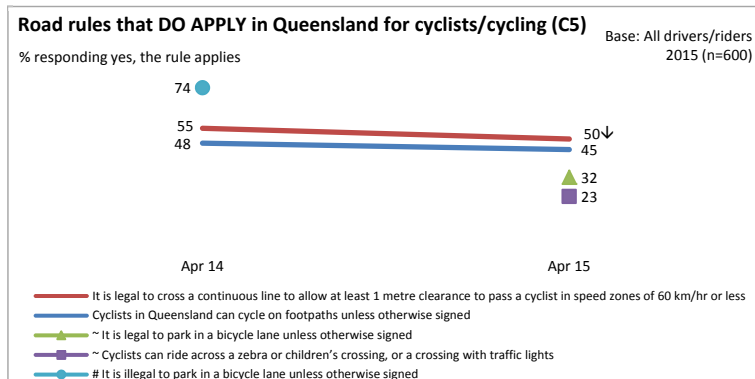


2.1.1 A 'minimum overtaking distance' rule has recently been introduced in Queensland. What do you think of this rule? (C2)

In response to the 'minimum overtaking distance' rule, 35% of drivers/riders in 2015 feel that this rule has made it safer for cyclists. 37% report that the rule makes it more difficult to pass cyclists while 27% find it hard to judge the distance of one metre.

2.1.2 Key sub-group differences

Since the introduction of the 'minimum overtaking distance' rule, males, those aged 60+ years or Southern region residents are more likely than average to report no change in their driving behaviour. Females or South Eastern region residents are more likely than average to say they have difficulty judging the minimum distance. Drivers/riders aged 60+ years or Northern region residents are more likely than average to agree the rule has made it safer for cyclists or to report that they are now generally more aware of cyclists. Respondents aged 25-39 years or residents of the Southern region are more likely than average to be unaware of this rule.



The measure used in 2014 'It is illegal to park in a bicycle lane unless otherwise signed' was not included in the 2015 survey.

~ New measure in the 2015 survey.

2.1.3 Which of the following road rules apply in Queensland? (C5) – Road rules that DO CURRENTLY apply

50% of drivers/riders are correct in their agreement that it is legal to cross a continuous line when safe to do so to allow one metre clearance when passing a cyclists (this being a significant decrease since 2014 – 55%). 45% of respondents agree that cyclists in Queensland can cycle on footpaths unless otherwise signed. In a new measure in 2015, 32% of respondents agree that it is legal to park in a bicycle lane unless otherwise signed. 23% of respondents agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights.

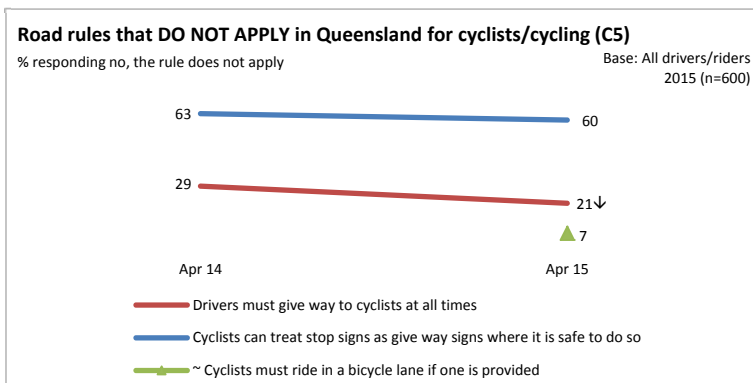
2.1.4 Key sub-group differences

In regards to awareness of current cycling road rules in Queensland, males are more likely than females to agree that it is legal to cross a continuous line to allow at least one metre clearance to pass a cyclist, that cyclists are permitted to cycle on footpaths unless otherwise signed or that it is legal to park in a bicycle lane unless otherwise signed.

Drivers/riders aged under 40 years are more likely than average to agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights.

South Eastern region residents are more likely than average to agree that cyclists in Queensland can cycle on footpaths unless otherwise signed.

Sub-open licence holders or motorcyclists are more likely than average to agree that it is legal to park in a bicycle lane unless otherwise signed or to agree that cyclists can ride across a zebra or children's crossing or a crossing with traffic lights.



2.1.5

Which of the following road rules apply in Queensland? (C5) – Road rules that DO NOT CURRENTLY apply

60% of drivers/riders are correct in that they do not agree that cyclists can treat stop signs as give way signs where it is safe to do so. 21% of respondents are correct in their disagreement that drivers must give way to cyclists at all times (a significant decrease since 2014 – 29%). Only 7% of drivers/riders are correct in disagreeing that cyclists must ride in a bicycle lane if one is provided.

2.1.6

Key sub-group differences

Males are more likely than females to correctly disagree that drivers must give way to cyclists at all times.

Older drivers/riders (aged 60+ years) are more likely than average to disagree that cyclists can treat stop signs as give way signs or to disagree that drivers must give way to cyclists at all times.

Respondents holding an open licence are more likely than average to disagree that cyclists can treat stop signs as give way signs. Motorcyclists are more likely than average to disagree that drivers must give way to cyclists at all times or to disagree that cyclists must ride in a bicycle lane if one is provided.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
It only makes it more difficult to pass a cyclist	37	38	36	37	38	40	40	49	32	29	37	43	39	36	27	25	37	32	34	31	38	43	37	39	28	39	37	37
It has made it safer for cyclists	35	34	33	31	39	37	23	26	29	32	35	33	52	43	52 ↑	31	21	32	38	38	34	34	36	34	23	36	23	34
I find it difficult to judge this distance	27	31	23 ↓	29	31	33	32↓	49	27	28	25	25	26	31	22	30	24	34	20	19	29	33	27	29	30	40	31	23
Cyclists use it to block the lane	23	21	25	23	20	19	21	21	21	21	25	24	22	17	19	25	26	19	25	17	22	21	24	22	15	16	21	24
Generally it has made me more aware of cyclists	23	20	21	20	24	19	18	16	19	18	21	18	32	27	35 ↑	19	16	13	17	26	23	19	22	19	29	24	17	18
It hasn't changed my driving	22	24	27	28	16	21	15	16	20	19	20↓	27	32	31	21↓	34	19	28	34	31	20	21	22	26	14	16	29	29
It annoys me that cyclists must be given this much clearance	20	17	22	21	17	13	19	21	23	18	15	16	22	16	21	15	14	8	20	14	20	19	19	18	18	14	18	22
I didn't know it was introduced	8↓	12	9	10	7↓	14	11↓	24	12	17	8	8	1	4	3↓	13	12	10	14	14	7↓	12	8	10	12	24	6	13
Other	4↓	6	3	5	4↓	8	1↓	6	3	3	4	6	6	11	5	6		7	4	8	4	6	4↓	7		4		5
Don't know	7	5	6	7	8↑	3	12	8	9	6	7	4	1	3	2	2	12	11	6	3	7	5	7↑	4	8	8	8	3

Table 2.1.3 Which of the following road rules apply in Queensland? (C5) – Road rules that DO CURRENTLY apply

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (yes)																												
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/hr or less	50↓	55	56	56	43 ↓	54	50	45	44	46	51	58	56↓	68	60	58	43	47	55	57	48 ↓	55	50↓	56	47	46	52	55
Cyclists in Queensland can cycle on footpaths unless otherwise signed	45	48	51	50	37 ↓	46	50	60	45	52	44	41	42	48	44	43	27 ↓	43	40	49	48	50	44	46	53	61	56	50
~ It is legal to park in a bicycle lane unless otherwise signed	32		38		27		38		38		31		24		29		24		30		35		31		53		50	
~ Cyclists can ride across a zebra or children's crossing, or a crossing with traffic lights	23		25		21		32		29		17		20		22		19		27		23		21		43		48	
# It is illegal to park in a bicycle lane unless otherwise signed		74		75		72		72		66		76		81		79		81		82		70		74		73		77

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

↑↓ Indicates a significant increase or decrease compared with the previous measure at least the 95% confidence level.

The measure used in 2014 'It is illegal to park in a bicycle lane unless otherwise signed' was not included in the 2015 survey.

~ New measures in the 2015 survey.

Table 2.1.5 Which of the following road rules apply in Queensland? (C5) – Road rules that DO NOT CURRENTLY apply

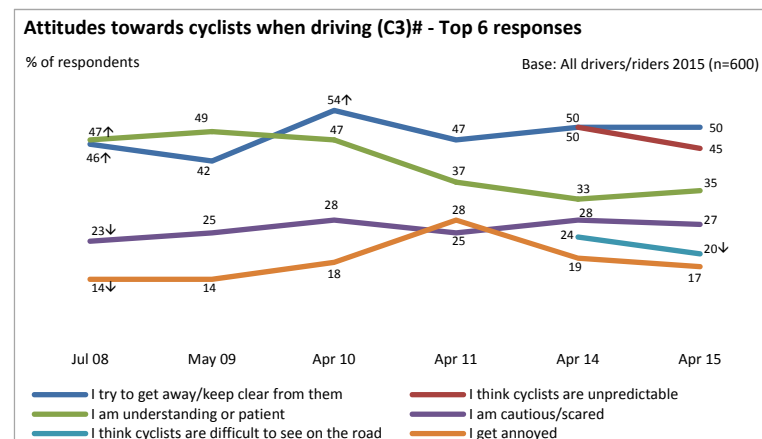
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (no)																												
Cyclists can treat stop signs as give way signs where it is safe to do so	60	63	61	65	58	61	54	48	50	48	62↓	76	71	71	59	63	57	68	69	75	58	61	61 ↓	67	37	39	52	60
Drivers must give way to cyclists at all times	21↓	29	24 ↓	32	17 ↓	26	15	15	15 ↓	23	22↓	29	29 ↓	44	22	31	18↓	34	21↓	40	21	26	22↓	31	14	16	33	31
~ Cyclists must ride in a bicycle lane if one is provided	7		7		7		10		10		7		1		10		4		9		7		6		12		15	

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

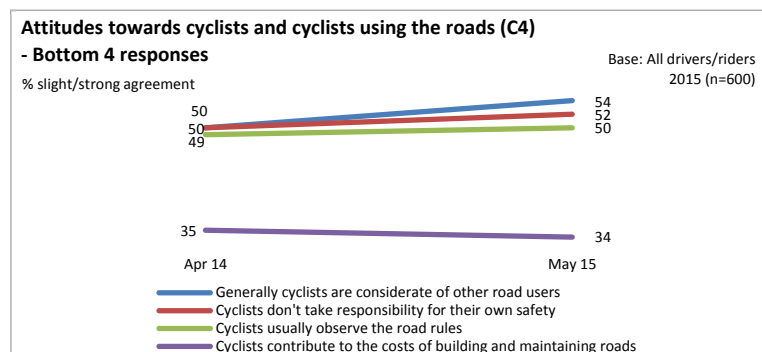
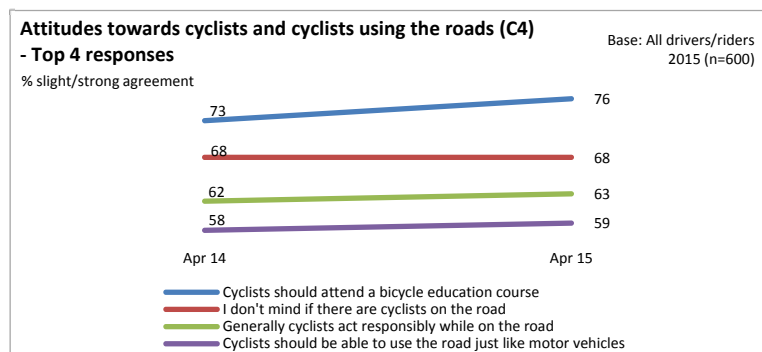
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

~ New measure in the 2015 survey.

3.0 Drivers' perceptions of cyclists



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



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

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

45% of drivers/riders agree that cyclists are unpredictable while 35% report being understanding or patient around cyclists.

20% feel that cyclists are difficult to see on the road (this response decreasing since 2014 – 24%) while 27% report being cautious/scared of cyclists on the road. 17% of respondents report they get annoyed at cyclists riding on the road.

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 (76%), that they do not mind if there are cyclists on the road (68%), that cyclists generally act responsibly on the road (63%) or that cyclists should be able to use the road just like motor vehicles (59%).

3.1.3 Key sub-group differences

Females more so than males report feeling cautious or scared when encountering cyclists while driving. They also are more likely to try and keep clear of cyclists or believe cyclists are difficult to see when driving. Contrastingly, males believe they are more understanding of cyclists or have no reaction to them when driving. Drivers/riders aged under 25 years and drivers/riders aged 25-39 years are more likely than average to feel annoyed with cyclists or to consider them too slow. Those aged 25-39 years are more likely than average to agree that cyclists usually obey the road rules or that cyclists contribute to the costs of building and maintain roads. Those aged 60+ years display the most patience towards cyclists. Females, older respondents (aged 60+ years) and open licence holders are the segments most in favour of cyclists attending a bicycle education course.

In terms of regional differences, Northern region or Southern region residents are more likely than average to agree that they are understanding of cyclists, Central region residents are more likely to perceive cyclists as unpredictable while South Eastern region respondents are more likely than average to report they try to keep clear of cyclists or they get annoyed at cyclists when driving/riding. Those residing in the Northern region are more likely than average to agree that they don't mind if cyclists are on the road, that cyclists should be able to use the road as motor vehicles do or that cyclists are generally considerate of other road users. Southern region residents are more likely than average to agree that cyclists are considerate of others when riding on the road or that cyclists usually observe road rules, while South Eastern region residents are more likely than average to believe cyclists don't take responsibility for their own safety.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
I try to get away/keep clear from them	50	50	46	49	54	51	51	62	46	40	53	53	50	49	43	55	49	42	41	50	53	50	51	50	47	50	37	46
I think cyclists are unpredictable	45	50	44	46	47	54	43	47	39	42	50	55	47	53	30↓	57	61	53	35↓	53	48	48	47↓	52	28	39	36	48
I am understanding or patient	35	33	39	36	31	31	20	26	34↑	23	34	34	47	49	47	39	29	41	48↑	29	32	32	36	34	29	28	37	28
I am cautious/scared	27	28	22	21	33	36	30	42	21	26	30	25	28	26	17	27	37	27	23	28	28	29	26	25	33	45	21	21
I think cyclists are difficult to see on the road	20↓	24	17↓	22	23	26	26	29	20	18	16↓	27	22	23	21	28	24	21	17	21	19↓	24	19↓	24	27	25	21	26
I get annoyed	17	19	19	20	15	18	27↓	40	27	21	12	17	6	4	16	12	10	11	11	15	19	21	17	17	18	27	16	16
I think they are too slow	12	14	14	14	10	13	26	29	19	16	7	11	4	4	3	9	14	6	14	14	13	15	12	12	16	22	18	14
I have no reaction	7	8	10	11	4	5	8	4	6	10	7	10	9↑	4	8	8	6	11	10	8	7	7	7	8	12	6	10	12
I harass them	1	1	2	2	*			3	4	1	*				1				1		1	1	1	*	2	2	6	2
Other	6	7	5	6	6	7	6	2	5	4	5	8	8	10	6	4	2	7	7	10	6	6	6	8	2	1		7
Don't know	4	3	5	4	4	3	8	7	6	4	4	2		1	3	5	8	6	4	1	4	3	4↑	2	6	8	6	3

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

	TOTAL					
	Apr 15	Apr 14	Apr 11	Apr 10	May 09	Jul 08
Base: 2014-2015 All drivers/riders # Base: 2011 respondents who drive once a month or more # Base: 2008-2010 all motorists	600	600	382	410	411	400
% respondents						
Try to get away/keep clear from them	50	50	47	54↑	42	46↑
I think cyclists are unpredictable	45	50	-	-	-	-
Understanding/patient	35	33	37	47	49	47↑
Cautious/scared	27	28	25	28	25	23↓
I think cyclists are difficult to see on the road	20↓	24	-	-	-	-
Get annoyed	17	19	28	18	14	14↓
They are too slow	12	14	-	10	10	7
No reaction	7	8	7	6	6	9
Harass them	1	1	3	*	-	*
Other	6	7	1	4	6	4
Don't know	4	3	9	1	1	2

* Indicates less than 1% of respondents.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Previous years' data for this question have 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total slight/strong agreement)																												
Cyclists should attend a bicycle education course	76	73	71	70	81	76	68	60	70	68	79	74	82	85	74	63	70	70	76	82	77	73	77	74	60	64	83↑	68
I don't mind if there are cyclists on the road	68	68	69	69	68	67	51	52	65	63	72	69	77	85	79	72	72	71	76	69	65	67	69	71	68	54	77	66
Generally cyclists act responsibly while on the road	63	62	61	61	65	64	61	61	64	62	63	61	64	66	68	55	63	77	72	65	61	61	62	61	78	69	69↑	54
Cyclists should be able to use the road just like motor vehicles	59	58	59	59	58	57	37	34	58	54	62	59	68	75	71↑	49	51	66	61	65	57	57	58	61	55↑	39	71↑	57
Generally cyclists are considerate of other road users	54	50	53	49	56	52	51	42	55	55	55	48	53	54	70↑	49	53	66	66	53	50	48	53	50	66	54	71↑	47
Cyclists don't take responsibility for their own safety	52	50	55	52	49	48	51	53	55↑	46	50	55	53	46	51	51	51	41	38↓	53	55	51	53	50	43	50	64	58
Cyclists usually observe the road rules	50	49	50	48	51	49	41	49	57	52	50	46	49	48	62	51	36↓	53	62	50	48	47	49	47	61	59	65↑	43
Cyclists contribute to the costs of building and maintaining roads	34	35	37	37	31	32	29	39	48	41	27	31	30	31	30	33	26	36	33	43	36	33	33	34	37	40	48↑	35

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

	TOTAL		
	Apr 15	Apr 14	Apr 11
Base: 2014-2015 All drivers/riders			
# Base: 2011 All respondents	600	600	400
	% of respondents		
Bike riders should attend a bicycle education course	76	73	77
Bike riders usually observe the road rules	50	49	49

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.

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

appendices

Appendix A – questionnaire

Young drivers (Y)

School Transport Safety (ST)

Occupant Restraint (OR)

Heavy Vehicles (HV)

Vehicle Safety (V)

Cycling (C)

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	<input type="checkbox"/>
2.	Marketing	<input type="checkbox"/>
3.	Market Research	<input type="checkbox"/>
4.	None of the above	<input type="checkbox"/>

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 <input type="checkbox"/>
2.	No <input type="checkbox"/>

IF YES, TERMINATE

CC	To which of the following age categories do you belong? (SELECT ONE ANSWER ONLY)		TERMINATE
1.	under 16 years	<input type="checkbox"/>	
2.	16 to 17 years	<input type="checkbox"/>	
3.	18 to 24 years	<input type="checkbox"/>	
4.	25 to 29 years	<input type="checkbox"/>	
5.	30 to 34 years	<input type="checkbox"/>	
6.	35 to 39 years	<input type="checkbox"/>	
7.	40 to 44 years	<input type="checkbox"/>	
8.	45 to 49 years	<input type="checkbox"/>	
9.	50 to 54 years	<input type="checkbox"/>	
10.	55 to 59 years	<input type="checkbox"/>	
11.	60 years or over	<input type="checkbox"/>	

CHECK QUOTAS

DD	Are you: (SELECT ONE ANSWER ONLY)
1.	male <input type="checkbox"/>
2.	female <input type="checkbox"/>

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Ride a motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Ride a moped/scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Ride a bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>
2.	Provisional - P1	<input type="checkbox"/>
3.	Provisional - P2	<input type="checkbox"/>
4.	Probationary	<input type="checkbox"/>
5.	Open	<input type="checkbox"/>
6.	None	<input type="checkbox"/>

If codes 2 – 5 at EEb display:

FFb	What type of motorcycle licence do you currently hold? (SELECT ONE ANSWER ONLY)	
1.	Learner	<input type="checkbox"/>
2.	RE	<input type="checkbox"/>
3.	R	<input type="checkbox"/>
4.	None	<input type="checkbox"/>

School Transport Safety (ST)

DISPLAY TO ALL

ST5	On which days does a school zone operate? (SELECT ONE ANSWER ONLY)
1.	Monday to Friday <input type="checkbox"/>
2.	Everyday <input type="checkbox"/>
3.	On school days only <input type="checkbox"/>
4.	Don't know <input type="checkbox"/>

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 <input type="checkbox"/>
2.	By the presence of school children <input type="checkbox"/>
3.	By the roadside activity <input type="checkbox"/>
4.	By other drivers slowing down <input type="checkbox"/>
5.	By children's crossing flags <input type="checkbox"/>
6.	By the presence of pavement markings <input type="checkbox"/>
7.	I wouldn't be able to because the signs are hard to see <input type="checkbox"/>
8.	Don't know <input type="checkbox"/>

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	I slow down when I see standard (non-flashing) school zone signs during school zone times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	I slow down during school zone times where children are present	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 <input type="checkbox"/>
2.	Rarely <input type="checkbox"/>
3.	Sometimes <input type="checkbox"/>
4.	Always <input type="checkbox"/>
5.	Don't know <input type="checkbox"/>
6.	Not applicable – have not driven through this type of zone <input type="checkbox"/>

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)
1.	Never <input type="checkbox"/>
2.	Rarely <input type="checkbox"/>
3.	Sometimes <input type="checkbox"/>
4.	Always <input type="checkbox"/>
5.	Don't know <input type="checkbox"/>
6.	Not applicable – have not driven through this type of zone <input type="checkbox"/>

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 <input type="checkbox"/>
2.	Rarely <input type="checkbox"/>
3.	Sometimes <input type="checkbox"/>
4.	Always <input type="checkbox"/>
5.	Don't know <input type="checkbox"/>
6.	Not applicable – have not driven through this type of zone <input type="checkbox"/>

DISPLAY TO ALL

ST3d	Flashing school zone signs should be installed at: (SELECT ONE ANSWER ONLY)
1.	School zones at primary schools <input type="checkbox"/>
2.	School zones at primary and secondary schools <input type="checkbox"/>
3.	School zones at sites identified as being high risk <input type="checkbox"/>
4.	No schools – standard (non-flashing) school zones signs are sufficient <input type="checkbox"/>
5.	Don't know <input type="checkbox"/>

ST20 NEW	Do you think that FINES for speeding within a school zone should be: (SELECT ONE ANSWER ONLY)
1.	The same amount as fines for speeding offences on other sections of road <input type="checkbox"/>
2.	Higher than the fines for speeding offences on other sections of road <input type="checkbox"/>
3.	Lower than the fines for speeding offences on other sections of road <input type="checkbox"/>
	<input type="checkbox"/>

ST21 NEW	Do you think that DEMERIT POINTS for speeding within a school zone should be: (SELECT ONE ANSWER ONLY)
1.	The same as demerit points for speeding offences on other sections of road <input type="checkbox"/>
2.	Higher than the demerit points for speeding offences on other sections of road <input type="checkbox"/>
3.	Lower than the demerit points for speeding offences on other sections of road <input type="checkbox"/>
	<input type="checkbox"/>

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 in the front seat, either as a driver or a passenger?
(SELECT ONE ANSWER ONLY)
- | | |
|--|--------------------------|
| 1. Always wear a seat belt | <input type="checkbox"/> |
| 2. Most occasions (90% of the time) | <input type="checkbox"/> |
| 3. Sometimes (about half the time) | <input type="checkbox"/> |
| 4. Just occasionally (less than 10% of the time) | <input type="checkbox"/> |
| 5. Never wear a seat belt | <input type="checkbox"/> |

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 | <input type="checkbox"/> |
| 2. Agree Slightly | <input type="checkbox"/> |
| 3. Disagree Slightly | <input type="checkbox"/> |
| 4. Disagree Strongly | <input type="checkbox"/> |
| 5. Don't Know | <input type="checkbox"/> |

DISPLAY TO ALL

- OR3a Do you drive in a motor vehicle with children aged under seven as passengers?
(SELECT ONE ANSWER ONLY)
- | | |
|--------|--------------------------|
| 1. Yes | <input type="checkbox"/> |
| 2. No | <input type="checkbox"/> |

DISPLAY IF CODE 1 AT OR3a

- OR6a In Queensland, children under age seven are required to be appropriately restrained. Infants up to six months of age must be restrained in a rear-facing infant capsule or restraint. Children aged between six months and four years must be restrained in a rear- or forward-facing restraint with an in-built harness. Children aged from four up to seven must be secured in a forward-facing booster seat with either a harness or adult lap/sash seat belt. How do you restrain child passengers aged under seven? (SELECT ONE ANSWER FOR EACH STATEMENT)
- | | Always | Most occasions
(90% of
the time) | Sometimes
(about half
the time) | Just
occasionally
(less than 10%
of the time) | Never |
|--|--------------------------|--|---------------------------------------|--|--------------------------|
| 1. Appropriately restrained for their age | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Restrained, but inappropriately given their age | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Do not restrain | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

YOUNG DRIVERS (Y)

DISPLAY TO ALL

Y8	<p>P1 licence holders have a peer passenger restriction for at least the first 12 months of driving, where no more than one passenger aged under 21 is allowed in a car with a P1 driver between 11pm and 5am. Exemptions apply for family members carried as passengers. How strongly do you support or oppose this rule? (SELECT ONE ANSWER ONLY)</p>				
	1. Strongly support				<input type="checkbox"/>
	2. Slightly support				<input type="checkbox"/>
	3. Slightly oppose				<input type="checkbox"/>
	4. Strongly oppose				<input type="checkbox"/>
	5. Don't know				<input type="checkbox"/>

DISPLAY IF CODES 3 OR 4 AT Y8

Y9	<p>Why do you oppose this rule? (SELECT ANY ANSWERS THAT APPLY)</p>				
	1. It will increase the incidence of drink driving (less designated drivers).				<input type="checkbox"/>
	2. It will increase the number of young people on the road.				<input type="checkbox"/>
	3. It will make car-pooling difficult.				<input type="checkbox"/>
	4. It will be difficult to enforce.				<input type="checkbox"/>
	5. Other / Type in.....				<input type="checkbox"/>

NEW QUESTION

Y12	<p>How strongly would you support or oppose peer passenger restrictions for P1 licence holders applying at all times (24 hours)? (SELECT ONE ANSWER ONLY)</p>				
	1. Strongly support				<input type="checkbox"/>
	2. Slightly support				<input type="checkbox"/>
	3. Slightly oppose				<input type="checkbox"/>
	4. Strongly oppose				<input type="checkbox"/>
	5. Don't know				<input type="checkbox"/>

DISPLAY TO P1 PROVISIONAL DRIVERS (CODE 2 AT FFa)

Y13 NEW	<p>How often, if at all, do you carry passengers aged under 21 years in the vehicle when you are driving: (SELECT ONE ANSWER ONLY)</p>					
		Never	Just occasionally (10% of the time)	Sometimes (about half the time)	Most occasions (90% of the time)	Always
	1. Between 11pm and 5am	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2. Between 5am and 11pm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

Y10	<p>Provisional drivers who have had their licence suspended or cancelled have a late night driving restriction for the first 12 months after they return to driving. Drivers with this restriction cannot drive a vehicle or ride a motorbike between 11pm and 5am. Exemptions apply for work, education and family purposes. How strongly do you support or oppose this rule? (SELECT ONE ANSWER ONLY)</p>				
	1. Strongly support				<input type="checkbox"/>
	2. Slightly support				<input type="checkbox"/>
	3. Slightly oppose				<input type="checkbox"/>
	4. Strongly oppose				<input type="checkbox"/>
	5. Don't know				<input type="checkbox"/>

DISPLAY IF CODES 3 AND 4 AT Y10

Y11	Why do you oppose this rule? (SELECT ANY ANSWERS THAT APPLY)	
	1. Don't think that it has significant safety benefits.	<input type="checkbox"/>
	2. It's expensive for young people who would need to take public transport or taxis.	<input type="checkbox"/>
	3. Problematic in rural areas where there is a lack of public transport.	<input type="checkbox"/>
	4. Difficult to enforce.	<input type="checkbox"/>
	5. Other / type in.....	<input type="checkbox"/>

NEW QUESTION

Y14	How strongly would you support or oppose late night driving restrictions applying to all P1 licence holders? (SELECT ONE ANSWER ONLY)
	1. Strongly support <input type="checkbox"/>
	2. Slightly support <input type="checkbox"/>
	3. Slightly oppose <input type="checkbox"/>
	4. Strongly oppose <input type="checkbox"/>
	5. Don't know <input type="checkbox"/>

HEAVY VEHICLES (HV)

DISPLAY TO ALL

HV1	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2. There should be harsher fines and penalties for heavy vehicle drivers driving in an unsafe manner (e.g. speeding, tailgating)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3. I don't think enough is being done to educate the public about sharing the road with heavy vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	5. Heavy vehicles should be restricted to the left lanes of multi lane roads, regardless of the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>
	If I didn't have to wear a helmet	<input type="checkbox"/>
	More, well maintained cycling facilities (such as ... off-road bike paths, on-road bike lanes, connected paths, adequate lighting)	<input type="checkbox"/>
	More, well maintained end of trip facilities (such as ... safe and secure bike storage, showers, change rooms, lockers at your destination etc)	<input type="checkbox"/>
	More, well maintained way finding information (such as ... maps of local cycle routes, directional signage)	<input type="checkbox"/>
	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)	<input type="checkbox"/>
	If I had shorter distances to travel (i.e. to work, school/uni, shops, recreation sites, friends/family, other services)	<input type="checkbox"/>
	Less hills	<input type="checkbox"/>
	More appropriate weather conditions (i.e. cool and dry)	<input type="checkbox"/>
	If it was more comfortable	<input type="checkbox"/>
	If I was able to travel in daylight hours (I don't like riding at night/in the dark)	<input type="checkbox"/>
	Being physically able (if I was free from injury, illness, disability and had a level of fitness to ride)	<input type="checkbox"/>
	Being physically able (if I had the skills, ability and confidence to ride a bike)	<input type="checkbox"/>
	If other people didn't rely on me to transport them (for instance, babies, children, sick or senior people)	<input type="checkbox"/>
	If other people didn't rely on me to transport them (for instance, it is part of my job)	<input type="checkbox"/>
	If I didn't have to transport/carry heavy loads	<input type="checkbox"/>
	If I didn't have a car	<input type="checkbox"/>
	If I lost my driver licence	<input type="checkbox"/>
	If I had more time	<input type="checkbox"/>
	Nothing - I prefer walking/other forms of active transport to cycling for means of transport / exercise / recreation	<input type="checkbox"/>
	Nothing - I already get enough exercise through other means (such as going to a gym)	<input type="checkbox"/>
	Nothing - I've had negative experiences riding a bike, so won't ride again	<input type="checkbox"/>
	Nothing - I can't be bothered cycling	<input type="checkbox"/>
	Nothing - I have no interest in cycling	<input type="checkbox"/>
	Don't know	<input type="checkbox"/>
	Other / type in.....	<input type="checkbox"/>

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	<input type="checkbox"/>
	Generally it has made me more aware of cyclists	<input type="checkbox"/>
	It annoys me that cyclists must be given this much clearance	<input type="checkbox"/>
	I find it difficult to judge this distance	<input type="checkbox"/>
	It has made it safer for cyclists	<input type="checkbox"/>
	Cyclists use it to block the lane	<input type="checkbox"/>
	It only makes it more difficult to pass a cyclist	<input type="checkbox"/>
	It hasn't changed my driving	<input type="checkbox"/>
	Other / type in.....	<input type="checkbox"/>
	Don't know	<input type="checkbox"/>

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	<input type="checkbox"/>
	I try to get away / keep clear from them	<input type="checkbox"/>
	I am understanding or patient	<input type="checkbox"/>
	I get annoyed	<input type="checkbox"/>
	I have no reaction	<input type="checkbox"/>
	I harass them	<input type="checkbox"/>
	I think they are too slow	<input type="checkbox"/>
	I think cyclists are unpredictable	<input type="checkbox"/>
	I think cyclists are difficult to see on the road	<input type="checkbox"/>
	Other / type in.....	<input type="checkbox"/>
	Don't know	<input type="checkbox"/>

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists should attend a bicycle education course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists contribute to the costs of building and maintaining roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists should be able to use the road just like motor vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	I don't mind if there are cyclists on the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Generally cyclists act responsibly while on the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Generally cyclists are considerate of other road users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists don't take responsibility for their own safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 legal to park in a bicycle lane unless otherwise signed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists in Queensland can cycle on footpaths unless otherwise signed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists can treat stop signs as give way signs where it is safe to do so	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Drivers must give way to cyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists can ride across a zebra or children's crossing, or a crossing with traffic lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cyclists must ride in a bicycle lane if one is provided	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VEHICLE SAFETY (V)

NOTE: A “vehicle” in this section refers to a passenger car that is powered by a motor, driven on road, and has up to 9 seating positions, including that of the driver.

DISPLAY TO ALL

- V2 What do you know about the Used Car Safety Ratings?
(SELECT ONE ANSWER ONLY)
1. Never heard of it ☐
 2. Heard of it but not sure what it means ☐
 3. Know about it but have never used it ☐
 4. Have consulted it when researching a used car purchase ☐
 5. Would only purchase a used vehicle with a 4 or 5 star rating ☐

DISPLAY TO ALL

- V1 What do you know about the ANCAP crash worthiness and safety ratings for new cars?
(SELECT ONE ANSWER ONLY)
1. Never heard of it ☐
 2. Heard of it but not sure what it means ☐
 3. Know about it but have never used it ☐
 4. Have consulted it when researching a new car purchase ☐
 5. Would only purchase a new vehicle with a 4 or 5 star rating ☐

DISPLAY TO ALL

- V8/V10 Have you / will you ...
(SELECT ANY ANSWERS THAT APPLY)
1. purchased a **USED** vehicle in the last 5 years ☐
 2. purchased a **NEW** vehicle in the last 5 years ☐
 3. plan to purchase a **USED** vehicle in the next 5 years ☐
 4. plan to purchase a **NEW** vehicle in the next 5 years ☐
 5. none of the above ☐

DISPLAY IF CODES 1 AND/OR 3 V8/V10

- V15 From the list below, please choose the three sources you were/are most likely to use to inform a **used** vehicle selection?
- Select three only
1. Used car buyer guides available from selected news agencies ☐
 2. Department of Transport and Main Roads' website advice on buying or selling a used vehicle ☐
 3. Newspaper car sections, articles, and or automotive magazines ☐
 4. Vehicle safety information on websites sites, such as the Department of Transport and Main Roads and motoring club websites ☐
 5. Independent car testing and reviews reported on websites or in automotive magazines ☐
 6. Motoring clubs ☐
 7. Friends and or family ☐
 8. Qualified mechanic ☐
 9. Car dealers and car yards including test drives ☐
 10. Car value websites ☐
 11. Car sales websites ☐
 12. Vehicle information checks through official government sources ☐
 13. Office of Fair Trading ☐

DISPLAY IF CODES 2 AND/OR 4 AT V8/V10

V17 From the list below, please choose the three most important primary sources of information to inform a **new** vehicle selection?

- Select three only
- | | |
|--|--------------------------|
| 1. New or used car buyer guides available from selected news agencies | <input type="checkbox"/> |
| 2. Newspaper car sections, articles, and or automotive magazines | <input type="checkbox"/> |
| 3. Vehicle safety information on websites sites, such as the Department of Transport and Main Roads and motoring club websites | <input type="checkbox"/> |
| 4. Independent car testing and reviews reported on websites or in automotive magazines | <input type="checkbox"/> |
| 5. Motoring clubs | <input type="checkbox"/> |
| 6. Friends and or family | <input type="checkbox"/> |
| 7. Qualified mechanic | <input type="checkbox"/> |
| 8. Car dealers and car yards including test drives | <input type="checkbox"/> |
| 9. Car sales websites | <input type="checkbox"/> |

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 | <input type="checkbox"/> |
| 2. Year 10 | <input type="checkbox"/> |
| 3. Year 11 | <input type="checkbox"/> |
| 4. Year 12 | <input type="checkbox"/> |
| 5. Certificate or Diploma | <input type="checkbox"/> |
| 6. Undergraduate University degree | <input type="checkbox"/> |
| 7. Postgraduate University degree | <input type="checkbox"/> |

Demo 3 Area of Residence
(SELECT ONE ANSWER)

- | | |
|---------------------------------------|--------------------------|
| 1. Capital City | <input type="checkbox"/> |
| 2. Regional City | <input type="checkbox"/> |
| 3. Outside a capital or regional city | <input type="checkbox"/> |
| 4. Remote | <input type="checkbox"/> |

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

YOUNG DRIVERS

Question Y9 Why do you oppose this rule? (P1 licence holders have a peer passenger restriction for at least the first 12 months of driving)	
Response given	Number of Responses
They shouldn't have anyone in the car if they are inexperienced. They can still kill that young person.	1
Hours after 11pm shouldn't be on the road.	1
Makes it hard if younger people are working late and carpooling.	1
Overzealous.	1
Once a person has passed their driving test they should not be restricted because of age.	1
It discriminates against good drivers solely because of their age.	1

Question Y11 Why do you oppose this rule? (Provisional drivers who have had their licence suspended or cancelled have a late night driving restriction for the first 12 months after they return to driving)	
Response given	Number of Responses
Why only at night?	1
What stops their dangerous driving during the day?	1
They have already been punished by loss of licence.	1
They have not taken their road responsibility responsibly – training or re-training should be taken.	1
They have served their suspension, maybe if it was their second or third offence but not after the first.	1
Don't know.	1
Driving in emergencies should be allowed.	1
It is cruel towards drivers who are trying to improve their behaviour. Compulsory government funded driver safety awareness programs would be much better.	1

CYCLING

Question C1 What would encourage you to cycle or cycle more often?	
Response given	Number of Responses
Nothing, too far from town.	2
If I knew how to cycle.	1
A bike path into my town.	1
If drivers were more conscious of cyclist safety. I used to cycle a lot but it's scary – too many dickhead, ignorant and distracted drivers.	1
If I got the motivation to get back on my bike.	1
Too hilly.	1
If other drivers on the roads were not so stupid and dangerous on the roads. I have almost been hit on my bike several times because someone was not looking. I have stopped using my bike because of it.	1
Lack of confidence and concerns about safety.	1
If I lived in a cooler climate.	1
Medical condition does not allow me to cycle.	1
If I had the time to do so.	1
Incentives.	1
If I was physically able.	1
Nothing, I'm disabled.	1
I can't ride a bike!	1
Bike lanes on every major road.	1

Question 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 60km/h or less, or 1.5m clearance on roads with a speed limit over 60km/h. What do you think of this rule?	
Response given	Number of Responses
A great first step in making the roads safer for cyclists. A lot more needs to be done.	1
There are roads and streets that this rule definitely should not apply to.	1
Can force one over double lines when road is too narrow.	1
Cars are easy to see and therefore predictable and resilient. A car can drive over a small stick or pothole and not have to alter its direction to continue driving. A bicycle is small and intricate making them much harder to lock onto and judge. They are very agile and don't handle some road conditions well such as potholes. These factors cause cyclists to become unpredictable and a danger mostly to themselves.	1
Some roads are very narrow.	1
I've always driven like this with cyclists on the road. I even slow down, the bicycle isn't a sturdy piece of machinery.	1
If you crash into a vehicle coming in the opposite direction due to being over the white line, it will be more difficult in court since you are now allowed over the white lines.	1
Cyclists should be required to pay for road usage, as other users are compelled to.	1
It is up to cyclists too, not to ride so close to the traffic.	1
Cyclists need to be fined if they are not riding single line.	1
This is not an effective nor logical rule.	1
It's good and bad.	1
Makes motor vehicles commit offences to obey this rule e.g. driving over the centre line.	1
Cyclists should not be able to ride abreast of each other.	1
There is no enforcement.	1
They should pay registration.	1
Cycles are not registered to be on the road.	1
More rules for cyclists – get on the footpath.	1
Cyclists stick too close to the road.	1
There should be laws that require cyclists to ride in single file and keep within a minimum distance of the left side of the road.	1
Too many laws that replace common sense.	1
It makes it unsafe as I have to cross into the oncoming lane.	1
Made for far more dangerous driving.	1
Double lines that go for miles make it hard to pass when a cyclist won't pull over as a car would often do when holding up traffic. I have seen cars crossing double lines to pass on long sections and this is dangerous to all involved.	1
It holds up traffic.	1

Question C3 What do you think of cyclists when you are driving?	
Response given	Number of Responses
Dangerous for them on narrow roads.	1
As a cyclist myself, I'm super courteous to them.	1
They should not be allowed to use the road when there are so many bike paths. Roads these days are not suitable for bikes.	1
I think they ride too close to the line that separates themselves from the cars.	1
I think cyclists should equally respect cars and drivers and make it safer for them to get around them. Should not be allowed to ride two abreast.	1
Ride in parallel.	1
I once worked for a physio and there were so many terrible injuries to bike riders who had been hit by cars. I'm terrified for bikes on the road.	1
When they are travelling in groups, it makes it dangerous for all involved. They are hard to pass and hard to keep the 1m rule.	1
When they ride two abreast.	1
I get annoyed when they ride in a group and hold up traffic.	1
It is annoying when I have to overtake the same cyclist multiple times.	1
I take care.	1
They should wear reflective clothing.	1
They should pay for the roads, just like motorists.	1
When they travel in groups they can be frustrating as they spread out and can encroach onto the road, meaning you have to slow down if there's oncoming traffic or swerve to get around them.	1
3 abreast.	1
Sometimes difficult to see.	1
They should be registered too.	1
It's their road too.	1
Why aren't they in the bicycle lane?	1
If they follow the same road rules it would be A LOT safer, but they do what they want and go where they shouldn't and whinge when they get hit. They also need to stop hanging on to our cars for an easier ride.	1
They don't pay attention.	1
More rules for cyclists – get them on the footpath.	1
They need to move over further away from the road.	1
Wankers.	1
Find they use the rule to their advantage.	1
They don't respect drivers on the road.	1
Same as any road user – respect/patience, easy.	1
They need to follow rules as well or fine them.	1
I have equal care for motorcyclists and for tourists in cars who can be as slow and dangerous as cyclists.	1
They should really try to work with other road users e.g. cars and other vehicles that need to be there instead of just thinking of themselves.	1
If they had more bike lanes they wouldn't hold up traffic.	1
They shouldn't be able to drive (cycle) two by two.	1
There isn't enough room for them on some roads.	1
They mostly ignore traffic lights.	1
Some cyclists don't give a damn how they ride.	1
Cyclists are very rare to see on the streets and roads here.	1

Appendix C – fieldwork report

Dates of fieldwork:

Tuesday 7th April to Tuesday 28th April, 2015.

No. of invitations issued:

Approx. 11,000 invitations for 993 responses (600 completes, 50 incompletes, 92 screeners and 286 quota full)

Average survey length:

34.6 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