



# MONASH University

## Accident Research Centre

A centre within the Monash University Injury Research Institute

# REPEAT SPEEDERS TRIAL

**Final Evaluation Report - Appendices**

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Final Report

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## **APPENDIX A    SPEED BEHAVIOUR PROGRAM COURSE CONTENT**

### **AIMS OF PROGRAM**

To help participants:

- understand speed issues better
- review own speed behaviour
- to drive within speed limits in future and avoid licence suspension/loss
- help participants reduce the risk of involvement in a speed-related crash

### **TOPICS COVERED**

#### ***Session 1***

- Facts about speeding e.g. crash risk increases from different speeds, pedestrian crashes and vehicle speed (and pedestrian survival), risk of an crash: speed vs. alcohol
- Speed limits are not random
- Speeding and demerit points
- What speeding drivers believe e.g. won't get caught, they are a good driver, everyone speeds
- Lack of time savings from speeding
- Need to change behaviour and what you need to do
- Decide to change
- Speeding change plan
- What to do when relapse/slip off plan

#### ***Session 2***

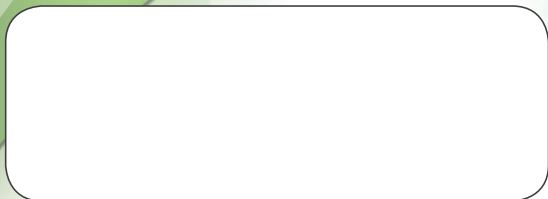
- Decide to change (recap)
- Speeding change plan (recap)
- What to do when relapse/slip off plan (recap)
- Speed triggers e.g. running late, driving alone, certain roads
- What stops you from speeding
- Dealing with triggers (strategies to use)
- Speeding change plan (devise)
- Develop a 'slips and lapses' prevention plan

### **CONCLUDING SLIDE**

The program covered:

- the risks and dangers of speeding
- a review of your own speed behaviour
- how you can change it
- the pros and cons of change
- Developing a plan for changing speed behaviour

## **APPENDIX B BI AND ISA SURVEYS**



Speed Behaviour Program

 vicroads

## Survey 1

Thank you for your participation in this study.



# Speed Behaviour Program

Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

## Part A

1. Were you born in Australia? If YES, go to question 1a.  YES  NO

What country were you born? \_\_\_\_\_

How long have you lived in Australia?: \_\_\_\_\_ years

How long have you lived in Victoria?: \_\_\_\_\_ years

- 1a. How old were you when you were first licensed to drive a car (i.e. when you received your probationary licence)?

Years old: \_\_\_\_\_

And in what country: \_\_\_\_\_

2. What is the year, make and model of the vehicle you drive most often?

Year (e.g., 2002): \_\_\_\_\_

Make (e.g., Holden): \_\_\_\_\_

Model (e.g., Commodore): \_\_\_\_\_

What other vehicles do you currently operate (please select as many as apply)

- <sub>1</sub> Commercial Van  
<sub>2</sub> Motorbike  
<sub>3</sub> Bus  
<sub>4</sub> Truck (light and heavy)  
<sub>5</sub> Standard Vehicle (car/sedan/coupe/4x4/family people mover etc)  
<sub>6</sub> Taxi  
<sub>7</sub> Other (Please Specify) \_\_\_\_\_  
<sub>8</sub> None

- 2a. Approximately how many kilometres did you drive last week (or in a typical week)?

- <sub>1</sub> Fewer than 200 km  
<sub>2</sub> 200 to 400 km  
<sub>3</sub> 400 to 600 km  
<sub>4</sub> 600 to 800 km  
<sub>5</sub> 800 to 1,000 km  
<sub>6</sub> 1,000 km or more



3. Of the time that you spend driving each week, how many hours do you drive...

...during the week? \_\_\_\_\_ hrs

...on the weekend? \_\_\_\_\_ hrs

4. Of the time that you spend driving each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

...in The City?		%
...in Urban Areas?		%
...in Rural Areas?		%
...on Freeways?		%
<b>TOTAL</b>	<b>100</b>	%

5. Of the time that you spend driving a car each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

Travelling to get to work (part or all of the way)?		%
For work (as part of your job)?		%
For private purposes (e.g. run errands, recreation)?		%
<b>TOTAL</b>	<b>100</b>	%

6. On weekdays (i.e. Monday to Friday), what percentage of your driving occurs during...  
(these should add up to a TOTAL 100%)

...peak mornings (6am to 10am)		%
...middle of the day (10am to 4pm)		%
...peak afternoon/evening (4pm to 6pm)		%
...evening/night time (after 6pm)		%
<b>TOTAL</b>	<b>100</b>	%

7. Please think about your last ten driving trips, and about the passengers you carried in your car when driving. On how many of those last **TEN DRIVING TRIPS** would you have carried the following people as passengers? If you haven't carried any passengers, tick '0'.

Number of Trips. Tick one box per line only.	0 trips	1	2	3	4	5	6	7	8	9	10 trips
a Spouse or partner:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
b Work colleague:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
c Friend:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
d Child aged less than 12:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
e Teenage child:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

8. In the last **3 YEARS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No

## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5



2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- 1 Anything over 50 km/h
- 2 1-5 km/h over the limit
- 3 6-10 km/h over the limit
- 4 11-15 km/h over the limit
- 5 16-20 km/h over the limit
- 6 21-25 km/h over the limit
- 7 26-30 km/h over the limit
- 8 More the 30 km/h over the limit
- 9 Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
  - <sub>2</sub> My chances of having a crash
  - <sub>3</sub> My chances of being caught
  - <sub>4</sub> The speed of other traffic
  - <sub>5</sub> The volume of traffic on the particular road
  - <sub>6</sub> The speed limit
  - <sub>7</sub> How much of a hurry I am in
  - <sub>8</sub> Unaware of speed limit
  - <sub>9</sub> Losing track of my own speed
  - <sub>10</sub> Other, Please specify
- 
- <sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
  - <sub>2</sub> My chances of having a crash
  - <sub>3</sub> My chances of being caught
  - <sub>4</sub> The speed of other traffic
  - <sub>5</sub> The volume of traffic on the particular road
  - <sub>6</sub> The speed limit
  - <sub>7</sub> How much of a hurry I am in
  - <sub>8</sub> Unaware of speed limit
  - <sub>9</sub> Other, Please specify
- 
- <sub>11</sub> Don't Know

7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
p	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
q	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
r	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
s	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
t	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
u	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
w	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please ensure you have answered all questions

2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions

3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last <b>FOUR WEEKS...</b>		Never	Very seldom	Rather seldom	Sometimes	Often	Very often	
m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

In the last **FOUR WEEKS...**

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
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y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions



4. Please think about your **LAST TEN DRIVING TRIPS**.  
 In how many of them would you have done the following? If you haven't done any, tick '0'.

Number of Trips. Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	Intentionally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f	Made a real effort to look out for speed signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g	Made a real effort to look at my speedometer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h	Made a real effort to stay within the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

**Please ensure you have answered all questions**

2. Please indicate if you agree or disagree with the following statements. We are interested in your opinion about each item.

	DISAGREE	I AGREE
Most Victorians were booked for speeding at least once in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits are set randomly	<input type="checkbox"/>	<input type="checkbox"/>
The speed limit is 60 km/h in a built area with no speed sign	<input type="checkbox"/>	<input type="checkbox"/>
Speeding is about as risky as drink-driving	<input type="checkbox"/>	<input type="checkbox"/>
Half of Victorian drivers were caught for drink driving in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speeding increases the severity of crashes	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers believe that speeding is normal	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorian drivers were fined for speeding in 2004/2005	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding is not possible because speeding is a habit for most drivers	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding behaviour does not require too much effort	<input type="checkbox"/>	<input type="checkbox"/>
Most people speed because they don't think much of the law	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when loved ones are in the car	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding they will stop speeding for good	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when there is a high chance of being caught	<input type="checkbox"/>	<input type="checkbox"/>
Most speeding offences are detected by traffic cameras	<input type="checkbox"/>	<input type="checkbox"/>

	DISAGREE	I AGREE
The best way to change speeding behaviour is to avoid speed cameras	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits take into account things like the type of roads and nearby houses and schools	<input type="checkbox"/>	<input type="checkbox"/>
People who drive more often are more likely to be in a crash	<input type="checkbox"/>	<input type="checkbox"/>
In a built up area with no speed sign, the best speed is one that suits the conditions and type of road	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorians refuses to reduce their speeding	<input type="checkbox"/>	<input type="checkbox"/>
When a driver speeds, the severity of crashes increases but only if they are a bad driver	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when it feels risky to speed	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers tend to speed because they are distracted by road signs	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding, they are still likely to slip up and speed from time to time	<input type="checkbox"/>	<input type="checkbox"/>
Having a plan can help change behaviour	<input type="checkbox"/>	<input type="checkbox"/>

3. The following items describe scenarios one might encounter while driving. Please read each of the scenarios carefully and then decide which of the four potential responses **MOST CLOSELY** matches how you would respond in that situation.

a. You are driving your car down a two-lane road. Without warning, another car pulls out in front of you from a car park. You had to brake suddenly to avoid hitting it. How do you respond?

- <sub>1</sub> Let out a sigh of relief and drive on
- <sub>2</sub> Lean out your window and yell at the other driver
- <sub>3</sub> Honk your horn to let the other driver know they almost caused an accident
- <sub>4</sub> Follow the car to its destination so you can give the driver a piece of your mind

b. You are driving your car down the highway in the overtaking lane. You come up to a car driving much slower than you are in the overtaking lane. Even though you flash your high beams as a signal for the other car to move over, it does not. How do you respond?

- <sub>1</sub> Make an obscene gesture to the driver as you pass on the left
- <sub>2</sub> Shrug your shoulders and continue to wait for the other car to move to the side
- <sub>3</sub> Alternate between honking your horn and yelling obscenities out the window
- <sub>4</sub> Lay on your horn and don't budge until the driver moves

c. You are driving on a single lane road. For no apparent reason the car in front of you is constantly braking and accelerating, causing you to drive in the same manner. How do you respond?

- <sub>1</sub> Honk your horn and loudly curse at the driver
- <sub>2</sub> Slow down a little and keep a safe distance
- <sub>3</sub> Deliberately tailgate the car and occasionally lay on the horn
- <sub>4</sub> Curse to yourself but continue at the pace set by the other driver

d. You are in a full car park. You see a driver leaving and you put on your indicator to signal that you intend to take the parking spot. As the other driver pulls out, a second driver cuts in front of you from the other side and takes the parking spot. How do you respond?

- <sub>1</sub> Glare angrily at the other driver as you move on to find another parking spot
- <sub>2</sub> Shrug your shoulders and look for another spot
- <sub>3</sub> Lay on your horn and inform the driver in no uncertain terms that they have taken your spot and should move at once
- <sub>4</sub> "Accidentally" scrape the car with your keys after you have found another spot

e. You are driving your vehicle in a traffic jam in the far left hand lane. Out of nowhere, a car comes up from behind on the shoulder and attempts to squeeze in front of you. How do you respond?

- <sub>1</sub> Nothing, let the car squeeze in
- <sub>2</sub> Make obscene gestures, or swear at the other driver as you close ranks on the car in front of you to prevent the driver from cutting in front of you
- <sub>3</sub> Let the car squeeze in but honk your horn to show your disapproval to the other driver
- <sub>4</sub> Honk your horn and close ranks on the vehicle in front of you to prevent the car from getting in front of you

f. You are driving on the highway when another vehicle pulls up alongside your car. You look over and see a total stranger making obscene gestures at you. How do you respond?

- <sub>1</sub> Ignore the other driver by looking straight ahead and minding your own business
- <sub>2</sub> Look at the other driver and shake your head in disbelief, then slow down and wait for the other car to drive on
- <sub>3</sub> Make obscene gestures back to the driver in the other vehicle
- <sub>4</sub> Yell obscenities at the other driver

g. You are driving on the highway. One of the cars in front of you keeps changing lanes, preventing other cars from overtaking efficiently. Thus traffic is being slowed. How do you respond?

- <sub>1</sub> Yell obscenities in your car and honk your horn numerous times to show your displeasure
- <sub>2</sub> Pull up next to the other car so that you can honk your horn and scream obscenities at the driver blocking traffic
- <sub>3</sub> Yell out obscenities in your car
- <sub>4</sub> Change lanes and move away so the driver doesn't affect you anymore

h. You are driving on a city street. Without warning, a pedestrian suddenly runs in front of your car, nearly causing you to hit him/her. How do you respond?

- <sub>1</sub> Do nothing except feel grateful no one was injured
- <sub>2</sub> Yell at the pedestrian out your window telling them to watch where they are going
- <sub>3</sub> Curse loudly at the pedestrian out your window telling them next time you're not going to stop
- <sub>4</sub> Stop the car and make sure the pedestrian is okay, while kindly telling them to be more careful

**Please ensure you have answered all questions**

i. You are trying to exit off the highway. However, a car coming on to the highway has failed to acknowledge a give-way sign and their behaviour has caused you to miss the exit. How do you respond?

- <sub>1</sub> Honk your horn at the other driver to demonstrate your displeasure
- <sub>2</sub> Throw your hands in the air in disbelief and drive to the next exit
- <sub>3</sub> Drive up next to the car that cut you off, honk your horn, and give the driver a mean look
- <sub>4</sub> Flash your lights at the other driver and give him/her the finger

j. Your exit is quickly approaching. The driver next to you is driving in a manner that is preventing you from changing lanes. You may miss your exit. How do you respond?

- <sub>1</sub> Hit the accelerator to get in front of the other car, yelling obscenities as you pass the other car
- <sub>2</sub> Cursing under your breath, reduce your speed as necessary to make the lane change
- <sub>3</sub> Follow the car to its destination so you can yell obscenities at the other driver
- <sub>4</sub> Give the other driver the finger as you slowdown to let them pass so you can exit

k. You are driving on the highway. The driver in the car in front of you throws a cup of coffee out his/her car window. The cup hits your windscreen. How do you respond?

- <sub>1</sub> Honk your horn and yell at the other driver from within your car
- <sub>2</sub> Speed up next to the car and make obscene gestures at the other driver
- <sub>3</sub> Speed up so that you pass the car and then throw something out your window to hit the other car
- <sub>4</sub> Curse to yourself and clean the windscreen using your wipers

l. While making a left-hand turn you accidentally cut off another car. In response, the other driver follows you to the next intersection at which point he/she pulls up to your car and proceeds to yell obscenities at you until the light turns green. When the light turns green the other driver takes off in a hurry. How do you respond?

- <sub>1</sub> Follow the car to the next intersection so that you can yell obscenities back
- <sub>2</sub> Sigh in relief that the whole ordeal is over
- <sub>3</sub> Yell back at the other driver telling him/her to relax because it was an accident
- <sub>4</sub> Lock your doors and keep heading to your destination

m. You are driving on the highway in the overtaking lane. You come up behind another car in the overtaking lane. You flash your headlights as an indicator for the other car to move over. Instead of moving over, you see the driver in the other car give you the finger and remain in the overtaking lane. How do you respond?

- <sub>1</sub> Get right on the rear bumper of the car, flash your lights, and honk your horn in order to intimidate the other driver into moving over
- <sub>2</sub> Roll your eyes in disbelief and wait for the car to move over or exit
- <sub>3</sub> Get right on the rear bumper of the other car and lay on your horn
- <sub>4</sub> Overtake the driver on the left, giving them a mean look as you pass

Please ensure you have answered all questions

n. You are driving in the right-hand lane behind another vehicle. When the right turn light is given, the vehicle does not move because the driver is not paying attention. You tap on your horn to get his/her attention and the driver gives you the middle finger in the rear view mirror. How do you respond?

- <sub>1</sub> Fume inside a bit, but do nothing
- <sub>2</sub> Lay on your horn
- <sub>3</sub> Lay on the horn and return the finger gesture
- <sub>4</sub> Gesture with your palms up and mouth "What are you waiting for?"

o. You are traveling in a single-lane road late at night and the vehicle coming at you in the other lane has on high beams. You flash your lights, but the bright lights of the other vehicle do not change. How do you respond?

- <sub>1</sub> Grit your teeth in frustration and wait for the car to pass so you can see again
- <sub>2</sub> Put on your high beams and honk your horn
- <sub>3</sub> Turn around and follow the other vehicle with your high beams on
- <sub>4</sub> Yell obscenities out your window when they pass

### End of Survey 1

Date Completed:        /        /20 10

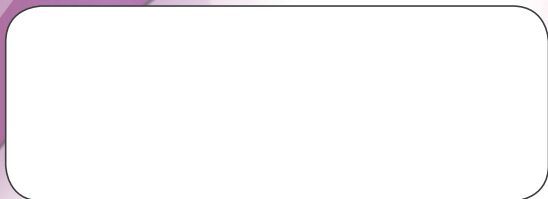
Time Completed: \_\_\_\_\_ am/pm (please circle)

Approximately how long did it take you to complete this survey? \_\_\_\_\_ minutes.

**Thank you for completing!**  
**Please ensure you have answered all questions.**

Please place Survey 1 and the signed Consent Form in the provided envelope and mail as soon as possible.





Speed Behaviour Survey



## Survey 1

Thank you for your participation in this study.



# Speed Behaviour Survey

 vicroads

Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

## Part A

1. Were you born in Australia? If YES, go to question 1a.  YES  NO

What country were you born? \_\_\_\_\_

How long have you lived in Australia?: \_\_\_\_\_ years

How long have you lived in Victoria?: \_\_\_\_\_ years

- 1a. How old were you when you were first licensed to drive a car (i.e. when you received your probationary licence)?

Years old: \_\_\_\_\_

And in what country: \_\_\_\_\_

2. What is the year, make and model of the vehicle you drive most often?

Year (e.g., 2002): \_\_\_\_\_

Make (e.g., Holden): \_\_\_\_\_

Model (e.g., Commodore): \_\_\_\_\_

What other vehicles do you currently operate (please select as many as apply)

- <sub>1</sub> Commercial Van  
<sub>2</sub> Motorbike  
<sub>3</sub> Bus  
<sub>4</sub> Truck (light and heavy)  
<sub>5</sub> Standard Vehicle (car/sedan/coupe/4x4/family people mover etc)  
<sub>6</sub> Taxi  
<sub>7</sub> Other (Please Specify) \_\_\_\_\_  
<sub>8</sub> None

- 2a. Approximately how many kilometres did you drive last week (or in a typical week)?

- <sub>1</sub> Fewer than 200 km  
<sub>2</sub> 200 to 400 km  
<sub>3</sub> 400 to 600 km  
<sub>4</sub> 600 to 800 km  
<sub>5</sub> 800 to 1,000 km  
<sub>6</sub> 1,000 km or more



3. Of the time that you spend driving each week, how many hours do you drive...

...during the week? \_\_\_\_\_ hrs

...on the weekend? \_\_\_\_\_ hrs

4. Of the time that you spend driving each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

...in The City?		%
...in Urban Areas?		%
...in Rural Areas?		%
...on Freeways?		%
<b>TOTAL</b>	<b>100</b>	%

5. Of the time that you spend driving a car each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

Travelling to get to work (part or all of the way)?		%
For work (as part of your job)?		%
For private purposes (e.g. run errands, recreation)?		%
<b>TOTAL</b>	<b>100</b>	%

6. On weekdays (i.e. Monday to Friday), what percentage of your driving occurs during...  
(these should add up to a TOTAL 100%)

...peak mornings (6am to 10am)		%
...middle of the day (10am to 4pm)		%
...peak afternoon/evening (4pm to 6pm)		%
...evening/night time (after 6pm)		%
<b>TOTAL</b>	<b>100</b>	%

7. Please think about your last ten driving trips, and about the passengers you carried in your car when driving. On how many of those last **TEN DRIVING TRIPS** would you have carried the following people as passengers? If you haven't carried any passengers, tick '0'.

Number of Trips. Tick one box per line only.	0 trips	1	2	3	4	5	6	7	8	9	10 trips
a Spouse or partner:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
b Work colleague:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
c Friend:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
d Child aged less than 12:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
e Teenage child:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

8. In the last **3 YEARS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No

## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 50 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
  - <sub>2</sub> My chances of having a crash
  - <sub>3</sub> My chances of being caught
  - <sub>4</sub> The speed of other traffic
  - <sub>5</sub> The volume of traffic on the particular road
  - <sub>6</sub> The speed limit
  - <sub>7</sub> How much of a hurry I am in
  - <sub>8</sub> Unaware of speed limit
  - <sub>9</sub> Losing track of my own speed
  - <sub>10</sub> Other, Please specify
- 
- <sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
  - <sub>2</sub> My chances of having a crash
  - <sub>3</sub> My chances of being caught
  - <sub>4</sub> The speed of other traffic
  - <sub>5</sub> The volume of traffic on the particular road
  - <sub>6</sub> The speed limit
  - <sub>7</sub> How much of a hurry I am in
  - <sub>8</sub> Unaware of speed limit
  - <sub>9</sub> Other, Please specify
- 
- <sub>11</sub> Don't Know



7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e I will ride as a passenger with a driver who speeds if other passengers are also in the car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f It is okay to exceed the speed limit if you are driving safely	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g You are much more likely to be involved in a crash if you increase your driving speed by 5 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h A crash at 70 km/h will be a lot more severe than a crash at 60 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i It is easy to avoid being caught for speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Speeding enforcement is more for revenue raising than for safety	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Speed limits are too low – it is usually safe to drive faster than the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l It doesn't bother me if other people speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m It is safe to speed on roads that I am familiar with	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n People who exceed speed limits are major contributors to crashes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
o It's a waste of time thinking about my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
p I am currently reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
q I am at a stage where I should think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
r Sometimes I think I should limit my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
s There is no need for me to think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
t I have just recently reduced my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
u I don't think I speed too much	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
v My speeding is a problem sometimes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
w I am trying to speed less often than I used to	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions

3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last <b>FOUR WEEKS...</b>		Never	Very seldom	Rather seldom	Sometimes	Often	Very often	
m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

In the last **FOUR WEEKS...**

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
-------	-------------	---------------	-----------	-------	------------

y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions

4. Please think about your **LAST TEN DRIVING TRIPS**.  
 In how many of them would you have done the following? If you haven't done any, tick '0'.

Number of Trips. Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	Intentionally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f	Made a real effort to look out for speed signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g	Made a real effort to look at my speedometer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h	Made a real effort to stay within the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions



## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

### Please ensure you have answered all questions

2. Please indicate if you agree or disagree with the following statements. We are interested in your opinion about each item.

	DISAGREE	I AGREE
Most Victorians were booked for speeding at least once in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits are set randomly	<input type="checkbox"/>	<input type="checkbox"/>
The speed limit is 60 km/h in a built area with no speed sign	<input type="checkbox"/>	<input type="checkbox"/>
Speeding is about as risky as drink-driving	<input type="checkbox"/>	<input type="checkbox"/>
Half of Victorian drivers were caught for drink driving in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speeding increases the severity of crashes	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers believe that speeding is normal	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorian drivers were fined for speeding in 2004/2005	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding is not possible because speeding is a habit for most drivers	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding behaviour does not require too much effort	<input type="checkbox"/>	<input type="checkbox"/>
Most people speed because they don't think much of the law	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when loved ones are in the car	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding they will stop speeding for good	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when there is a high chance of being caught	<input type="checkbox"/>	<input type="checkbox"/>
Most speeding offences are detected by traffic cameras	<input type="checkbox"/>	<input type="checkbox"/>

	DISAGREE	I AGREE
The best way to change speeding behaviour is to avoid speed cameras	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits take into account things like the type of roads and nearby houses and schools	<input type="checkbox"/>	<input type="checkbox"/>
People who drive more often are more likely to be in a crash	<input type="checkbox"/>	<input type="checkbox"/>
In a built up area with no speed sign, the best speed is one that suits the conditions and type of road	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorians refuses to reduce their speeding	<input type="checkbox"/>	<input type="checkbox"/>
When a driver speeds, the severity of crashes increases but only if they are a bad driver	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when it feels risky to speed	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers tend to speed because they are distracted by road signs	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding, they are still likely to slip up and speed from time to time	<input type="checkbox"/>	<input type="checkbox"/>
Having a plan can help change behaviour	<input type="checkbox"/>	<input type="checkbox"/>

3. The following items describe scenarios one might encounter while driving. Please read each of the scenarios carefully and then decide which of the four potential responses **MOST CLOSELY** matches how you would respond in that situation.

a. You are driving your car down a two-lane road. Without warning, another car pulls out in front of you from a car park. You had to brake suddenly to avoid hitting it. How do you respond?

- <sub>1</sub> Let out a sigh of relief and drive on
- <sub>2</sub> Lean out your window and yell at the other driver
- <sub>3</sub> Honk your horn to let the other driver know they almost caused an accident
- <sub>4</sub> Follow the car to its destination so you can give the driver a piece of your mind

b. You are driving your car down the highway in the overtaking lane. You come up to a car driving much slower than you are in the overtaking lane. Even though you flash your high beams as a signal for the other car to move over, it does not. How do you respond?

- <sub>1</sub> Make an obscene gesture to the driver as you pass on the left
- <sub>2</sub> Shrug your shoulders and continue to wait for the other car to move to the side
- <sub>3</sub> Alternate between honking your horn and yelling obscenities out the window
- <sub>4</sub> Lay on your horn and don't budge until the driver moves

c. You are driving on a single lane road. For no apparent reason the car in front of you is constantly braking and accelerating, causing you to drive in the same manner. How do you respond?

- <sub>1</sub> Honk your horn and loudly curse at the driver
- <sub>2</sub> Slow down a little and keep a safe distance
- <sub>3</sub> Deliberately tailgate the car and occasionally lay on the horn
- <sub>4</sub> Curse to yourself but continue at the pace set by the other driver

d. You are in a full car park. You see a driver leaving and you put on your indicator to signal that you intend to take the parking spot. As the other driver pulls out, a second driver cuts in front of you from the other side and takes the parking spot. How do you respond?

- <sub>1</sub> Glare angrily at the other driver as you move on to find another parking spot
- <sub>2</sub> Shrug your shoulders and look for another spot
- <sub>3</sub> Lay on your horn and inform the driver in no uncertain terms that they have taken your spot and should move at once
- <sub>4</sub> "Accidentally" scrape the car with your keys after you have found another spot

e. You are driving your vehicle in a traffic jam in the far left hand lane. Out of nowhere, a car comes up from behind on the shoulder and attempts to squeeze in front of you. How do you respond?

- <sub>1</sub> Nothing, let the car squeeze in
- <sub>2</sub> Make obscene gestures, or swear at the other driver as you close ranks on the car in front of you to prevent the driver from cutting in front of you
- <sub>3</sub> Let the car squeeze in but honk your horn to show your disapproval to the other driver
- <sub>4</sub> Honk your horn and close ranks on the vehicle in front of you to prevent the car from getting in front of you

f. You are driving on the highway when another vehicle pulls up alongside your car. You look over and see a total stranger making obscene gestures at you. How do you respond?

- <sub>1</sub> Ignore the other driver by looking straight ahead and minding your own business
- <sub>2</sub> Look at the other driver and shake your head in disbelief, then slow down and wait for the other car to drive on
- <sub>3</sub> Make obscene gestures back to the driver in the other vehicle
- <sub>4</sub> Yell obscenities at the other driver

g. You are driving on the highway. One of the cars in front of you keeps changing lanes, preventing other cars from overtaking efficiently. Thus traffic is being slowed. How do you respond?

- <sub>1</sub> Yell obscenities in your car and honk your horn numerous times to show your displeasure
- <sub>2</sub> Pull up next to the other car so that you can honk your horn and scream obscenities at the driver blocking traffic
- <sub>3</sub> Yell out obscenities in your car
- <sub>4</sub> Change lanes and move away so the driver doesn't affect you anymore

h. You are driving on a city street. Without warning, a pedestrian suddenly runs in front of your car, nearly causing you to hit him/her. How do you respond?

- <sub>1</sub> Do nothing except feel grateful no one was injured
- <sub>2</sub> Yell at the pedestrian out your window telling them to watch where they are going
- <sub>3</sub> Curse loudly at the pedestrian out your window telling them next time you're not going to stop
- <sub>4</sub> Stop the car and make sure the pedestrian is okay, while kindly telling them to be more careful

**Please ensure you have answered all questions**

i. You are trying to exit off the highway. However, a car coming on to the highway has failed to acknowledge a give-way sign and their behaviour has caused you to miss the exit. How do you respond?

- <sub>1</sub> Honk your horn at the other driver to demonstrate your displeasure
- <sub>2</sub> Throw your hands in the air in disbelief and drive to the next exit
- <sub>3</sub> Drive up next to the car that cut you off, honk your horn, and give the driver a mean look
- <sub>4</sub> Flash your lights at the other driver and give him/her the finger

j. Your exit is quickly approaching. The driver next to you is driving in a manner that is preventing you from changing lanes. You may miss your exit. How do you respond?

- <sub>1</sub> Hit the accelerator to get in front of the other car, yelling obscenities as you pass the other car
- <sub>2</sub> Cursing under your breath, reduce your speed as necessary to make the lane change
- <sub>3</sub> Follow the car to its destination so you can yell obscenities at the other driver
- <sub>4</sub> Give the other driver the finger as you slowdown to let them pass so you can exit

k. You are driving on the highway. The driver in the car in front of you throws a cup of coffee out his/her car window. The cup hits your windscreen. How do you respond?

- <sub>1</sub> Honk your horn and yell at the other driver from within your car
- <sub>2</sub> Speed up next to the car and make obscene gestures at the other driver
- <sub>3</sub> Speed up so that you pass the car and then throw something out your window to hit the other car
- <sub>4</sub> Curse to yourself and clean the windscreen using your wipers

l. While making a left-hand turn you accidentally cut off another car. In response, the other driver follows you to the next intersection at which point he/she pulls up to your car and proceeds to yell obscenities at you until the light turns green. When the light turns green the other driver takes off in a hurry. How do you respond?

- <sub>1</sub> Follow the car to the next intersection so that you can yell obscenities back
- <sub>2</sub> Sigh in relief that the whole ordeal is over
- <sub>3</sub> Yell back at the other driver telling him/her to relax because it was an accident
- <sub>4</sub> Lock your doors and keep heading to your destination

m. You are driving on the highway in the overtaking lane. You come up behind another car in the overtaking lane. You flash your headlights as an indicator for the other car to move over. Instead of moving over, you see the driver in the other car give you the finger and remain in the overtaking lane. How do you respond?

- <sub>1</sub> Get right on the rear bumper of the car, flash your lights, and honk your horn in order to intimidate the other driver into moving over
- <sub>2</sub> Roll your eyes in disbelief and wait for the car to move over or exit
- <sub>3</sub> Get right on the rear bumper of the other car and lay on your horn
- <sub>4</sub> Overtake the driver on the left, giving them a mean look as you pass

Please ensure you have answered all questions

n. You are driving in the right-hand lane behind another vehicle. When the right turn light is given, the vehicle does not move because the driver is not paying attention. You tap on your horn to get his/her attention and the driver gives you the middle finger in the rear view mirror. How do you respond?

- <sub>1</sub> Fume inside a bit, but do nothing
- <sub>2</sub> Lay on your horn
- <sub>3</sub> Lay on the horn and return the finger gesture
- <sub>4</sub> Gesture with your palms up and mouth "What are you waiting for?"

o. You are traveling in a single-lane road late at night and the vehicle coming at you in the other lane has on high beams. You flash your lights, but the bright lights of the other vehicle do not change. How do you respond?

- <sub>1</sub> Grit your teeth in frustration and wait for the car to pass so you can see again
- <sub>2</sub> Put on your high beams and honk your horn
- <sub>3</sub> Turn around and follow the other vehicle with your high beams on
- <sub>4</sub> Yell obscenities out your window when they pass

### End of Survey 1

Date Completed:        /        /20 10

Time Completed: \_\_\_\_\_ am/pm (please circle)

Approximately how long did it take you to complete this survey? \_\_\_\_\_ minutes.

**Thank you for completing!**  
**Please ensure you have answered all questions.**

Please place Survey 1 and the signed Consent Form in the provided envelope and mail as soon as possible.



## Survey 1

Thank you for your participation in this study.



Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

## Part A

1. Were you born in Australia? If YES, go to question 1a.  YES  NO

What country were you born? \_\_\_\_\_

How long have you lived in Australia?: \_\_\_\_\_ years

How long have you lived in Victoria?: \_\_\_\_\_ years

- 1a. How old were you when you were first licensed to drive a car (i.e. when you received your probationary licence)?

Years old: \_\_\_\_\_

And in what country: \_\_\_\_\_

2. What is the year, make and model of the vehicle you drive most often?

Year (e.g., 2002): \_\_\_\_\_

Make (e.g., Holden): \_\_\_\_\_

Model (e.g., Commodore): \_\_\_\_\_

What other vehicles do you currently operate (please select as many as apply)

- <sub>1</sub> Commercial Van  
<sub>2</sub> Motorbike  
<sub>3</sub> Bus  
<sub>4</sub> Truck (light and heavy)  
<sub>5</sub> Standard Vehicle (car/sedan/coupe/4x4/family people mover etc)  
<sub>6</sub> Taxi  
<sub>7</sub> Other (Please Specify) \_\_\_\_\_  
<sub>8</sub> None

- 2a. Approximately how many kilometres did you drive last week (or in a typical week)?

- <sub>1</sub> Fewer than 200 km  
<sub>2</sub> 200 to 400 km  
<sub>3</sub> 400 to 600 km  
<sub>4</sub> 600 to 800 km  
<sub>5</sub> 800 to 1,000 km  
<sub>6</sub> 1,000 km or more



3. Of the time that you spend driving each week, how many hours do you drive...

...during the week? \_\_\_\_\_ hrs

...on the weekend? \_\_\_\_\_ hrs

4. Of the time that you spend driving each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

...in The City?		%
...in Urban Areas?		%
...in Rural Areas?		%
...on Freeways?		%
<b>TOTAL</b>	<b>100</b>	%

5. Of the time that you spend driving a car each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

Travelling to get to work (part or all of the way)?		%
For work (as part of your job)?		%
For private purposes (e.g. run errands, recreation)?		%
<b>TOTAL</b>	<b>100</b>	%

6. On weekdays (i.e. Monday to Friday), what percentage of your driving occurs during...  
(these should add up to a TOTAL 100%)

...peak mornings (6am to 10am)		%
...middle of the day (10am to 4pm)		%
...peak afternoon/evening (4pm to 6pm)		%
...evening/night time (after 6pm)		%
<b>TOTAL</b>	<b>100</b>	%

7. Please think about your last ten driving trips, and about the passengers you carried in your car when driving. On how many of those last **TEN DRIVING TRIPS** would you have carried the following people as passengers? If you haven't carried any passengers, tick '0'.

Number of Trips. Tick one box per line only.	0 trips	1	2	3	4	5	6	7	8	9	10 trips
a Spouse or partner:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
b Work colleague:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
c Friend:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
d Child aged less than 12:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
e Teenage child:	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

8. In the last **3 YEARS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No

## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 50 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Losing track of my own speed
- <sub>10</sub> Other, Please specify

\_\_\_\_\_

<sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Other, Please specify

\_\_\_\_\_

<sub>11</sub> Don't Know

7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e	I will ride as a passenger with a driver who speeds if other passengers are also in the car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f	It is okay to exceed the speed limit if you are driving safely	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g	You are much more likely to be involved in a crash if you increase your driving speed by 5 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h	A crash at 70 km/h will be a lot more severe than a crash at 60 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i	It is easy to avoid being caught for speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j	Speeding enforcement is more for revenue raising than for safety	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k	Speed limits are too low – it is usually safe to drive faster than the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l	It doesn't bother me if other people speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m	It is safe to speed on roads that I am familiar with	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n	People who exceed speed limits are major contributors to crashes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
o	It's a waste of time thinking about my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
p	I am currently reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
q	I am at a stage where I should think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
r	Sometimes I think I should limit my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
s	There is no need for me to think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
t	I have just recently reduced my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
u	I don't think I speed too much	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
v	My speeding is a problem sometimes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
w	I am trying to speed less often than I used to	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions



2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions

3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last <b>FOUR WEEKS...</b>		Never	Very seldom	Rather seldom	Sometimes	Often	Very often	
m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

In the last **FOUR WEEKS...**

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
-------	-------------	---------------	-----------	-------	------------

y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions

4. Please think about your **LAST TEN DRIVING TRIPS**.  
 In how many of them would you have done the following? If you haven't done any, tick '0'.

Number of Trips. Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	Intentionally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f	Made a real effort to look out for speed signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g	Made a real effort to look at my speedometer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h	Made a real effort to stay within the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

### Please ensure you have answered all questions

2. The following items describe scenarios one might encounter while driving. Please read each of the scenarios carefully and then decide which of the four potential responses **MOST CLOSELY** matches how you would respond in that situation.

- a. You are driving your car down a two-lane road. Without warning, another car pulls out in front of you from a car park. You had to brake suddenly to avoid hitting it. How do you respond?

- <sub>1</sub> Let out a sigh of relief and drive on  
<sub>2</sub> Lean out your window and yell at the other driver  
<sub>3</sub> Honk your horn to let the other driver know they almost caused an accident  
<sub>4</sub> Follow the car to its destination so you can give the driver a piece of your mind

- b. You are driving your car down the highway in the overtaking lane. You come up to a car driving much slower than you are in the overtaking lane. Even though you flash your high beams as a signal for the other car to move over, it does not. How do you respond?

- <sub>1</sub> Make an obscene gesture to the driver as you pass on the left  
<sub>2</sub> Shrug your shoulders and continue to wait for the other car to move to the side  
<sub>3</sub> Alternate between honking your horn and yelling obscenities out the window  
<sub>4</sub> Lay on your horn and don't budge until the driver moves

- c. You are driving on a single lane road. For no apparent reason the car in front of you is constantly braking and accelerating, causing you to drive in the same manner. How do you respond?

- <sub>1</sub> Honk your horn and loudly curse at the driver  
<sub>2</sub> Slow down a little and keep a safe distance  
<sub>3</sub> Deliberately tailgate the car and occasionally lay on the horn  
<sub>4</sub> Curse to yourself but continue at the pace set by the other driver



- d. You are in a full car park. You see a driver leaving and you put on your indicator to signal that you intend to take the parking spot. As the other driver pulls out, a second driver cuts in front of you from the other side and takes the parking spot. How do you respond?
- <sub>1</sub> Glare angrily at the other driver as you move on to find another parking spot
  - <sub>2</sub> Shrug your shoulders and look for another spot
  - <sub>3</sub> Lay on your horn and inform the driver in no uncertain terms that they have taken your spot and should move at once
  - <sub>4</sub> "Accidentally" scrape the car with your keys after you have found another spot
- e. You are driving your vehicle in a traffic jam in the far left hand lane. Out of nowhere, a car comes up from behind on the shoulder and attempts to squeeze in front of you. How do you respond?
- <sub>1</sub> Nothing, let the car squeeze in
  - <sub>2</sub> Make obscene gestures, or swear at the other driver as you close ranks on the car in front of you to prevent the driver from cutting in front of you
  - <sub>3</sub> Let the car squeeze in but honk your horn to show your disapproval to the other driver
  - <sub>4</sub> Honk your horn and close ranks on the vehicle in front of you to prevent the car from getting in front of you
- f. You are driving on the highway when another vehicle pulls up alongside your car. You look over and see a total stranger making obscene gestures at you. How do you respond?
- <sub>1</sub> Ignore the other driver by looking straight ahead and minding your own business
  - <sub>2</sub> Look at the other driver and shake your head in disbelief, then slow down and wait for the other car to drive on
  - <sub>3</sub> Make obscene gestures back to the driver in the other vehicle
  - <sub>4</sub> Yell obscenities at the other driver
- g. You are driving on the highway. One of the cars in front of you keeps changing lanes, preventing other cars from overtaking efficiently. Thus traffic is being slowed. How do you respond?
- <sub>1</sub> Yell obscenities in your car and honk your horn numerous times to show your displeasure
  - <sub>2</sub> Pull up next to the other car so that you can honk your horn and scream obscenities at the driver blocking traffic
  - <sub>3</sub> Yell out obscenities in your car
  - <sub>4</sub> Change lanes and move away so the driver doesn't affect you anymore
- h. You are driving on a city street. Without warning, a pedestrian suddenly runs in front of your car, nearly causing you to hit him/her. How do you respond?
- <sub>1</sub> Do nothing except feel grateful no one was injured
  - <sub>2</sub> Yell at the pedestrian out your window telling them to watch where they are going
  - <sub>3</sub> Curse loudly at the pedestrian out your window telling them next time you're not going to stop
  - <sub>4</sub> Stop the car and make sure the pedestrian is okay, while kindly telling them to be more careful

Please ensure you have answered all questions

i. You are trying to exit off the highway. However, a car coming on to the highway has failed to acknowledge a give-way sign and their behaviour has caused you to miss the exit. How do you respond?

- <sub>1</sub> Honk your horn at the other driver to demonstrate your displeasure
- <sub>2</sub> Throw your hands in the air in disbelief and drive to the next exit
- <sub>3</sub> Drive up next to the car that cut you off, honk your horn, and give the driver a mean look
- <sub>4</sub> Flash your lights at the other driver and give him/her the finger

j. Your exit is quickly approaching. The driver next to you is driving in a manner that is preventing you from changing lanes. You may miss your exit. How do you respond?

- <sub>1</sub> Hit the accelerator to get in front of the other car, yelling obscenities as you pass the other car
- <sub>2</sub> Cursing under your breath, reduce your speed as necessary to make the lane change
- <sub>3</sub> Follow the car to its destination so you can yell obscenities at the other driver
- <sub>4</sub> Give the other driver the finger as you slowdown to let them pass so you can exit

k. You are driving on the highway. The driver in the car in front of you throws a cup of coffee out his/her car window. The cup hits your windscreen. How do you respond?

- <sub>1</sub> Honk your horn and yell at the other driver from within your car
- <sub>2</sub> Speed up next to the car and make obscene gestures at the other driver
- <sub>3</sub> Speed up so that you pass the car and then throw something out your window to hit the other car
- <sub>4</sub> Curse to yourself and clean the windscreen using your wipers

l. While making a left-hand turn you accidentally cut off another car. In response, the other driver follows you to the next intersection at which point he/she pulls up to your car and proceeds to yell obscenities at you until the light turns green. When the light turns green the other driver takes off in a hurry. How do you respond?

- <sub>1</sub> Follow the car to the next intersection so that you can yell obscenities back
- <sub>2</sub> Sigh in relief that the whole ordeal is over
- <sub>3</sub> Yell back at the other driver telling him/her to relax because it was an accident
- <sub>4</sub> Lock your doors and keep heading to your destination

m. You are driving on the highway in the overtaking lane. You come up behind another car in the overtaking lane. You flash your headlights as an indicator for the other car to move over. Instead of moving over, you see the driver in the other car give you the finger and remain in the overtaking lane. How do you respond?

- <sub>1</sub> Get right on the rear bumper of the car, flash your lights, and honk your horn in order to intimidate the other driver into moving over
- <sub>2</sub> Roll your eyes in disbelief and wait for the car to move over or exit
- <sub>3</sub> Get right on the rear bumper of the other car and lay on your horn
- <sub>4</sub> Overtake the driver on the left, giving them a mean look as you pass

Please ensure you have answered all questions

n. You are driving in the right-hand lane behind another vehicle. When the right turn light is given, the vehicle does not move because the driver is not paying attention. You tap on your horn to get his/her attention and the driver gives you the middle finger in the rear view mirror. How do you respond?

- <sub>1</sub> Fume inside a bit, but do nothing
- <sub>2</sub> Lay on your horn
- <sub>3</sub> Lay on the horn and return the finger gesture
- <sub>4</sub> Gesture with your palms up and mouth "What are you waiting for?"

o. You are traveling in a single-lane road late at night and the vehicle coming at you in the other lane has on high beams. You flash your lights, but the bright lights of the other vehicle do not change. How do you respond?

- <sub>1</sub> Grit your teeth in frustration and wait for the car to pass so you can see again
- <sub>2</sub> Put on your high beams and honk your horn
- <sub>3</sub> Turn around and follow the other vehicle with your high beams on
- <sub>4</sub> Yell obscenities out your window when they pass

### End of Survey 1

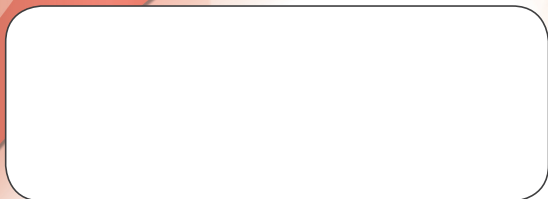
Date Completed:        /        /20 10

Time Completed: \_\_\_\_\_ am/pm (please circle)

Approximately how long did it take you to complete this survey? \_\_\_\_\_ minutes.

**Thank you for completing!**  
**Please ensure you have answered all questions.**

Please place Survey 1 and the signed Consent Form in the provided envelope and mail as soon as possible.



## Survey 1

Thank you for your participation in this study.



Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

## Part A

1. Were you born in Australia? If YES, go to question 1a.  YES  NO

What country were you born? \_\_\_\_\_

How long have you lived in Australia?: \_\_\_\_\_ years

How long have you lived in Victoria?: \_\_\_\_\_ years

- 1a. How old were you when you were first licensed to drive a car (i.e. when you received your probationary licence)?

Years old: \_\_\_\_\_

And in what country: \_\_\_\_\_

2. What is the year, make and model of the vehicle you drive most often?

Year (e.g., 2002): \_\_\_\_\_

Make (e.g., Holden): \_\_\_\_\_

Model (e.g., Commodore): \_\_\_\_\_

What other vehicles do you currently operate (please select as many as apply)

- <sub>1</sub> Commercial Van  
<sub>2</sub> Motorbike  
<sub>3</sub> Bus  
<sub>4</sub> Truck (light and heavy)  
<sub>5</sub> Standard Vehicle (car/sedan/coupe/4x4/family people mover etc)  
<sub>6</sub> Taxi  
<sub>7</sub> Other (Please Specify) \_\_\_\_\_  
<sub>8</sub> None

- 2a. Approximately how many kilometres did you drive last week (or in a typical week)?

- <sub>1</sub> Fewer than 200 km  
<sub>2</sub> 200 to 400 km  
<sub>3</sub> 400 to 600 km  
<sub>4</sub> 600 to 800 km  
<sub>5</sub> 800 to 1,000 km  
<sub>6</sub> 1,000 km or more

3. Of the time that you spend driving each week, how many hours do you drive...

...during the week? \_\_\_\_\_ hrs

...on the weekend? \_\_\_\_\_ hrs

4. Of the time that you spend driving each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

...in The City?		%
...in Urban Areas?		%
...in Rural Areas?		%
...on Freeways?		%
<b>TOTAL</b>	<b>100</b>	%

5. Of the time that you spend driving a car each week, what percentage of that time is spent driving...  
(these should add up to a TOTAL 100%)

Travelling to get to work (part or all of the way)?		%
For work (as part of your job)?		%
For private purposes (e.g. run errands, recreation)?		%
<b>TOTAL</b>	<b>100</b>	%

6. On weekdays (i.e. Monday to Friday), what percentage of your driving occurs during...  
(these should add up to a TOTAL 100%)

...peak mornings (6am to 10am)		%
...middle of the day (10am to 4pm)		%
...peak afternoon/evening (4pm to 6pm)		%
...evening/night time (after 6pm)		%
<b>TOTAL</b>	<b>100</b>	%

7. Please think about your last ten driving trips, and about the passengers you carried in your car when driving. On how many of those last **TEN DRIVING TRIPS** would you have carried the following people as passengers? If you haven't carried any passengers, tick '0'.

Number of Trips. Tick one box per line only.	0 trips	1	2	3	4	5	6	7	8	9	10 trips
a Spouse or partner:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Work colleague:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c Friend:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d Child aged less than 12:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e Teenage child:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. In the last **3 YEARS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No



## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 50 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Losing track of my own speed
- <sub>10</sub> Other, Please specify

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<sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Other, Please specify

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<sub>11</sub> Don't Know

7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e I will ride as a passenger with a driver who speeds if other passengers are also in the car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f It is okay to exceed the speed limit if you are driving safely	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g You are much more likely to be involved in a crash if you increase your driving speed by 5 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h A crash at 70 km/h will be a lot more severe than a crash at 60 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i It is easy to avoid being caught for speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Speeding enforcement is more for revenue raising than for safety	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Speed limits are too low – it is usually safe to drive faster than the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l It doesn't bother me if other people speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m It is safe to speed on roads that I am familiar with	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n People who exceed speed limits are major contributors to crashes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
o It's a waste of time thinking about my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
p I am currently reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
q I am at a stage where I should think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
r Sometimes I think I should limit my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
s There is no need for me to think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
t I have just recently reduced my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
u I don't think I speed too much	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
v My speeding is a problem sometimes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
w I am trying to speed less often than I used to	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions

3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last <b>FOUR WEEKS...</b>		Never	Very seldom	Rather seldom	Sometimes	Often	Very often	
m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	



In the last **FOUR WEEKS**...

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
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y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions

4. Please think about your **LAST TEN DRIVING TRIPS**.  
 In how many of them would you have done the following? If you haven't done any, tick '0'.

Number of Trips. Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	Intentionally drove over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f	Made a real effort to look out for speed signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g	Made a real effort to look at my speedometer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h	Made a real effort to stay within the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

### Please ensure you have answered all questions

2. The following items describe scenarios one might encounter while driving. Please read each of the scenarios carefully and then decide which of the four potential responses **MOST CLOSELY** matches how you would respond in that situation.

- a. You are driving your car down a two-lane road. Without warning, another car pulls out in front of you from a car park. You had to brake suddenly to avoid hitting it. How do you respond?

- <sub>1</sub> Let out a sigh of relief and drive on  
<sub>2</sub> Lean out your window and yell at the other driver  
<sub>3</sub> Honk your horn to let the other driver know they almost caused an accident  
<sub>4</sub> Follow the car to its destination so you can give the driver a piece of your mind

- b. You are driving your car down the highway in the overtaking lane. You come up to a car driving much slower than you are in the overtaking lane. Even though you flash your high beams as a signal for the other car to move over, it does not. How do you respond?

- <sub>1</sub> Make an obscene gesture to the driver as you pass on the left  
<sub>2</sub> Shrug your shoulders and continue to wait for the other car to move to the side  
<sub>3</sub> Alternate between honking your horn and yelling obscenities out the window  
<sub>4</sub> Lay on your horn and don't budge until the driver moves

- c. You are driving on a single lane road. For no apparent reason the car in front of you is constantly braking and accelerating, causing you to drive in the same manner. How do you respond?

- <sub>1</sub> Honk your horn and loudly curse at the driver  
<sub>2</sub> Slow down a little and keep a safe distance  
<sub>3</sub> Deliberately tailgate the car and occasionally lay on the horn  
<sub>4</sub> Curse to yourself but continue at the pace set by the other driver

d. You are in a full car park. You see a driver leaving and you put on your indicator to signal that you intend to take the parking spot. As the other driver pulls out, a second driver cuts in front of you from the other side and takes the parking spot. How do you respond?

- <sub>1</sub> Glare angrily at the other driver as you move on to find another parking spot
- <sub>2</sub> Shrug your shoulders and look for another spot
- <sub>3</sub> Lay on your horn and inform the driver in no uncertain terms that they have taken your spot and should move at once
- <sub>4</sub> "Accidentally" scrape the car with your keys after you have found another spot

e. You are driving your vehicle in a traffic jam in the far left hand lane. Out of nowhere, a car comes up from behind on the shoulder and attempts to squeeze in front of you. How do you respond?

- <sub>1</sub> Nothing, let the car squeeze in
- <sub>2</sub> Make obscene gestures, or swear at the other driver as you close ranks on the car in front of you to prevent the driver from cutting in front of you
- <sub>3</sub> Let the car squeeze in but honk your horn to show your disapproval to the other driver
- <sub>4</sub> Honk your horn and close ranks on the vehicle in front of you to prevent the car from getting in front of you

f. You are driving on the highway when another vehicle pulls up alongside your car. You look over and see a total stranger making obscene gestures at you. How do you respond?

- <sub>1</sub> Ignore the other driver by looking straight ahead and minding your own business
- <sub>2</sub> Look at the other driver and shake your head in disbelief, then slow down and wait for the other car to drive on
- <sub>3</sub> Make obscene gestures back to the driver in the other vehicle
- <sub>4</sub> Yell obscenities at the other driver

g. You are driving on the highway. One of the cars in front of you keeps changing lanes, preventing other cars from overtaking efficiently. Thus traffic is being slowed. How do you respond?

- <sub>1</sub> Yell obscenities in your car and honk your horn numerous times to show your displeasure
- <sub>2</sub> Pull up next to the other car so that you can honk your horn and scream obscenities at the driver blocking traffic
- <sub>3</sub> Yell out obscenities in your car
- <sub>4</sub> Change lanes and move away so the driver doesn't affect you anymore

h. You are driving on a city street. Without warning, a pedestrian suddenly runs in front of your car, nearly causing you to hit him/her. How do you respond?

- <sub>1</sub> Do nothing except feel grateful no one was injured
- <sub>2</sub> Yell at the pedestrian out your window telling them to watch where they are going
- <sub>3</sub> Curse loudly at the pedestrian out your window telling them next time you're not going to stop
- <sub>4</sub> Stop the car and make sure the pedestrian is okay, while kindly telling them to be more careful

**Please ensure you have answered all questions**

i. You are trying to exit off the highway. However, a car coming on to the highway has failed to acknowledge a give-way sign and their behaviour has caused you to miss the exit. How do you respond?

- <sub>1</sub> Honk your horn at the other driver to demonstrate your displeasure
- <sub>2</sub> Throw your hands in the air in disbelief and drive to the next exit
- <sub>3</sub> Drive up next to the car that cut you off, honk your horn, and give the driver a mean look
- <sub>4</sub> Flash your lights at the other driver and give him/her the finger

j. Your exit is quickly approaching. The driver next to you is driving in a manner that is preventing you from changing lanes. You may miss your exit. How do you respond?

- <sub>1</sub> Hit the accelerator to get in front of the other car, yelling obscenities as you pass the other car
- <sub>2</sub> Cursing under your breath, reduce your speed as necessary to make the lane change
- <sub>3</sub> Follow the car to its destination so you can yell obscenities at the other driver
- <sub>4</sub> Give the other driver the finger as you slowdown to let them pass so you can exit

k. You are driving on the highway. The driver in the car in front of you throws a cup of coffee out his/her car window. The cup hits your windscreen. How do you respond?

- <sub>1</sub> Honk your horn and yell at the other driver from within your car
- <sub>2</sub> Speed up next to the car and make obscene gestures at the other driver
- <sub>3</sub> Speed up so that you pass the car and then throw something out your window to hit the other car
- <sub>4</sub> Curse to yourself and clean the windscreen using your wipers

l. While making a left-hand turn you accidentally cut off another car. In response, the other driver follows you to the next intersection at which point he/she pulls up to your car and proceeds to yell obscenities at you until the light turns green. When the light turns green the other driver takes off in a hurry. How do you respond?

- <sub>1</sub> Follow the car to the next intersection so that you can yell obscenities back
- <sub>2</sub> Sigh in relief that the whole ordeal is over
- <sub>3</sub> Yell back at the other driver telling him/her to relax because it was an accident
- <sub>4</sub> Lock your doors and keep heading to your destination

m. You are driving on the highway in the overtaking lane. You come up behind another car in the overtaking lane. You flash your headlights as an indicator for the other car to move over. Instead of moving over, you see the driver in the other car give you the finger and remain in the overtaking lane. How do you respond?

- <sub>1</sub> Get right on the rear bumper of the car, flash your lights, and honk your horn in order to intimidate the other driver into moving over
- <sub>2</sub> Roll your eyes in disbelief and wait for the car to move over or exit
- <sub>3</sub> Get right on the rear bumper of the other car and lay on your horn
- <sub>4</sub> Overtake the driver on the left, giving them a mean look as you pass

Please ensure you have answered all questions

n. You are driving in the right-hand lane behind another vehicle. When the right turn light is given, the vehicle does not move because the driver is not paying attention. You tap on your horn to get his/her attention and the driver gives you the middle finger in the rear view mirror. How do you respond?

- <sub>1</sub> Fume inside a bit, but do nothing
- <sub>2</sub> Lay on your horn
- <sub>3</sub> Lay on the horn and return the finger gesture
- <sub>4</sub> Gesture with your palms up and mouth "What are you waiting for?"

o. You are traveling in a single-lane road late at night and the vehicle coming at you in the other lane has on high beams. You flash your lights, but the bright lights of the other vehicle do not change. How do you respond?

- <sub>1</sub> Grit your teeth in frustration and wait for the car to pass so you can see again
- <sub>2</sub> Put on your high beams and honk your horn
- <sub>3</sub> Turn around and follow the other vehicle with your high beams on
- <sub>4</sub> Yell obscenities out your window when they pass

### End of Survey 1

Date Completed:        /        /20 10

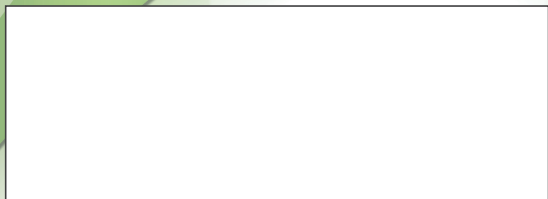
Time Completed: \_\_\_\_\_ am/pm (please circle)

Approximately how long did it take you to complete this survey? \_\_\_\_\_ minutes.

**Thank you for completing!**  
**Please ensure you have answered all questions.**

Please place Survey 1 and the signed Consent Form in the provided envelope and mail as soon as possible.





## Survey 2

Thank you for your participation in this study.



# Speed Behaviour Program



Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

## Part A

1. In the last **FOUR WEEKS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No



## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 50 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h  
<sub>2</sub> 1-5 km/h over the limit  
<sub>3</sub> 6-10 km/h over the limit  
<sub>4</sub> 11-15 km/h over the limit  
<sub>5</sub> 16-20 km/h over the limit  
<sub>6</sub> 21-25 km/h over the limit  
<sub>7</sub> 26-30 km/h over the limit  
<sub>8</sub> More the 30 km/h over the limit  
<sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h  
<sub>2</sub> 1-5 km/h over the limit  
<sub>3</sub> 6-10 km/h over the limit  
<sub>4</sub> 11-15 km/h over the limit  
<sub>5</sub> 16-20 km/h over the limit  
<sub>6</sub> 21-25 km/h over the limit  
<sub>7</sub> 26-30 km/h over the limit  
<sub>8</sub> More the 30 km/h over the limit  
<sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions  
<sub>2</sub> My chances of having a crash  
<sub>3</sub> My chances of being caught  
<sub>4</sub> The speed of other traffic  
<sub>5</sub> The volume of traffic on the particular road  
<sub>6</sub> The speed limit  
<sub>7</sub> How much of a hurry I am in  
<sub>8</sub> Unaware of speed limit  
<sub>9</sub> Losing track of my own speed  
<sub>10</sub> Other, Please specify  


---

<sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions  
<sub>2</sub> My chances of having a crash  
<sub>3</sub> My chances of being caught  
<sub>4</sub> The speed of other traffic  
<sub>5</sub> The volume of traffic on the particular road  
<sub>6</sub> The speed limit  
<sub>7</sub> How much of a hurry I am in  
<sub>8</sub> Unaware of speed limit  
<sub>9</sub> Other, Please specify  


---

<sub>11</sub> Don't Know

7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e	I will ride as a passenger with a driver who speeds if other passengers are also in the car				
f	It is okay to exceed the speed limit if you are driving safely				
g	You are much more likely to be involved in a crash if you increase your driving speed by 5 km/h				
h	A crash at 70 km/h will be a lot more severe than a crash at 60 km/h				
i	It is easy to avoid being caught for speeding				
j	Speeding enforcement is more for revenue raising than for safety				
k	Speed limits are too low – it is usually safe to drive faster than the speed limit				
l	It doesn't bother me if other people speed				
m	It is safe to speed on roads that I am familiar with				
n	People who exceed speed limits are major contributors to crashes				
o	It's a waste of time thinking about my speeding behaviour				
p	I am currently reducing my speeding				
q	I am at a stage where I should think about reducing my speeding				
r	Sometimes I think I should limit my speeding behaviour				
s	There is no need for me to think about reducing my speeding				
t	I have just recently reduced my speeding behaviour				
u	I don't think I speed too much				
v	My speeding is a problem sometimes				
w	I am trying to speed less often than I used to				

Please ensure you have answered all questions

2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions



3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last **FOUR WEEKS...**

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
-------	-------------	---------------	-----------	-------	------------

m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

In the last **FOUR WEEKS...**

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
-------	-------------	---------------	-----------	-------	------------

y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions

4. Please think about your **LAST TEN DRIVING TRIPS**.  
In how many of them would you have done the following? If you haven't done any, tick '0'.

		Number of Trips.										
Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
b	Intentionally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
f	Made a real effort to look out for speed signs	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
g	Made a real effort to look at my speedometer	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
h	Made a real effort to stay within the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

**Please ensure you have answered all questions**

2. Please indicate if you agree or disagree with the following statements. We are interested in your opinion about each item.

	DISAGREE	I AGREE
Most Victorians were booked for speeding at least once in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits are set randomly	<input type="checkbox"/>	<input type="checkbox"/>
The speed limit is 60 km/h in a built area with no speed sign	<input type="checkbox"/>	<input type="checkbox"/>
Speeding is about as risky as drink-driving	<input type="checkbox"/>	<input type="checkbox"/>
Half of Victorian drivers were caught for drink driving in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speeding increases the severity of crashes	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers believe that speeding is normal	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorian drivers were fined for speeding in 2004/2005	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding is not possible because speeding is a habit for most drivers	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding behaviour does not require too much effort	<input type="checkbox"/>	<input type="checkbox"/>
Most people speed because they don't think much of the law	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when loved ones are in the car	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding they will stop speeding for good	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when there is a high chance of being caught	<input type="checkbox"/>	<input type="checkbox"/>
Most speeding offences are detected by traffic cameras	<input type="checkbox"/>	<input type="checkbox"/>

	DISAGREE	I AGREE
The best way to change speeding behaviour is to avoid speed cameras	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits take into account things like the type of roads and nearby houses and schools	<input type="checkbox"/>	<input type="checkbox"/>
People who drive more often are more likely to be in a crash	<input type="checkbox"/>	<input type="checkbox"/>
In a built up area with no speed sign, the best speed is one that suits the conditions and type of road	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorians refuses to reduce their speeding	<input type="checkbox"/>	<input type="checkbox"/>
When a driver speeds, the severity of crashes increases but only if they are a bad driver	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when it feels risky to speed	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers tend to speed because they are distracted by road signs	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding, they are still likely to slip up and speed from time to time	<input type="checkbox"/>	<input type="checkbox"/>

**Please ensure you have answered all questions**

Please include any comments regarding your experience participating in all activities concerning this study.

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**End of Survey 2**

Date Completed:        /        /

Time Completed:                      am/pm (please circle)

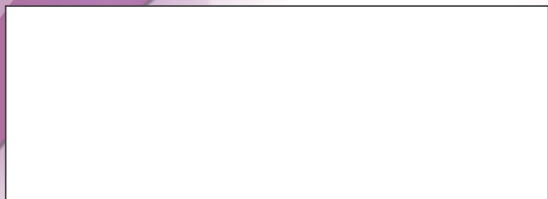
Approximately how long did it take you to complete this survey? \_\_\_\_\_ minutes.

**Thank you for completing!**

**Please ensure you have answered all questions.**

Please place Survey 2 in the provided envelope and mail as soon as possible.





Speed Behaviour Survey



## Survey 2

Thank you for your participation in this study.



# Speed Behaviour Survey



Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

## Part A

1. In the last **FOUR WEEKS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No



## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 50 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Losing track of my own speed
- <sub>10</sub> Other, Please specify

\_\_\_\_\_

<sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Other, Please specify

\_\_\_\_\_

<sub>11</sub> Don't Know

7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e I will ride as a passenger with a driver who speeds if other passengers are also in the car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f It is okay to exceed the speed limit if you are driving safely	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g You are much more likely to be involved in a crash if you increase your driving speed by 5 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h A crash at 70 km/h will be a lot more severe than a crash at 60 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i It is easy to avoid being caught for speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Speeding enforcement is more for revenue raising than for safety	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Speed limits are too low – it is usually safe to drive faster than the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l It doesn't bother me if other people speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m It is safe to speed on roads that I am familiar with	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n People who exceed speed limits are major contributors to crashes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
o It's a waste of time thinking about my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
p I am currently reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
q I am at a stage where I should think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
r Sometimes I think I should limit my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
s There is no need for me to think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
t I have just recently reduced my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
u I don't think I speed too much	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
v My speeding is a problem sometimes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
w I am trying to speed less often than I used to	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions



3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last <b>FOUR WEEKS...</b>		Never	Very seldom	Rather seldom	Sometimes	Often	Very often	
m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

In the last **FOUR WEEKS**...

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
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y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions

4. Please think about your **LAST TEN DRIVING TRIPS**.  
In how many of them would you have done the following? If you haven't done any, tick '0'.

		Number of Trips.										
Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
b	Intentionally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
f	Made a real effort to look out for speed signs	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
g	Made a real effort to look at my speedometer	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
h	Made a real effort to stay within the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

### Please ensure you have answered all questions

2. Please indicate if you agree or disagree with the following statements. We are interested in your opinion about each item.

	DISAGREE	I AGREE
Most Victorians were booked for speeding at least once in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits are set randomly	<input type="checkbox"/>	<input type="checkbox"/>
The speed limit is 60 km/h in a built area with no speed sign	<input type="checkbox"/>	<input type="checkbox"/>
Speeding is about as risky as drink-driving	<input type="checkbox"/>	<input type="checkbox"/>
Half of Victorian drivers were caught for drink driving in 2008	<input type="checkbox"/>	<input type="checkbox"/>
Speeding increases the severity of crashes	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers believe that speeding is normal	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorian drivers were fined for speeding in 2004/2005	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding is not possible because speeding is a habit for most drivers	<input type="checkbox"/>	<input type="checkbox"/>
Changing speeding behaviour does not require too much effort	<input type="checkbox"/>	<input type="checkbox"/>
Most people speed because they don't think much of the law	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when loved ones are in the car	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding they will stop speeding for good	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when there is a high chance of being caught	<input type="checkbox"/>	<input type="checkbox"/>
Most speeding offences are detected by traffic cameras	<input type="checkbox"/>	<input type="checkbox"/>

	DISAGREE	I AGREE
The best way to change speeding behaviour is to avoid speed cameras	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits take into account things like the type of roads and nearby houses and schools	<input type="checkbox"/>	<input type="checkbox"/>
People who drive more often are more likely to be in a crash	<input type="checkbox"/>	<input type="checkbox"/>
In a built up area with no speed sign, the best speed is one that suits the conditions and type of road	<input type="checkbox"/>	<input type="checkbox"/>
One in five Victorians refuses to reduce their speeding	<input type="checkbox"/>	<input type="checkbox"/>
When a driver speeds, the severity of crashes increases but only if they are a bad driver	<input type="checkbox"/>	<input type="checkbox"/>
People usually do not speed when it feels risky to speed	<input type="checkbox"/>	<input type="checkbox"/>
Most drivers tend to speed because they are distracted by road signs	<input type="checkbox"/>	<input type="checkbox"/>
Once a driver decides to reduce their speeding, they are still likely to slip up and speed from time to time	<input type="checkbox"/>	<input type="checkbox"/>

**Please ensure you have answered all questions**

Please include any comments regarding your experience participating in all activities concerning this study.

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**End of Survey 2**

Date Completed:        /        /

Time Completed:                      am/pm (please circle)

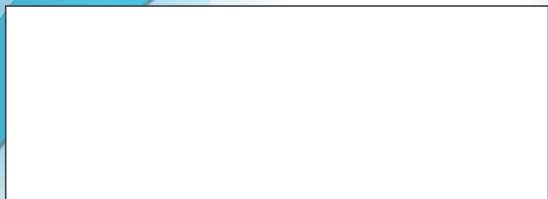
Approximately how long did it take you to complete this survey? \_\_\_\_\_minutes.

**Thank you for completing!**

**Please ensure you have answered all questions.**

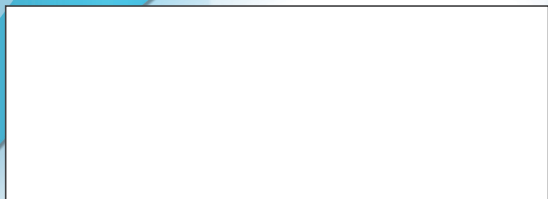
Please place Survey 2 in the provided envelope and mail as soon as possible.





## Survey 2

Thank you for your participation in this study.



Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

**Part A**

1. In the last **FOUR WEEKS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No

## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 50 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h  
<sub>2</sub> 1-5 km/h over the limit  
<sub>3</sub> 6-10 km/h over the limit  
<sub>4</sub> 11-15 km/h over the limit  
<sub>5</sub> 16-20 km/h over the limit  
<sub>6</sub> 21-25 km/h over the limit  
<sub>7</sub> 26-30 km/h over the limit  
<sub>8</sub> More the 30 km/h over the limit  
<sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h  
<sub>2</sub> 1-5 km/h over the limit  
<sub>3</sub> 6-10 km/h over the limit  
<sub>4</sub> 11-15 km/h over the limit  
<sub>5</sub> 16-20 km/h over the limit  
<sub>6</sub> 21-25 km/h over the limit  
<sub>7</sub> 26-30 km/h over the limit  
<sub>8</sub> More the 30 km/h over the limit  
<sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions  
<sub>2</sub> My chances of having a crash  
<sub>3</sub> My chances of being caught  
<sub>4</sub> The speed of other traffic  
<sub>5</sub> The volume of traffic on the particular road  
<sub>6</sub> The speed limit  
<sub>7</sub> How much of a hurry I am in  
<sub>8</sub> Unaware of speed limit  
<sub>9</sub> Losing track of my own speed  
<sub>10</sub> Other, Please specify  


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<sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions  
<sub>2</sub> My chances of having a crash  
<sub>3</sub> My chances of being caught  
<sub>4</sub> The speed of other traffic  
<sub>5</sub> The volume of traffic on the particular road  
<sub>6</sub> The speed limit  
<sub>7</sub> How much of a hurry I am in  
<sub>8</sub> Unaware of speed limit  
<sub>9</sub> Other, Please specify  


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<sub>11</sub> Don't Know

7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
p	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
q	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
r	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
s	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
t	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
u	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
w	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please ensure you have answered all questions

2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions



3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last <b>FOUR WEEKS...</b>		Never	Very seldom	Rather seldom	Sometimes	Often	Very often	
m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

In the last **FOUR WEEKS...**

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
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y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions

4. Please think about your **LAST TEN DRIVING TRIPS**.  
 In how many of them would you have done the following? If you haven't done any, tick '0'.

		Number of Trips.										
Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
b	Intentionally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
f	Made a real effort to look out for speed signs	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
g	Made a real effort to look at my speedometer	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
h	Made a real effort to stay within the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
  
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
  
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
  
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

**Please ensure you have answered all questions**

- 2. Throughout the study, your speed and location has been recorded by an in-vehicle data logger.
  - a. To what extent has knowledge of this recording changed your driving speed to date?  
<sub>1</sub> I slowed down considerably    <sub>2</sub> I slowed down a bit    <sub>3</sub> No change    <sub>4</sub> I sped up a bit    <sub>5</sub> I sped up considerably
  
  - b. Up to this point in the trial, how often (if at all) have you forgotten that the logger is in the car?  
<sub>1</sub> Never    <sub>2</sub> Seldom    <sub>3</sub> Rather Seldom    <sub>4</sub> Sometimes    <sub>5</sub> Very Often

Please include any comments regarding your experience participating in all activities concerning this study.

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Please turn over

**End of Survey 2**

Date Completed:        /        /

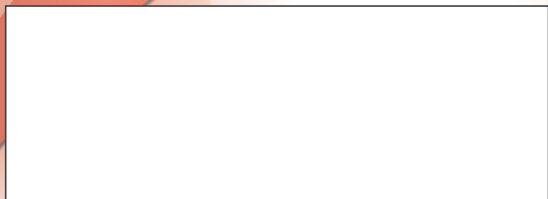
Time Completed:                    am/pm (please circle)

Approximately how long did it take you to complete this survey? \_\_\_\_\_minutes.

**Thank you for completing!**  
**Please ensure you have answered all questions.**

Please place Survey 2 in the provided envelope and mail as soon as possible.





## Survey 2

Thank you for your participation in this study.



Project Support Line 1800 307 332

Your involvement is greatly appreciated. We would be grateful if you could answer the following questions. All of the information that you provide will be kept confidential. We are interested in your honest opinion.

**Part A**

1. In the last **FOUR WEEKS**, have you been involved in any crashes, no matter how serious, as a driver?

<sub>1</sub> Yes

<sub>2</sub> No (if No, go to Part B on the following page).

If YES, on how many occasions? \_\_\_\_\_

For each crash, what type of crash was it? (e.g. rear-end, head-on, lost control of vehicle on a bend):	Did anyone need medical treatment as a consequence of the crash?	
1.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
2.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
3.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
4.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No
5.	<input type="checkbox"/> <sub>1</sub> Yes	<input type="checkbox"/> <sub>2</sub> No

## Part B

1. How often do you think each of the following factors contribute to road crashes?  
The boxes give a scale from 'never' on the left to 'very often' on the right.

	Never	Rarely	Sometimes	Often	Very Often
a Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Drink Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Inattention/Lack of concentration	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Carelessness/Negligent driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Lack of driver training/ Insufficient training	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Disregard of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g Ignorance of road rules	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Distraction	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Poor road design/signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Road conditions/Traffic congestion	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k Weather conditions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l Too few police on road / Lack of police enforcement	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m Hoons showing off / Risk taking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n Factors associated, in general, with being young (e.g. inexperience, risk taking)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

2. In your opinion, how safe or dangerous are each of these situations?  
The boxes give a scale from 'very dangerous' on the left to 'very safe' on the right.

		Very Dangerous	Dangerous	A Bit Dangerous	Safe	Very Safe
a	Travelling at 55 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling at 65 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling at 105 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Travelling at 60 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
e	Travelling at 70 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
f	Travelling at 70 km/h in a 50 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
g	Travelling at 120 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
h	Travelling at 110 km/h in a 100 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
i	Travelling at 80 km/h in a 60 km/h zone	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

3. In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding (PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 50 km/h  
<sub>2</sub> 1-5 km/h over the limit  
<sub>3</sub> 6-10 km/h over the limit  
<sub>4</sub> 11-15 km/h over the limit  
<sub>5</sub> 16-20 km/h over the limit  
<sub>6</sub> 21-25 km/h over the limit  
<sub>7</sub> 26-30 km/h over the limit  
<sub>8</sub> More the 30 km/h over the limit  
<sub>9</sub> Don't know

4. In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 60 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

5. In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding  
(PLEASE TICK ONLY ONE RESPONSE)?

- <sub>1</sub> Anything over 100 km/h
- <sub>2</sub> 1-5 km/h over the limit
- <sub>3</sub> 6-10 km/h over the limit
- <sub>4</sub> 11-15 km/h over the limit
- <sub>5</sub> 16-20 km/h over the limit
- <sub>6</sub> 21-25 km/h over the limit
- <sub>7</sub> 26-30 km/h over the limit
- <sub>8</sub> More the 30 km/h over the limit
- <sub>9</sub> Don't know

6a. What are the top **THREE** factors that influence whether you drive above the posted speed limit?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Losing track of my own speed
- <sub>10</sub> Other, Please specify

\_\_\_\_\_

<sub>11</sub> Don't Know

6b. What top **THREE** factors stop you from speeding?  
(TICK THREE BOXES ONLY)

- <sub>1</sub> The road and weather conditions
- <sub>2</sub> My chances of having a crash
- <sub>3</sub> My chances of being caught
- <sub>4</sub> The speed of other traffic
- <sub>5</sub> The volume of traffic on the particular road
- <sub>6</sub> The speed limit
- <sub>7</sub> How much of a hurry I am in
- <sub>8</sub> Unaware of speed limit
- <sub>9</sub> Other, Please specify

\_\_\_\_\_

<sub>11</sub> Don't Know

7. In your opinion, by how much can you exceed the speed limit before being booked by the police? (**TICK ONLY ONE RESPONSE**)

- <sub>1</sub> 1 km/h
- <sub>2</sub> Don't know
- <sub>3</sub> 5% of speed limit
- <sub>4</sub> 3 km/h
- <sub>5</sub> 10% of speed limit
- <sub>6</sub> Other, Please specify \_\_\_\_\_

8. What is the likelihood of being caught by the police for:

		Very Unlikely	Unlikely	Neither Unlikely nor Likely	Likely	Very Likely
a	Travelling 5 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	Travelling 10 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	Travelling 20 km/h over the speed limit?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

### Part C

1. To what extent do you agree or disagree with each of the following statements. The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
a	Speeding is always wrong	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b	It makes sense to exceed speed limits to get ahead of slower drivers	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c	It is OK to drive a little faster than the speed limit if you are a good driver	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d	Driving at 100km/h in an 80km/h zone is OK if road conditions are good and there is no-one else around	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

		Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
e	I will ride as a passenger with a driver who speeds if other passengers are also in the car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f	It is okay to exceed the speed limit if you are driving safely	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g	You are much more likely to be involved in a crash if you increase your driving speed by 5 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h	A crash at 70 km/h will be a lot more severe than a crash at 60 km/h	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i	It is easy to avoid being caught for speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j	Speeding enforcement is more for revenue raising than for safety	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
k	Speed limits are too low – it is usually safe to drive faster than the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
l	It doesn't bother me if other people speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
m	It is safe to speed on roads that I am familiar with	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
n	People who exceed speed limits are major contributors to crashes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
o	It's a waste of time thinking about my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
p	I am currently reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
q	I am at a stage where I should think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
r	Sometimes I think I should limit my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
s	There is no need for me to think about reducing my speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
t	I have just recently reduced my speeding behaviour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
u	I don't think I speed too much	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
v	My speeding is a problem sometimes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
w	I am trying to speed less often than I used to	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

2. To what extent do you agree or disagree with each of the following statements?  
The boxes give a scale from 'strongly disagree' on the left to 'strongly agree' on the right.

	Strongly Disagree	Disagree	Disagree Somewhat	Neither Agree nor Disagree	Agree Somewhat	Agree	Strongly Agree
a I have found out how my car performs at speeds well above the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
b I have raced other drivers for the thrill of it	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
c Fast cars are fun to drive	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
d Sometimes, when I am upset, I rev the engine higher than normal	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
e Drag racing on a quiet road can be fun to watch	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
f I like the feeling of accelerating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
g It is nice to get ahead of a line of cars all travelling the same speed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
h It's OK to drive at high speeds to keep up with the flow of traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
i Driving tricks, such as "four wheel skids" and "laying rubber" are fun	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
j I like to floor it (drive fast) on a deserted road, just to see what it feels like	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
k I have chased another motorist with my car	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
l After an argument, I might drive faster than I should	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
m I have occasionally made a "U" turn when it was not allowed because I would otherwise have to drive for some distance to turn around	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
n When I am stuck in traffic, I try to get into the lane that is moving fastest	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

Please ensure you have answered all questions



3. Each of the statements below describes a situation in everyday driving. Please indicate, by ticking one of the boxes, how often the described situation has happened to you while you were driving during the last **FOUR WEEKS**. The boxes give a scale from 'never' on the left to 'very often' on the right.

In the last <b>FOUR WEEKS</b> ...	Never	Very Seldom	Rather Seldom	Sometimes	Often	Very Often
a I deliberately disregarded the speed limit to stay with the traffic flow	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
b I overtook when the car in front was slowing down approaching an area with a lower speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
c I failed to notice a green arrow at a traffic light allowing you to turn	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
d I forgot to loosen the park brake when driving off	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
e I drove especially close to the car in front as a signal to its driver to go faster or to get out of the way	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
f I forgot to dip the lights when driving at night and was reminded to do so by other drivers flashing their lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
g I sped up to get through traffic lights when the lights were yellow or green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
h I deliberately parked my car illegally in order to run an errand	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
i I broke a traffic rule because I hadn't noticed the newly put up sign	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
j I misread signs and found myself lost	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
k I failed to notice when a traffic light turned green	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
l I deliberately exceeded the speed limit on roads when there was little traffic	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

Please ensure you have answered all questions

In the last <b>FOUR WEEKS...</b>		Never	Very seldom	Rather seldom	Sometimes	Often	Very often	
m	I found myself driving in a lower gear even though I was driving fast enough to be in the highest gear (select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
n	I was uncertain where I parked my car in a large car park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
o	I intended to reverse but found that the car was moving forward because it was in the wrong gear	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
p	I deliberately exceeded the speed limit when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
q	I failed to notice a traffic sign telling me that the road was temporarily closed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
r	I intended to drive to destination A, only to suddenly find myself on the road to destination B, perhaps because destination B is my more usual destination	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
s	I missed my exit on a freeway and had to make a lengthy detour	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
t	I misjudged the road surface and, when braking, found that the distance needed to stop was longer than I expected	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
u	I shifted into the wrong gear while driving (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
v	I switched on the wipers, for example, when I meant to switch on something else, such as the head lights	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
w	I forgot which gear I was currently in and had to check using my hand (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
x	I deliberately turned onto a road just in front of an oncoming vehicle even though there was no other traffic behind the oncoming vehicle	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

In the last **FOUR WEEKS...**

Never	Very seldom	Rather seldom	Sometimes	Often	Very often
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y	I misjudged the gap to an oncoming vehicle (in the opposite lane) when overtaking and was forced to just pull in front of the vehicle I was overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
z	I turned right onto a road into the path of an oncoming vehicle that I hadn't seen, or whose speed I misjudged	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
aa	I tried to shift into a higher gear even though I was already in the highest gear (Select NA if you don't drive a manual transmission vehicle)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> NA
ab	I parked against parking rules because I could not find a parking space	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ac	I misjudged my speed when turning from a road and had to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ad	I cut corners and occasionally cut into the opposing lane when driving around sharp bends in rural areas	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
ae	I misjudged the gap to an oncoming vehicle when I was turning right and forced the oncoming vehicle to slam on the brakes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	
af	I underestimated the speed of an oncoming vehicle (in the opposite lane) when overtaking	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	

Please ensure you have answered all questions

4. Please think about your **LAST TEN DRIVING TRIPS**.  
 In how many of them would you have done the following? If you haven't done any, tick '0'.

		Number of Trips.										
Tick one box per line only.		0 trips	1	2	3	4	5	6	7	8	9	10 trips
a	Accidentally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
b	Intentionally drove over the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
c	Drove well over the speed limit and didn't realise	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
d	Was in a hurry and drove over the speed limit to get to my destination	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
e	Kept at a safe speed even though people were driving faster than me	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
f	Made a real effort to look out for speed signs	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
g	Made a real effort to look at my speedometer	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10
h	Made a real effort to stay within the speed limit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

Please ensure you have answered all questions

5. In your opinion, how effective are each of the following measures in helping you to keep to the speed limit? The boxes give a scale from 'very ineffective' on the left to 'very effective' on the right.

	Very Ineffective	Ineffective	Neither Effective nor Ineffective	Effective	Very Effective
a Penalties (e.g. fines, demerit points)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b Speed cameras	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c Speed humps	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d Roundabouts	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e Speed signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f Road Safety advertising	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g In-car technologies that warn you if you are exceeding the speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h Speed radar/detection guns	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i Police car presence	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
j Traffic islands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

Please ensure you have answered all questions

## Part D

1. Each of the items below describes two choices. For each item, pick one answer that **BEST DESCRIBES** your choice.

You may find both choices are appealing or you may disagree with both. In these cases, pick the choice that is **CLOSEST** to what you prefer.

Try to be as honest as possible. We are interested in your likes and preferences not what others think you are supposed to feel. There are no wrong answers.

- a. <sub>1</sub> I often wish I could be a mountain climber.  
<sub>2</sub> I can't understand people who risk their necks climbing mountains.
- b. <sub>1</sub> There have been occasions when I took advantage of someone.  
<sub>2</sub> I have never taken advantage of someone.
- c. <sub>1</sub> A sensible person avoids activities that are dangerous.  
<sub>2</sub> I sometimes like to do things that are a little frightening.
- d. <sub>1</sub> I would like to take up the sport of water-skiing.  
<sub>2</sub> I would not like to take up water-skiing.
- e. <sub>1</sub> I have sometimes taken unfair advantage of another person.  
<sub>2</sub> I have never taken unfair advantage of another person.
- f. <sub>1</sub> I would like to try surf-boarding.  
<sub>2</sub> I would not like to try surf-boarding.
- g. <sub>1</sub> I sometimes feel resentful when I don't get my own way.  
<sub>2</sub> I never feel resentful when I don't get my own way.
- h. <sub>1</sub> I would not like to learn to fly an airplane.  
<sub>2</sub> I would like to learn to fly an airplane.
- i. <sub>1</sub> I am always willing to admit when I make a mistake.  
<sub>2</sub> There have been occasions when I was not willing to admit I made a mistake.
- j. <sub>1</sub> I prefer the surface of the water to underwater.  
<sub>2</sub> I would like to go scuba diving.
- k. <sub>1</sub> I am always a good listener, no matter whom I am talking to.  
<sub>2</sub> There have been occasions when I was not good listener.
- l. <sub>1</sub> I would like to try skydiving.  
<sub>2</sub> I would never want to try jumping out of a plane with or without a parachute.
- m. <sub>1</sub> I am quick to admit making a mistake.  
<sub>2</sub> I am not always quick to admit making a mistake.
- n. <sub>1</sub> I like to dive off the high board.  
<sub>2</sub> I don't like the feeling I get standing on the high board (or, I don't go near it at all).

Please ensure you have answered all questions

- o. <sub>1</sub> I am always courteous, even to people who are disagreeable.  
<sub>2</sub> I am not always courteous to people.
  
- p. <sub>1</sub> Sailing long distances in small sailing crafts is foolhardy.  
<sub>2</sub> I would like to sail a long distance in a small, but seaworthy, sailing craft.
  
- q. <sub>1</sub> I sometimes try to get even rather than forgive and forget.  
<sub>2</sub> I never try to get even rather than forgive and forget.
  
- r. <sub>1</sub> Skiing fast down a high mountain slope is a good way to end up on crutches.  
<sub>2</sub> I think I would enjoy the sensations of skiing very fast down a high mountain slope.

**Please ensure you have answered all questions**

- 2. Throughout the study, your speed and location has been recorded by an in-vehicle data logger.
  - a. To what extent has knowledge of this recording changed your driving speed to date?  
<sub>1</sub> I slowed down considerably    <sub>2</sub> I slowed down a bit    <sub>3</sub> No change    <sub>4</sub> I sped up a bit    <sub>5</sub> I sped up considerably
  
  - b. Up to this point in the trial, how often (if at all) have you forgotten that the logger is in the car?  
<sub>1</sub> Never    <sub>2</sub> Seldom    <sub>3</sub> Rather Seldom    <sub>4</sub> Sometimes    <sub>5</sub> Very Often

Please include any comments regarding your experience participating in all activities concerning this study.

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Please turn over

**End of Survey 2**

Date Completed:        /        /

Time Completed:                      am/pm (please circle)

Approximately how long did it take you to complete this survey? \_\_\_\_\_ minutes.

**Thank you for completing!**

**Please ensure you have answered all questions.**

Please place Survey 2 in the provided envelope and mail as soon as possible.



## APPENDIX C DEMOGRAPHIC DETAILS OF REPEAT SPEEDER TRIAL PARTICIPANTS

**Table A.1** BI sub-trial full participant demographic details from Survey 1

Demographic detail	Program	Survey
n	237	221
Mean (SD) age	43.3 (14.5)	43.9 (14.8)
Gender	110 F; 127 M	116 F; 100 M
<b>Driving history &amp; travel patterns</b>		
Driving experience (mean years licence held)	24.4 (14.4)	24.4 (14.4)
Country licence obtained	Australia – 88.2% UK – 2.5% New Zealand – 2.1% Other – 7.2%	Australia – 89.2% UK – 3.7% New Zealand – 3.7% Other – 3.4%
Year of current vehicle	< 2000 – 19.5% 2000-2005 – 33.6% 2006-2011 – 46.9%	< 2000 – 24.2% 2000-2005 – 35.7% 2006-2011 – 40.1%
Other vehicle driven	Commercial van – 3.8% Motorcycle – 5.9% Bus – 0.4% Truck – 3.4% Taxi – 0.4% Other standard vehicle – 41.4%	Commercial van – 3.6% Motorcycle – 3.2% Bus – 0.9% Truck – 2.8% Taxi – 1.8% Other standard vehicle – 41.6%
Kms in last week (% participants)	< 200km – 21.2% 200-400km – 37.3% >400km – 41.5%	< 200km – 26.3% 200-400km – 34.1% >400km – 39.6%
Mean % time driving in city	10.5 (18.5)	8.2 (15.2)
Mean % time driving in urban areas	53.1 (32.2)	50.8 (32.8)
Mean % time driving in rural areas	10.1 (17.5)	16.3 (27.1)
Mean % time driving on freeways	26.3 (24.9)	24.9 (24.7)
Mean % time travelling to work	46.3 (32.3)	44.4 (34.3)
Mean % time travelling for work	15.2 (25.4)	14.3 (25.8)
Mean % time travelling for private purposes	38.5 (31.2)	41.3 (32.9)
Mean % driving peak (6am – 10am)	32.8 (19.1)	30.8 (20.5)
Mean % driving middle day (10 am – 4 pm)	23.1 (24.3)	26.7 (26.6)
Mean % driving peak (4 pm – 6 pm)	26.7 (16.4)	24.5 (15.9)
Mean % driving evening/night (after 6 pm)	17.4 (16.0)	18.2 (17.1)
Mean no. of last ten trips carrying spouse/partner	2.17 (2.5)	2.4 (2.6)
No. of last ten trips carrying work colleague	0.9 (1.8)	0.7 (1.8)
Mean no. of last ten trips carrying friend	1.3 (1.7)	1.3 (2.0)

Demographic detail	Program	Survey
Mean no. of last ten trips carrying child < 12yrs	1.5 (2.8)	1.7 (3.0)
Mean no. of last ten trips carrying teenager	0.9 (2.0)	1.4 (2.7)
No. crashes last 3 years	0 crashes – 169 drivers 1 crash – 53 drivers 2 crashes – 13 drivers 3 crashes - 2 drivers	0 crashes – 164 drivers 1 crash – 42 drivers 2 crashes – 11 drivers 3 crashes – 3 drivers 4 crashes – 1 driver
No. crashes last 4 weeks	0 crashes – 236 drivers 1 crash – 1 driver	0 crashes – 214 drivers 1 crash – 6 drivers 2 crashes – 1 driver
<b>Personality measures</b>		
Mean Sensation Seeking (max score=10)	4.3 (2.8)	3.9 (2.8)
Mean Propensity for Angry Driving (PADS) (max score=86.05)	35.5 (6.7)	35.4 (6.9)
Mean Marlowe-Crowne Social Desirability (max score=8)	5.0 (1.9)	4.6 (2.2)

Unless otherwise stated figures in parentheses are standard deviations

**Table A.2** ISA sub-trial full participant demographic details from Survey 1

Demographic detail	ISA Speed Alert No Demerit Points Removed Group	ISA Speed Alert Demerit Points Removed Group	ISA Speed Data No Demerit Points Removed Group	ISA Speed Data Demerit Points Removed Group
n	16	23	22	24
Mean (SD) age	42.1 (17.0)	40.5 (12.1)	45.8 (12.7)	45.6 (15.1)
Gender	7 F; 9 M	13 F; 10 M	14 F; 8 M	12 F; 12 M
<b>Driving history &amp; travel patterns</b>				
Driving experience (mean years licence held)	23.1 (16.5)	20.9 (12.0)	26.0 (14.0)	25.9 (13.2)
Country licence obtained	Australia – 93.8% UK – 0% New Zealand – 0% Other* – 6.3%	Australia – 91.3% UK – 4.3% New Zealand – 0% Other – 4.3%	Australia – 86.4% UK – 4.5% New Zealand – 4.5% Other – 4.5%	Australia – 87.5% UK – 8.4% New Zealand – 0% Other – 4.2%
Year of current vehicle	< 2000 – 25.2% 2000-2005 – 31.3% 2006-2011 – 43.9%	< 2000 – 26.0% 2000-2005 – 34.8% 2006-2011 – 39.0%	< 2000 – 13.6% 2000-2005 – 31.7% 2006-2011 – 54.5%	< 2000 – 12.6% 2000-2005 – 41.7% 2006-2011 – 45.9%
Other vehicle driven	Motorcycle – 6.3% Other standard vehicle – 25.0%	Motorcycle – 8.7% Other standard vehicle – 30.4%	Motorcycle – 0% Other standard vehicle – 27.3%	Motorcycle – 0% Other standard vehicle – 16.7%
Kms in last week (% participants)	< 200km – 7.7% 200-400km – 84.6% >400km – 7.7%	< 200km – 26.1% 200-400km – 34.8% >400km – 39.1%	< 200km – 18.2% 200-400km – 31.8% >400km – 50.0%	< 200km – 20.8% 200-400km – 41.7% >400km – 37.5%
Mean % time driving in city	8.9 (13.5)	19.0 (27.8)	6.0 (7.3)	18.9 (29.9)
Mean % time driving in urban areas	51.7 (34.2)	46.3 (32.9)	56.1 (31.9)	50.4 (31.2)
Mean % time driving in rural areas	13.8 (22.8)	3.1 (5.3)	18.1 (23.5)	12.4 (22.5)
Mean % time driving on freeways	25.6 (21.4)	31.6 (27.4)	19.8 (19.5)	18.3 (18.4)
Mean % time travelling to work	43.1 (26.5)	47.8 (31.2)	23.2 (27.7)	54.6 (30.5)
Mean % time travelling for work	8.1 (19.7)	20.3 (30.0)	27.7 (35.9)	14.8 (25.9)
Mean % time travelling for private purposes	48.8 (31.6)	31.9 (21.3)	49.1 (36.2)	30.6 (24.6)
Mean % driving peak (6am – 10am)	28.6 (17.3)	33.0 (22.8)	33.4 (21.8)	33.3 (18.4)
Mean % driving middle day (10am – 4 pm)	31.9 (31.3)	23.3 (24.3)	37.7 (27.0)	20.9 (21.6)
Mean % driving peak (4pm – 6 pm)	24.3 (16.9)	28.9 (21.9)	16.8 (15.5)	25.0 (14.9)
Mean % driving evening/night (after 6pm)	15.3 (12.7)	14.8 (12.7)	12.1 (13.4)	20.7 (18.5)
Mean no. of last ten trips carrying spouse/partner	2.4 (2.8)	1.5 (1.7)	2.2 (2.4)	2.6 (3.3)
No. of last ten trips carrying work colleague	0.4 (0.7)	0.9 (1.6)	1.0 (2.7)	0.2 (0.7)
Mean no. of last ten trips carrying friend	1.6 (1.6)	1.4 (1.9)	1.4 (2.2)	1.3 (1.6)
Mean no. of last ten trips carrying child < 12yrs	1.9 (3.2)	2.3 (3.2)	3.7 (4.1)	0.63 (1.3)

Demographic detail	ISA Speed Alert No Demerit Points Removed Group	ISA Speed Alert Demerit Points Removed Group	ISA Speed Data No Demerit Points Removed Group	ISA Speed Data Demerit Points Removed Group
<b>Mean no. of last ten trips carrying teenager</b>	0.6 (1.4)	0.8 (1.9)	2.2 (3.3)	1.8 (3.0)
<b>No. crashes last 3 years</b>	0 crashes – 10 drivers 1 crash – 4 drivers 2 crashes – 2 drivers	0 crashes – 14 drivers 1 crash – 6 drivers 2 crashes – 3 drivers	0 crashes – 14 drivers 1 crash – 4 drivers 2 crashes – 3 drivers	0 crashes – 16 drivers 1 crash – 7 drivers 2 crashes – 1 driver
<b>No. crashes last 4 weeks</b>	-	-	0 crashes – 21 drivers 1 crash – 1 driver	0 crashes – 23 drivers 1 crash – 1 driver
<b>Personality measures</b>				
<b>Mean Sensation Seeking</b> (max score=10)	5.7 (2.5)	4.3 (3.2)	3.5 (3.0)	4.2 (1.2)
<b>Mean Propensity for Angry Driving (PADS)</b> (max score=86.05)	36.4 (5.1)	37.9 (7.4)	35.9 (6.2)	35.5 (4.9)
<b>Mean Marlowe-Crowne Social Desirability</b> (max score=8)	4.6 (1.4)	5.2 (2.4)	5.3 (2.0)	5.3 (1.9)

Unless otherwise stated figures in parentheses are standard deviations

\*Included Iran, Israel and South Africa

## APPENDIX D FULL BI SUB-TRIAL SURVEY RESULTS

Generalised Estimating Equations (GEE) were used to examine all survey items unless otherwise stated. This analysis aimed to determine if survey responses differed significantly across the two BI groups and if survey responses changed over time, in order to establish the effectiveness of the speed behaviour program on improving drivers' speeding knowledge and attitudes. GEE is used to analyse correlated data from longitudinal and repeated-measures trials, which is applicable for the survey data from this trial as there is a correlation between the responses of the same participant over time (see Section 2.3.3 of volume 1 report for a more detailed explanation of the GEE method). The research questions of particular interest to the survey data and the model effects that address these are shown below in Table D.1.

**Table D.1** Summary of research questions and effects of interest for the BI Survey data analyses

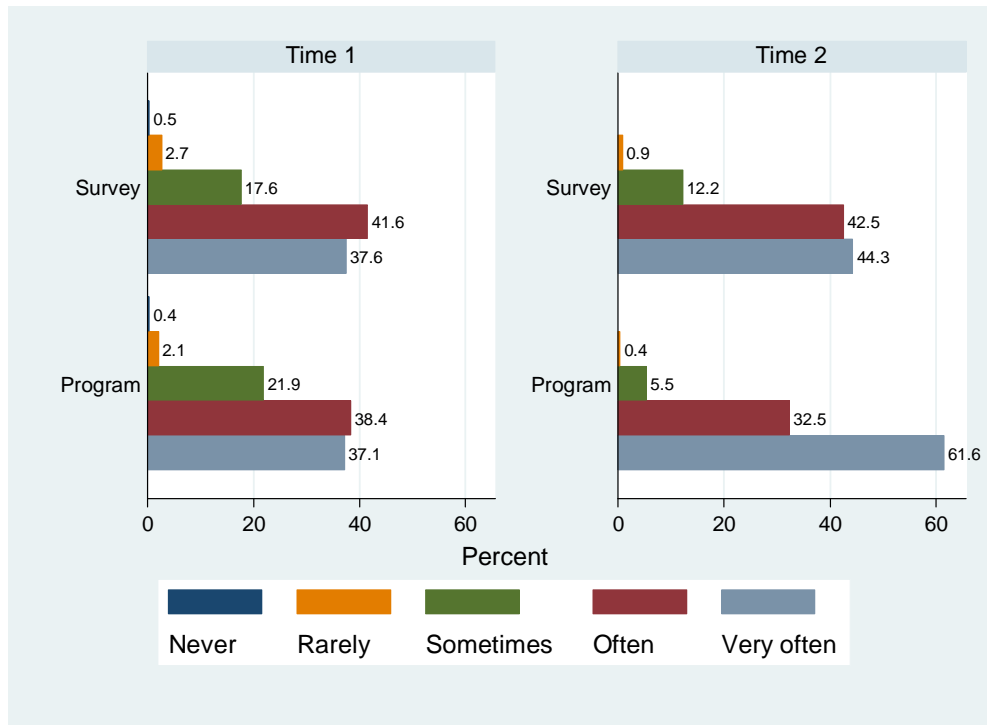
Research question addressed	BI group effects of interest
Is the BI program effective in changing responses over time, relative to the control group?	2 way interaction: BI Group x Period

### PERCEPTION OF ROAD SAFETY ISSUES – PART B

#### Part B Q1 – Factors contributing to road crashes

Question 1 of Part B of the questionnaire (Appendix C) asked respondents to indicate how often they thought a range of factors and behaviours (e.g. poor road design or drink driving) contributed to road crashes. Responses were provided on a 5-point scale ranging from 'Never' to 'Very often'. The logistic GEE models were specified with a logit link function and unstructured correlation matrix. Items 1a to 1n are presented separately below.

**Q1a. How often do you think speeding contributes to road crashes?**



**Figure D.1 Responses across BI groups and time for how often speeding contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.2). There was a significant interaction, which indicates that the groups responded differently over time. Prior to the program, there was no difference between groups in terms of the odds<sup>1</sup> of indicating speeding ‘often’ or ‘very often’ contributes to road crashes. After the program, the odds of the Program group indicating ‘often’ or ‘very often’ were 2.4 times the odds of the Survey group indicating so.

Looking over time, both groups were more likely at the second survey point to indicate speeding ‘often’ or ‘very often’ contributes to road crashes, however the Program group changed significantly more over time than the Survey group.

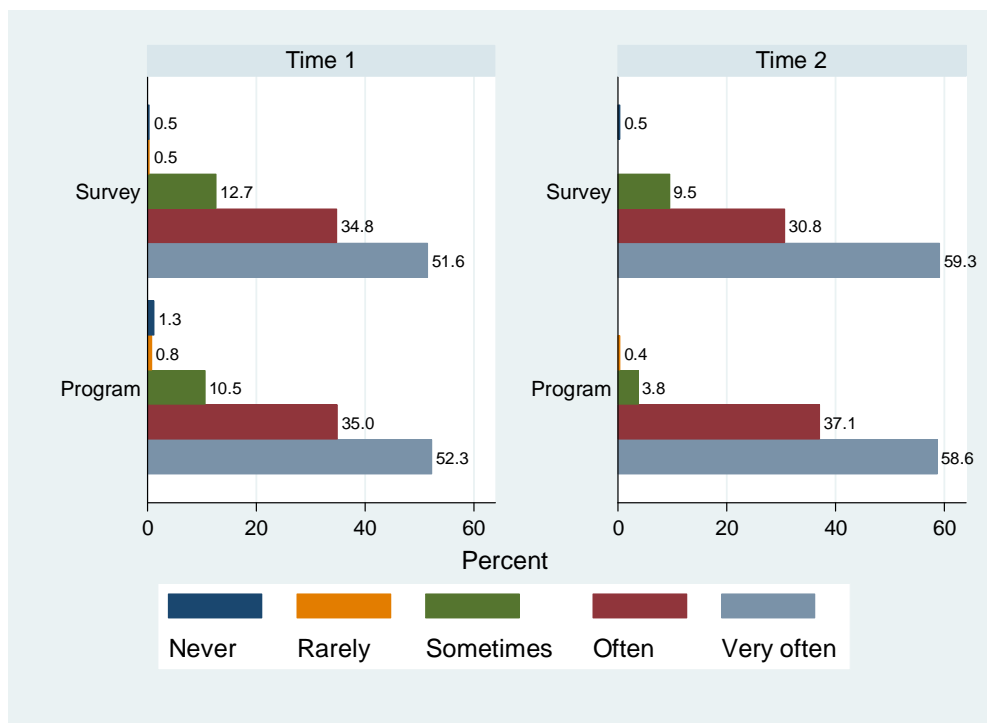
<sup>1</sup>The odds ratio for a risk factor is calculated by dividing the odds for that factor among the cases by the odds for that factor among the controls. If a factor is represented equally in both case and control groups then an odds ratio of one is produced. If an odds ratio of greater than one is produced then the factor increases risk, if it is less than one then risk is reduced. A confidence interval (usually at the 95% confidence level) is calculated for the odds ratio to determine if it is statistically significant.

**Table D.2** Item B1a GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.001</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.81	0.52-1.26 (0.351)
<b>Time 2: Program vs. Survey</b>	<b>2.41</b>	<b>1.24-4.68 (0.01)</b>
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>1.74</b>	<b>1.17-2.59 (0.006)</b>
<b>Time 2 vs. time 1 for Program</b>	<b>5.16</b>	<b>3.12-8.55 (0.000)</b>

Significant effects in bold

**Q1b. How often do you think drink driving contributes to road crashes?**



**Figure D.2** Responses across BI groups and time for how often drink driving contribute to crashes

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.3). There was a significant interaction, which indicates that the groups responded differently over time. Prior to the program, there was no difference between groups in terms of the odds of indicating Drink Driving 'often' or 'very often' contributes to road crashes. After the program, the odds of the Program group indicating 'often' or 'very often' were 2.5 times the odds of the Survey group.

Looking over time, the Program group were significantly more likely to indicate that Drink Driving 'often' or 'very often' contributes to road crashes after completing the speed behaviour program (that is, at time 2 compared with time 1; OR=3.29, 95%CI 1.81-5.99), however the Survey group did not change their opinion over time (p=0.133).

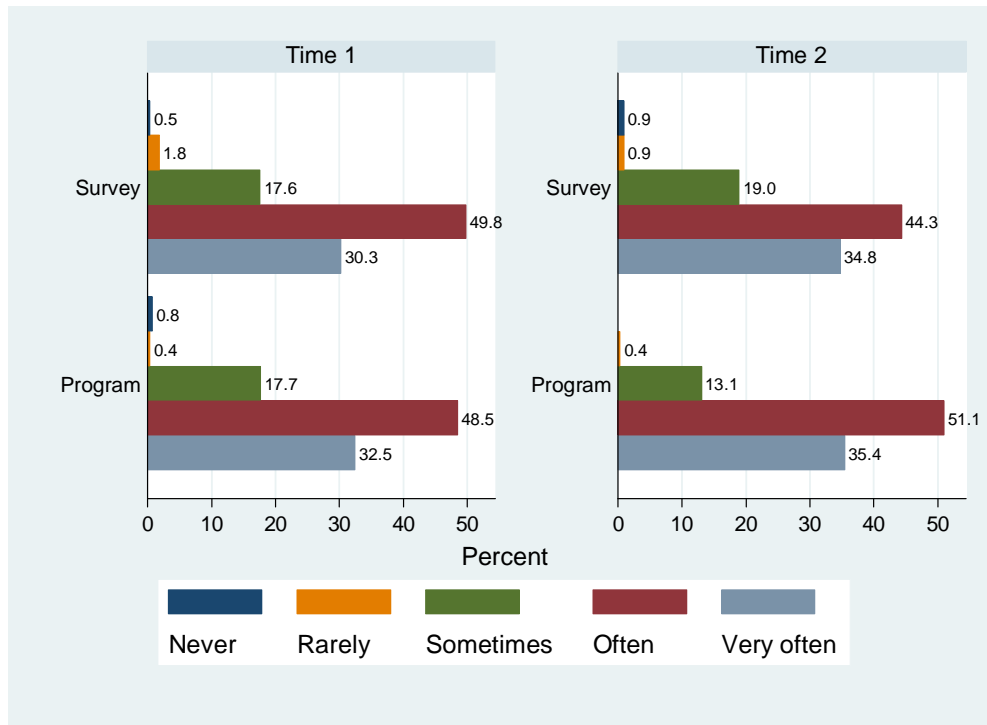
**Table D.3** Item B1b GEE results for effects of interest

<b>Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.029</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.08	0.63-1.87 (0.772)
<b>Time 2: Program vs. Survey</b>	<b>2.51</b>	<b>1.16-5.43 (0.019)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.42	0.90-2.25 (0.133)
<b>Time 2 vs. time 1 for Program</b>	<b>3.29</b>	<b>1.81-5.99 (0.000)</b>

Significant effects in bold



**Q1c. How often do you think inattention/lack of concentration contribute to road crashes?**



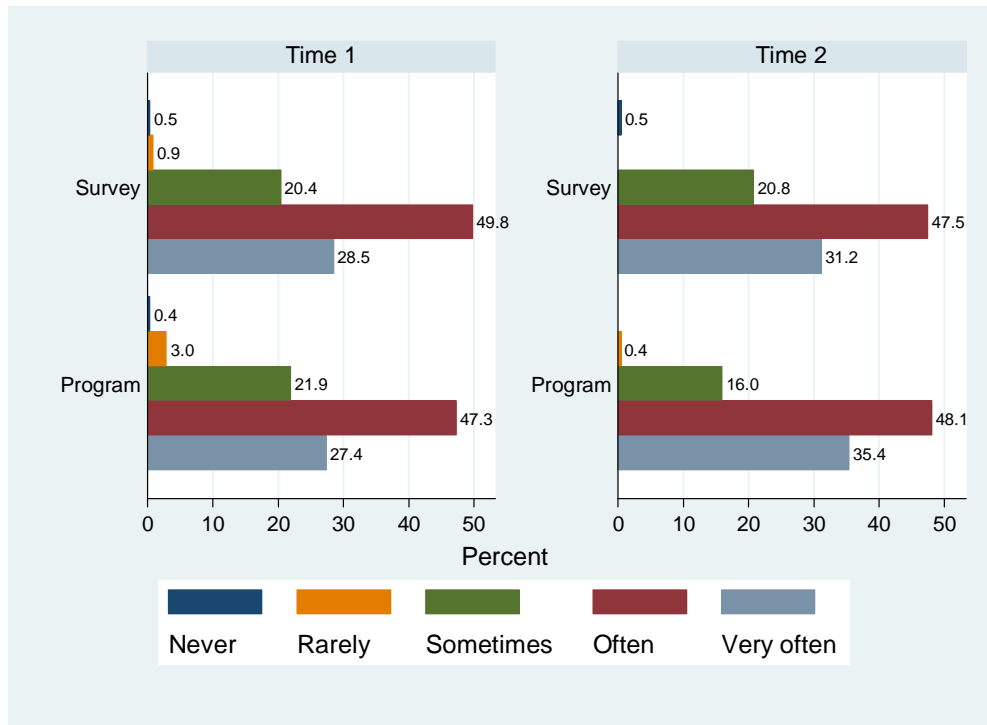
**Figure D.3 Responses across BI groups and time for how often inattention/lack of concentration contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time for how often inattention/lack of concentration contributes to road crashes (Table D.4). There was no significant interaction between BI group and time ( $p=0.125$ ), nor were there differences (main effects) between the BI groups or over time.

**Table D.4** Item B1c GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.125
Main effect of Group		
Program vs. Survey	1.31	0.90-1.91 (0.153)
Main effect of time		
Time 2 vs. time 1	1.18	0.88-1.58 (0.280)

**Q1d. How often do you think carelessness/negligent driving contribute to road crashes?**



**Figure D.4 Responses across BI groups and time for how often carelessness/negligent driving contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time. The BI group x Time interaction did not reach the standard level for statistical significance, but it was lower than 0.10, and therefore may indicate an effect of interest.

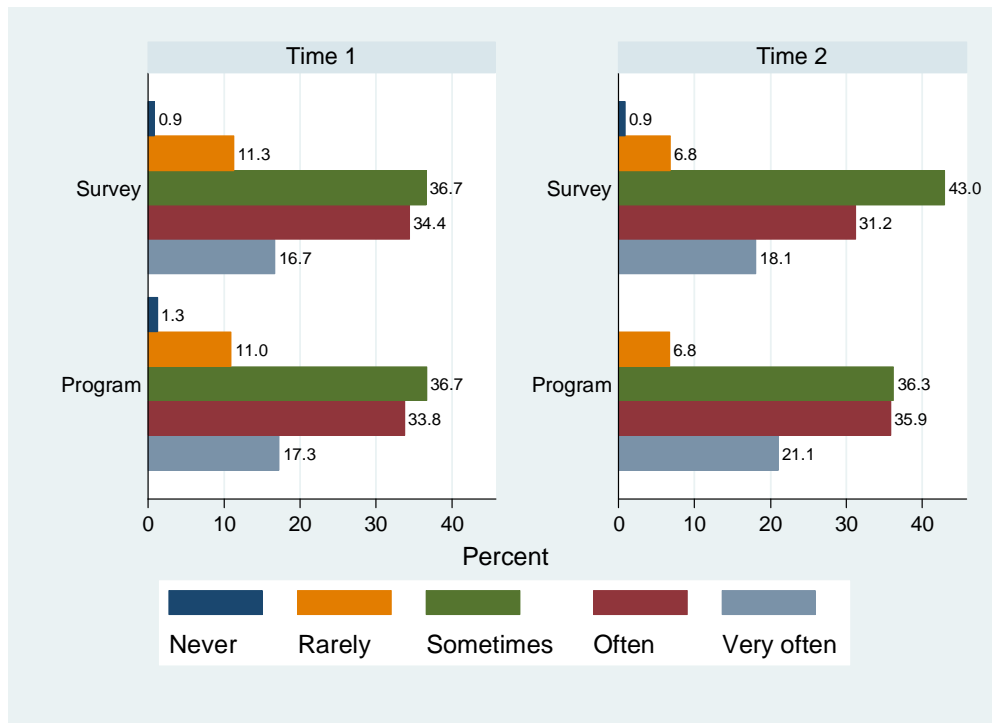
There was no difference in the odds of responding that carelessness/negligent driving ‘often’ or ‘very often’ contributes to road crashes (compared to never/rarely/sometimes) between the Program and Survey groups at time 1 or time 2 (Table D.5). The odds of the Survey group responding ‘often’ or ‘very often’ did not change from time 1 to time 2, however the odds of the Program group responding ‘often’ or ‘very often’ increased by 72% from time 1 to time 2 ( $p=0.005$ ).

**Table D.5** Item B1d GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
<i>Group X time interaction</i>	-	<i>0.061</i>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.82	0.53-1.26 (0.365)
Time 2: Program vs. Survey	1.37	0.86-2.20 (0.189)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.03	0.70-1.51 (0.891)
<b>Time 2 vs. time 1 for Program</b>	<b>1.72</b>	<b>1.18-2.52 (0.005)</b>

Significant effects in bold. Near significant effects in italics

**Q1e. How often do you think lack of driver training/insufficient training contributes to road crashes?**



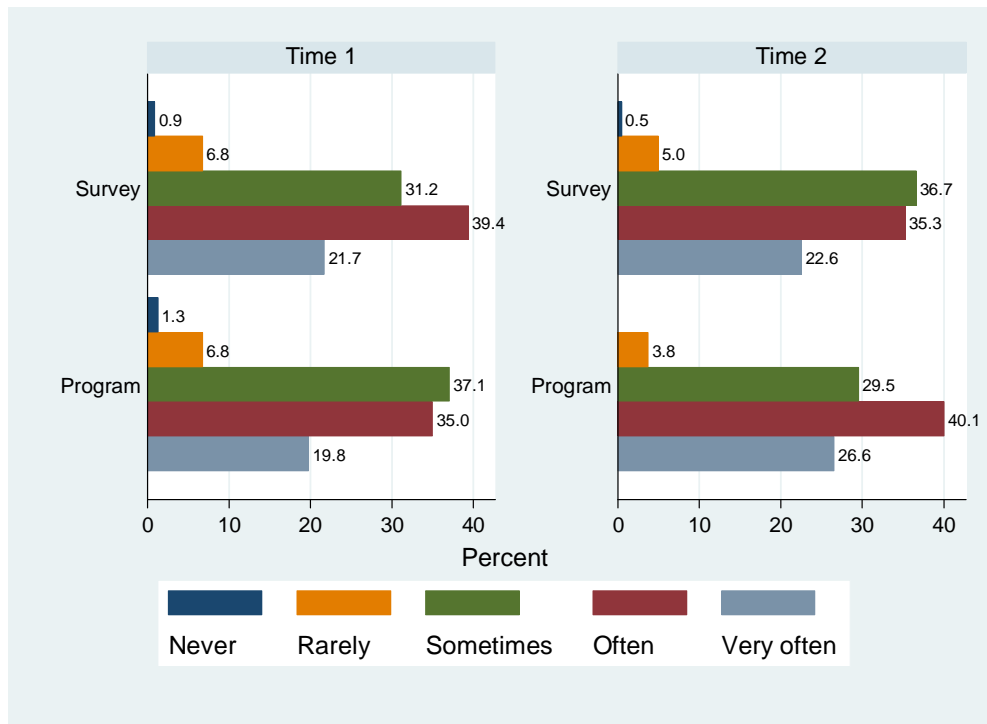
**Figure D.5** Responses across BI groups and time for how often lack of/insufficient driver training contributes to crashes

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.6). There was no significant interaction over time ( $p=0.159$ ), no difference between BI groups ( $p=0.317$ ) and no difference in the odds of responding 'often' or 'very often' over time ( $p=0.426$ ).

**Table D.6** Item B1e GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.159
Main effect of Group		
Program vs. Survey	1.16	0.86-1.57 (0.317)
Main effect of time		
Time 2 vs. time 1	1.09	0.88-1.35 (0.426)

**Q1f. How often do you think disregard of road rules contributes to road crashes?**



**Figure D.6** Responses across BI groups and time for how often disregard of road rules contribute to crashes

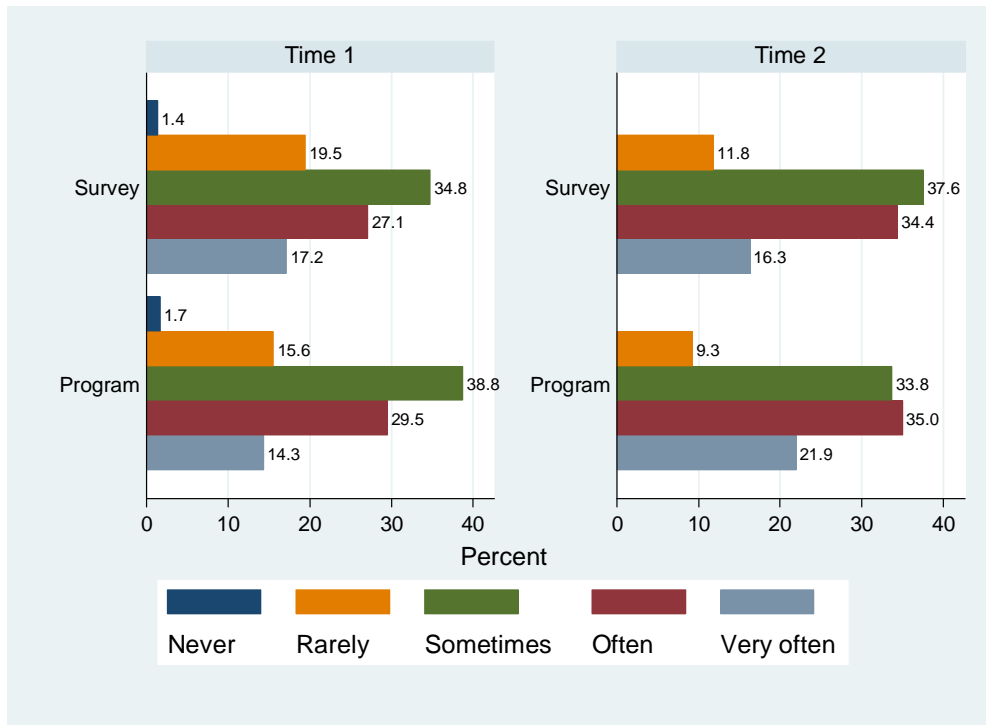
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time. There was a significant interaction between BI group and time (Table D.7). There was no significant difference between the Program and Survey groups in terms of the odds of responding 'often' or 'very often' at time 1, however, there was some evidence (p=0.054) of the Program group being more likely to respond 'often' or 'very often' at time 2 (OR=1.45, 95%CI 0.99-2.12). There was no change over time in the odds of responding 'often' or 'very often' in the Survey group, however, the odds of the Program group responding 'often' or 'very often' were 65% higher at time 2 compared with time 1.

**Table D.7** Item B1f GEE results for effects of interest

<b>Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.005</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.77	0.53-1.12 (0.177)
<b>Time 2: Program vs. Survey</b>	<b>1.45</b>	<b>0.99-2.12 (0.054)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.88	0.64-1.20 (0.413)
<b>Time 2 vs. time 1 for Program</b>	<b>1.65</b>	<b>1.21-2.24 (0.002)</b>

Significant effects in bold

**Q1g. How often do you think ignorance of road rules contributes to road crashes?**



**Figure D.7 Responses across BI groups and time for how often ignorance of road rules contribute to crashes**

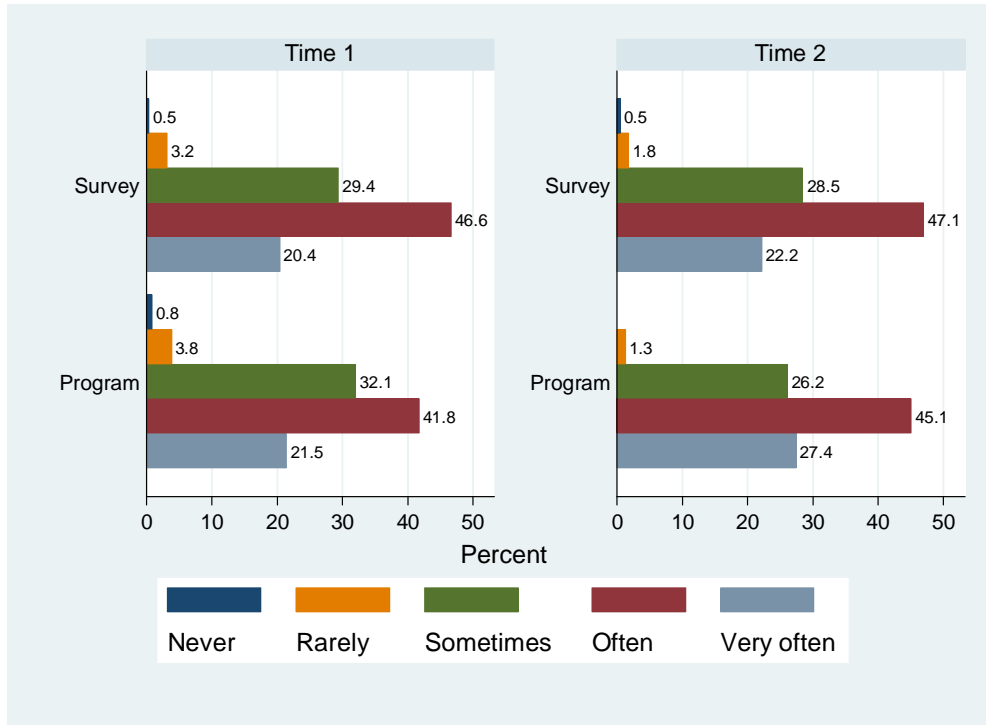
GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.8). There was no significant interaction between BI group and time. There was also no main effect of group; that is, no significant difference in the odds of responding ‘often’ or ‘very often’ in the Program or Survey groups. There was, however, a significant effect of time, with the odds of responding ‘often’ or ‘very often’ 48% higher at time 2 than at time 1 (53.9% vs. 44.1%).

**Table D.8** Item B1g GEE results for effects of interest

<b>Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.233
<b>Main effect of Group</b>		
Program vs. Survey	1.13	0.84-1.51 (0.431)
<b>Main effect of time</b>		
<b>Time 2 vs. time 1</b>	<b>1.48</b>	<b>1.19-1.86 (0.001)</b>

Significant effects in bold

**Q1h. How often do you think distraction contributes to road crashes?**



**Figure D.8 Responses across BI groups and time for how often distraction contribute to crashes**

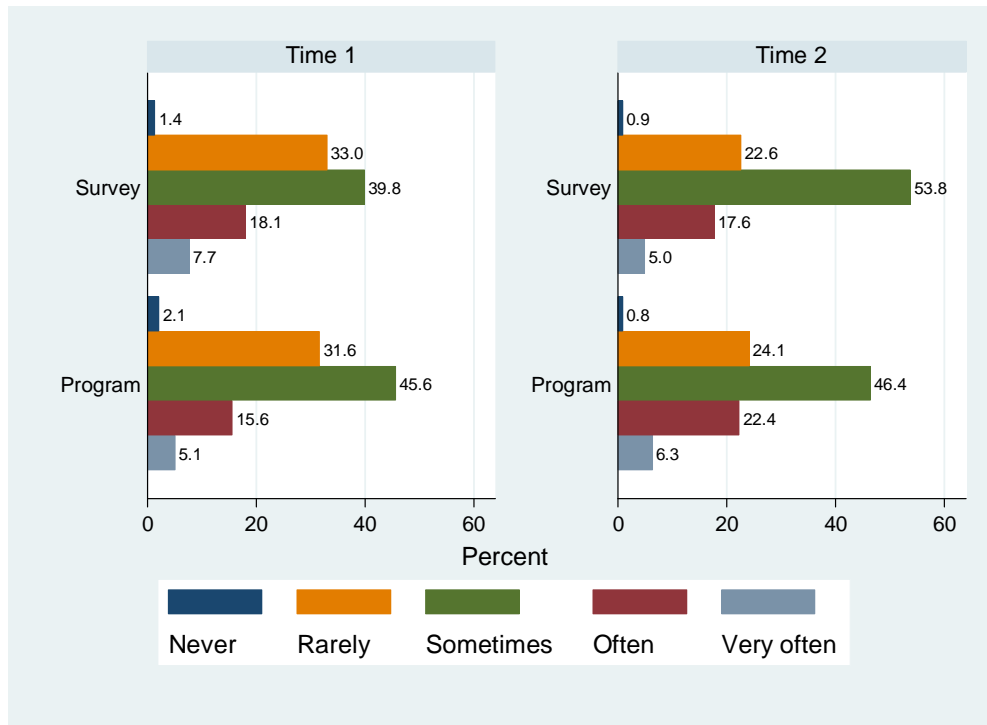
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.9). There was no significant interaction between BI group and time. There was also no main effect of group; that is, no significant difference in the odds of responding ‘often’ or ‘very often’ in the Program or Survey groups. There was, however, a significant effect of time, with the odds of responding ‘often’ or ‘very often’ 31% higher at time 2 than time 1 (71.0% vs. 65.1%).

**Table D.9 Item B1h GEE results for effects of interest**

<b>Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.164
<b>Main effect of Group</b>		
Program vs. Survey	0.99	0.72-1.36 (0.944)
<b>Main effect of time</b>		
<b>Time 2 vs. time 1</b>	<b>1.31</b>	<b>1.04-1.65 (0.020)</b>

Significant effects in bold

**Q1i. How often do you think poor road design/signs contribute to road crashes?**



**Figure D.9 Responses across BI groups and time for how often poor road design/signs contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.10). There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of the odds of responding ‘often’ or ‘very often’ at either time. There was no change over time in the odds of responding ‘often’ or ‘very often’ in the Survey group, however, the odds of the Program group responding ‘often’ or ‘very often’ were 54% higher at time 2 compared with time 1.

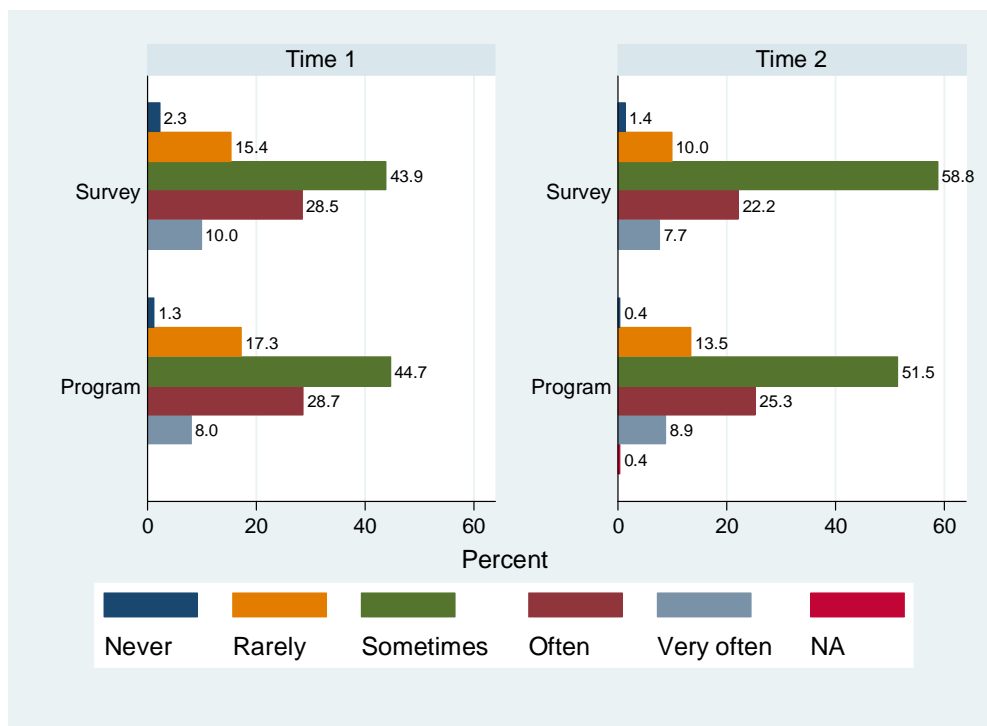


**Table D.10** Item B1i GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.013</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.75	0.49-1.16 (0.195)
Time 2: Program vs. Survey	1.38	0.90-2.10 (0.139)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.84	0.60-1.19 (0.323)
<b>Time 2 vs. time 1 for Program</b>	<b>1.54</b>	<b>1.11-2.15 (0.010)</b>

Significant effects in bold

**Q1j. How often do you think road conditions/traffic congestion contribute to road crashes?**



**Figure D.10** Responses across BI groups and time for how often road conditions/traffic congestion contribute to crashes

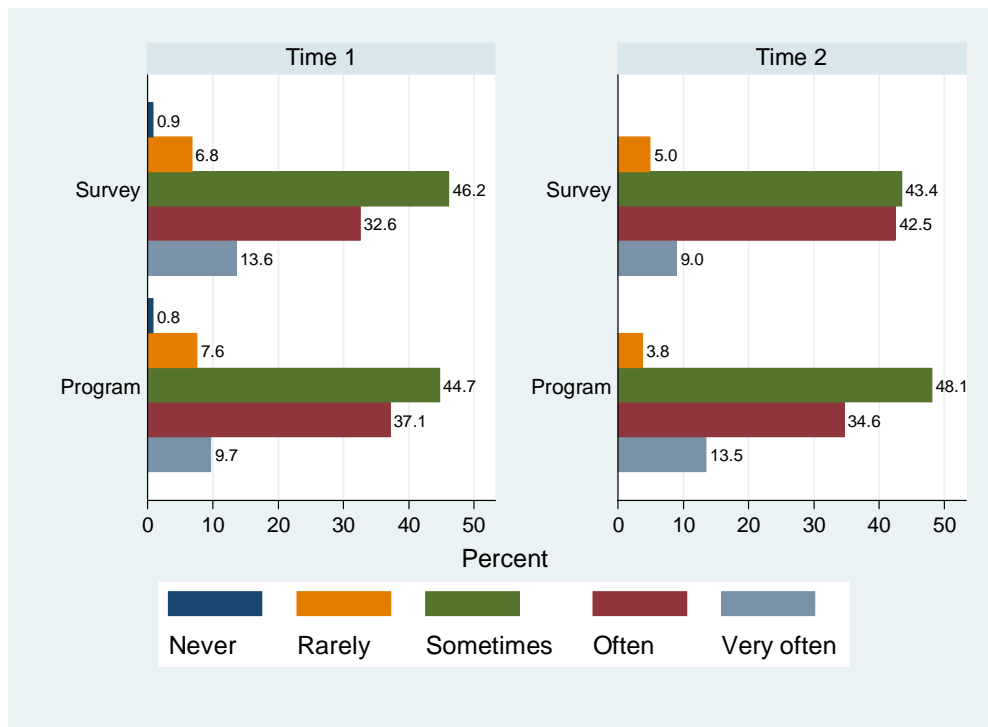
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.11). There was no significant interaction between BI group and time. There was also no main effect of group; that is, no significant difference in the odds of responding 'often' or 'very often' in the Program or Survey groups. There was, however, a significant effect of time, with the odds of responding 'often' or 'very often' 21% lower at time 2 than time 1 (32.2% vs. 37.6%).

**Table D.11** Item B1j GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.229
Main effect of Group		
Program vs. Survey	1.06	0.77-1.45 (0.725)
Main effect of time		
<b>Time 2 vs. time 1</b>	<b>0.79</b>	<b>0.63-0.99 (0.038)</b>

Significant effects in bold

**Q1k. How often do you think weather conditions contribute to road crashes?**



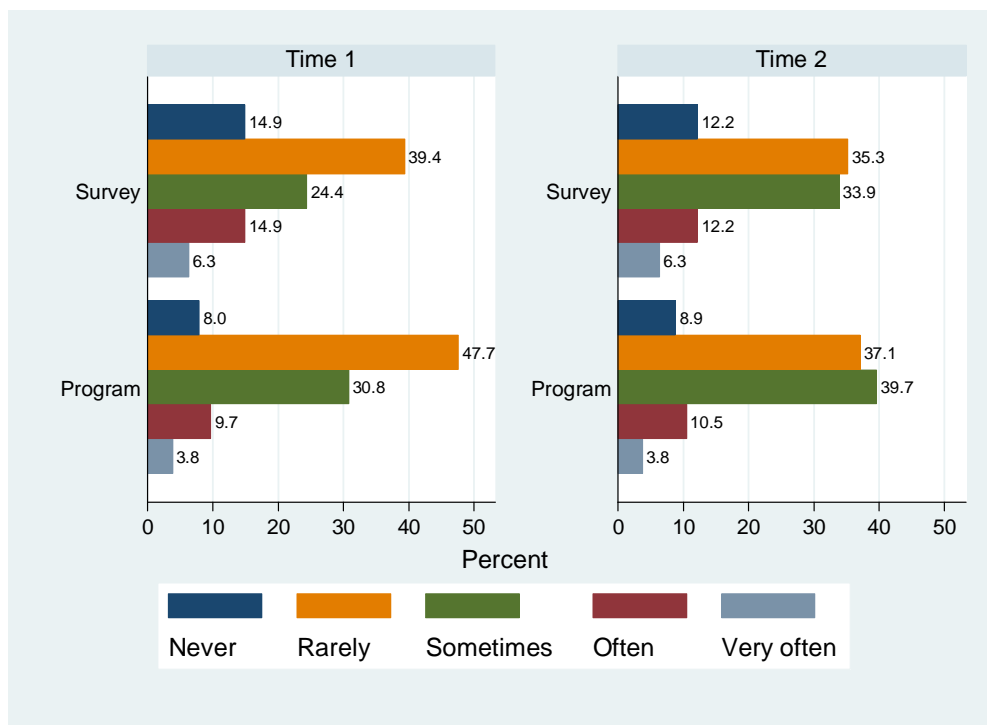
**Figure D.11** Responses across BI groups and time for how often weather conditions contribute to crashes

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.12). There was no significant interaction between BI group and time. There was also no main effect of group; that is, no significant difference in the odds of responding 'often' or 'very often' in the program or Survey groups. There was also no significant effect of time, in terms of the odds of responding 'often' or 'very often'.

**Table D.12** Item B1k GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.474
Main effect of Group		
Program vs. Survey	0.95	0.71-1.26 (0.702)
Main effect of time		
Time 2 vs. time 1	1.14	0.91-1.43 (0.259)

**Q11. How often do you think too few police on road/lack of police enforcement contribute to road crashes?**



**Figure D.12** Responses across BI groups and time for how often too few police/lack of enforcement contribute to crashes

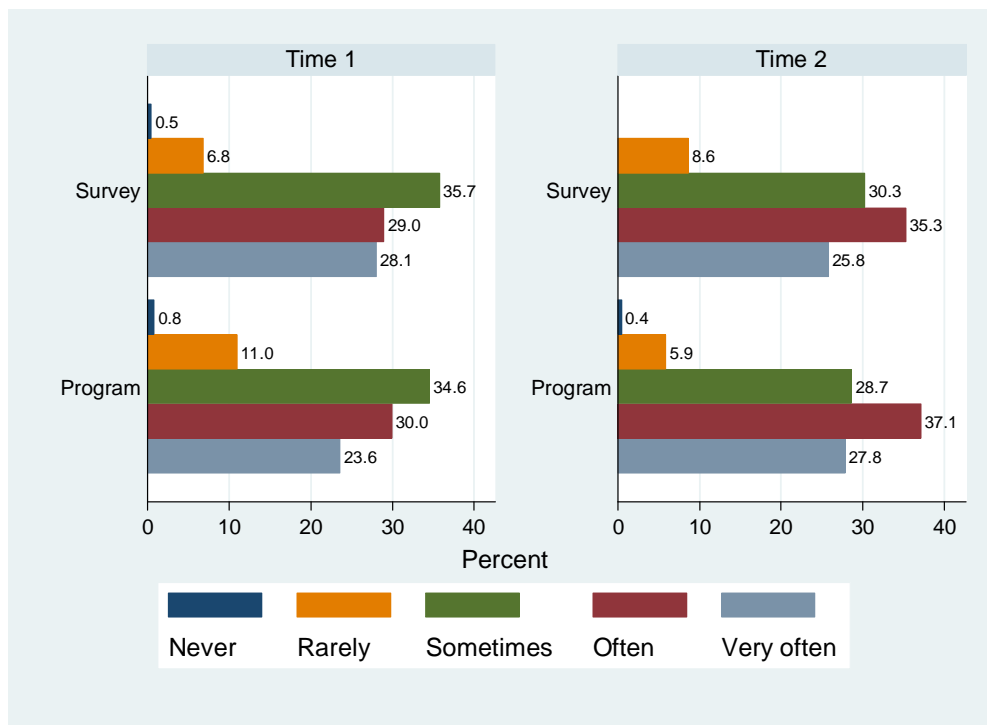
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.13). There was no significant interaction between BI group and time. There was a main effect of group; that is, the odds of responding 'often' or 'very often' in the Program group were 35% lower than the odds in the Survey group. There was also no significant effect of time in terms of the odds of responding 'often' or 'very often'.

**Table D.13** Item B1I GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.398
Main effect of Group		
<b>Program vs. Survey</b>	<b>0.65</b>	<b>0.43-0.98 (0.038)</b>
Main effect of time		
Time 2 vs. time 1	0.94	0.71-1.24 (0.657)

Significant effects in bold

**Q1m. How often do you think hoons showing off/risk taking contribute to road crashes?**



**Figure D.13** Responses across BI groups and time for how often hoons showing off/risk taking contribute to road crashes

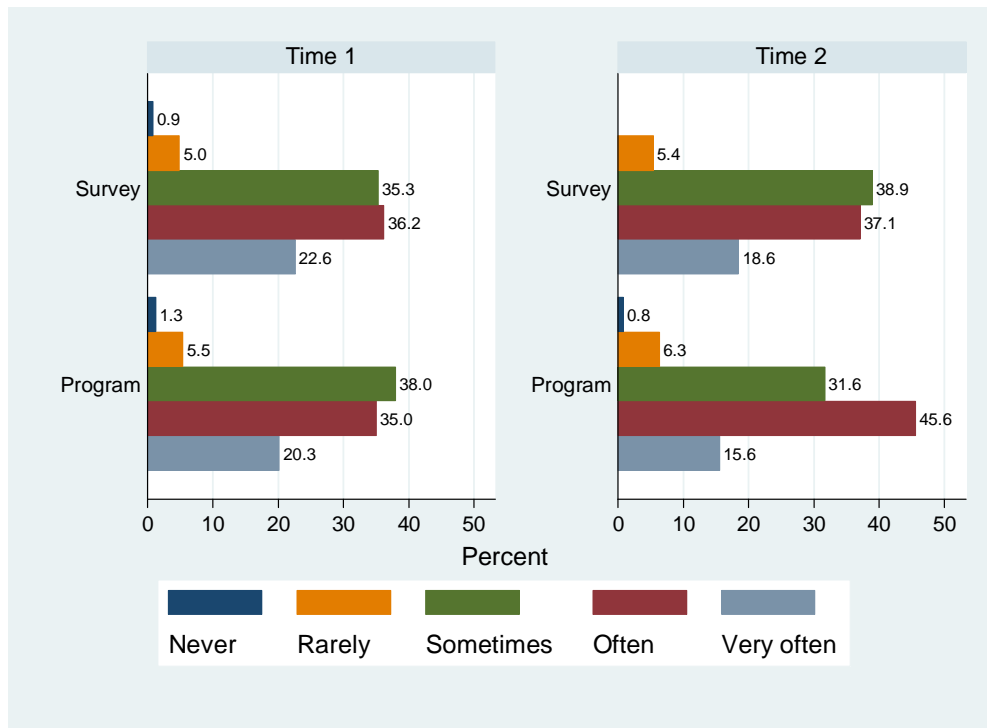
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.14). There was no significant interaction between BI group and time. There was also no main effect of group, that is, no significant difference in the odds of responding 'often' or 'very often' in the Program or Survey groups. There was, however, a significant effect of time, with the odds of responding 'often' or 'very often' 39% higher at time 2 than time 1.

**Table D.14** Item B1m GEE results for effects of interest

<b>Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.139
Main effect of Group		
Program vs. Survey	1.01	0.74-1.38 (0.968)
Main effect of time		
<b>Time 2 vs. time 1</b>	<b>1.39</b>	<b>1.13-1.70 (0.002)</b>

Significant effects in bold

**Q1n. How often do you think factors associated, in general, with being young (e.g. Inexperience, risk taking) contribute to road crashes?**



**Figure D.14 Responses across BI groups and time for how often factors associated with being young contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the BI groups over time (Table D.15). Although the interaction between BI group and Time did not reach the standard level for statistical significance, it still indicated that there might be differences of interest ( $p < 0.1$ ). There was no difference between Program and Survey groups at either time point in terms of the odds of choosing 'often' or 'very often'. There was no difference between time points in the odds of choosing often/very often for the Survey group. However, for the Program group, there was some evidence that the odds of choosing 'often' or 'very often' was increased by 28% after they had completed the speed behaviour program.

**Table D.15** Item B1n GEE results for effects of interest

Outcome=Often/Very Often, Compared to Never/Rarely/Sometimes	Odds ratio	95%CI (p-value)
<i>Group X time interaction</i>	-	<i>0.069</i>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.87	0.60-1.25 (0.443)
Time 2: Program vs. Survey	1.26	0.87-1.82 (0.231)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.88	0.66-1.17 (0.378)
<i>Time 2 vs. time 1 for Program</i>	<i>1.28</i>	<i>0.96-1.69 (0.088)</i>

Near significant results in italics

### Part B Q2 – How dangerous is it to travel above speed limit

Questions 2a to 2i of Part B of the questionnaire asked participants how dangerous it was to travel at various speeds above the speed limit in 50 km/h, 60 km/h and 100 km/h zones. For analysis, responses were categorised as Dangerous (Very Dangerous/Dangerous/ A Bit Dangerous) or Safe (Safe/Very Safe). Three full factorial GEEs (binomial error distribution, logit link and unstructured correlation matrix) were conducted to determine if the odds of believing that it was safe to travel 5 km/h, 10 km/h or 20 km/h above the speed limit were changed as a result of the program, and if this effectiveness differed according to speed limit. Results of particular interest were:

- 3-way Group by Time by Speed zone interaction: Was the program effective in changing opinions over time and did this differ by speed zone?
- 2-way Group by Time interaction: Was the program effective in changing opinions over time?

Results are presented separately for 5 km/h, 10 km/h or 20 km/h above the speed limit below.

#### Travelling 5 km/h over the speed limit

Figures D.15 to D.17 show the proportion of responses in each category for travelling 55 km/h in a 50 km/h zone, 65 km/h in a 60 km/h zone, and 105 km/h in a 100 km/h zone, respectively.

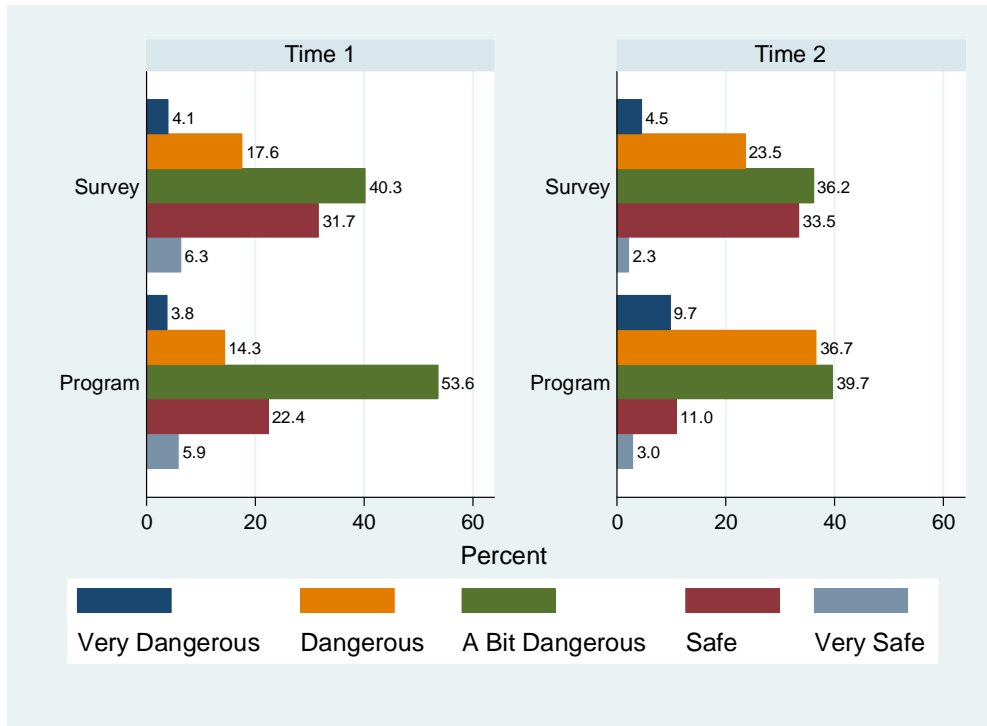


Figure D.15 Responses across BI groups and time for how dangerous it is to travel 55 in a 50 km/h zone

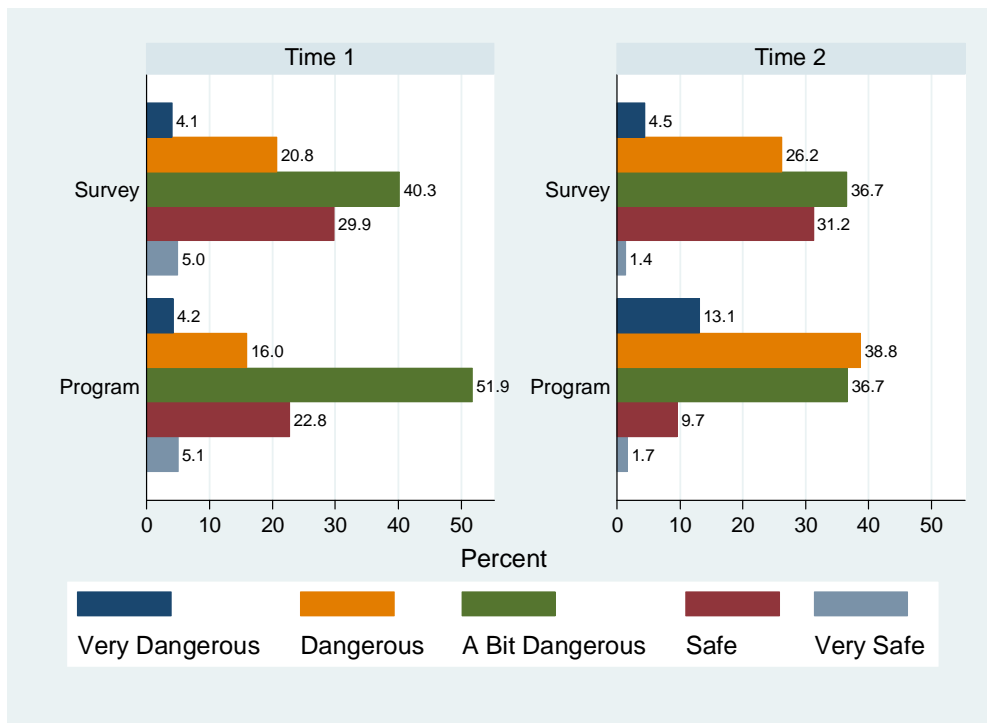
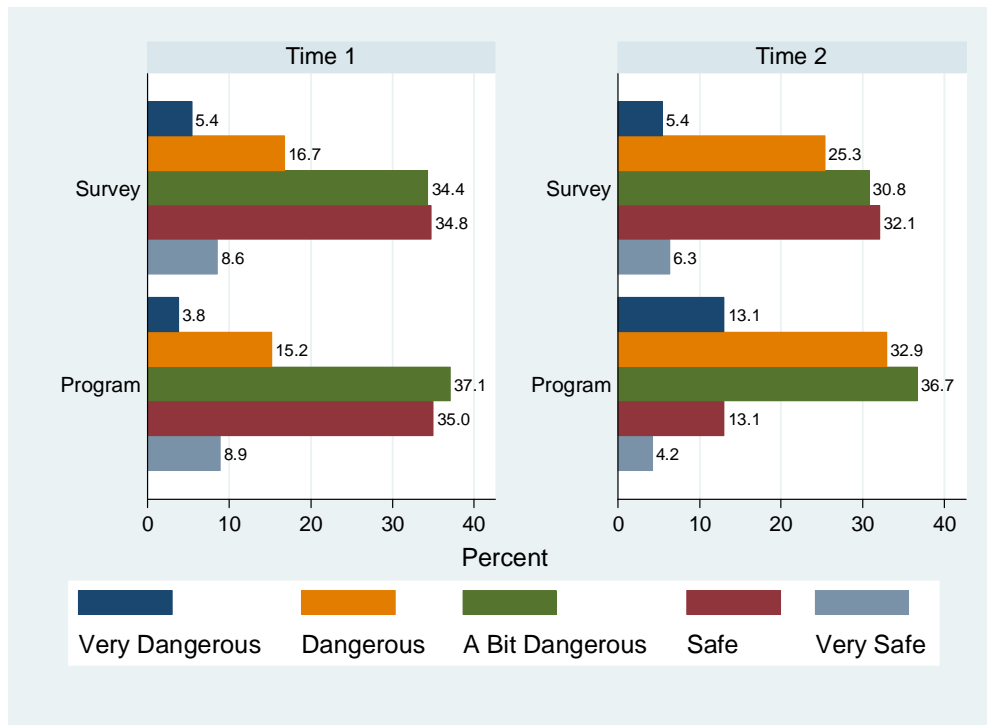


Figure D.16 Responses across BI groups and time for how dangerous it is to travel 65 in a 60 km/h zone





**Figure D.17 Responses across BI groups and time for how dangerous it is to travel 105 in a 100 km/h zone**

The program was effective in changing respondents' opinions over time in terms of how dangerous it is to travel 5 km/h over the speed limit; however this did not differ according to speed zone (Table D.16). At time 1, the BI groups did not differ in terms of how likely they were to report that it was dangerous to travel 5 km/h over the speed limit. At time 2, however, the odds of the Program group reporting that this behaviour was dangerous were more than three times the odds of the Survey group doing so. The opinions of the Survey group did not differ over time. In contrast, after they completed the program, the odds of the Program group believing it was dangerous to drive 5 km/h over the speed limit were more than three times the odds of them believing so prior to going through the program.

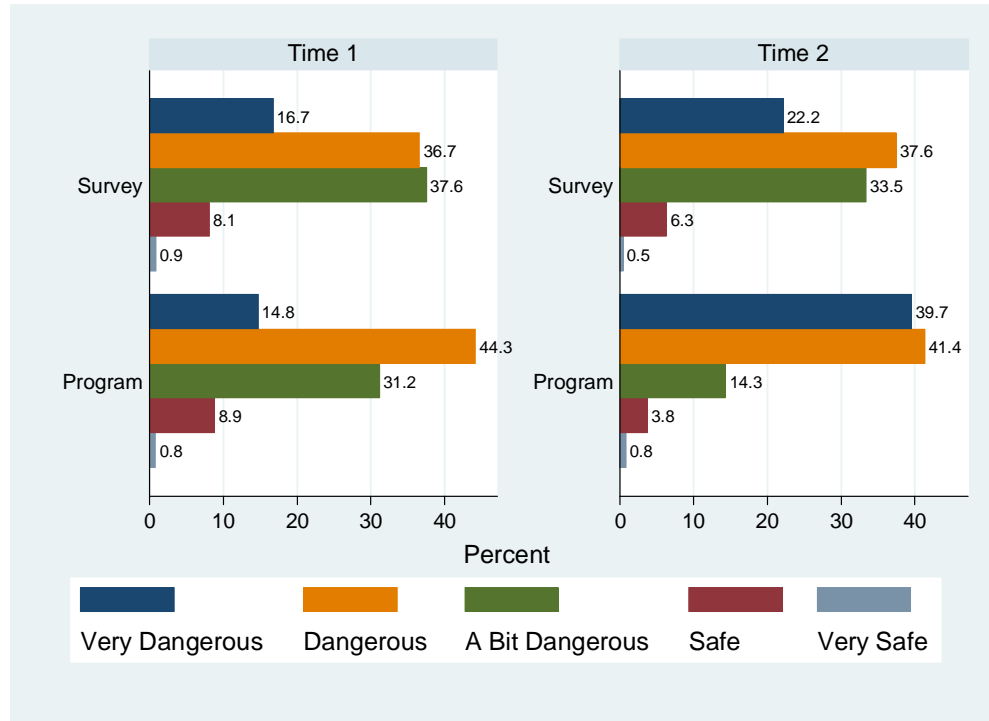
There was also a main effect of speed zone. Respondents, regardless of BI group or survey time, were much more likely to believe that travelling 5 km/h over the speed limit was dangerous in 50 km/h zones (OR=1.38, 95%CI 1.20-1.58, p=0.000) and 60 km/h zones (OR=1.57, 95%CI 1.38-1.78, p=0.000), compared to 100 km/h zones.

**Table D.16** Travelling 5 km/h above limit GEE results for effects of interest

	Odds Ratio	95%CI	p-value
3 way interaction	-	-	0.341
<b>Group X Time 2 way interaction</b>	-	-	<b>0.000</b>
Program vs. Control at time 1	1.21	0.86-1.68	0.829
<b>Program vs. Control at time 2</b>	<b>3.16</b>	<b>2.12-4.71</b>	<b>0.000</b>
Control: time 2 vs. time 1	1.16	0.96-1.41	0.860
<b>Program time2 vs. time 1</b>	<b>3.05</b>	<b>2.25-4.12</b>	<b>0.000</b>

**Travelling 10 km/h over the speed limit**

Figures D.18 to D.20 show the proportion of responses in each category for travelling 60 km/h in a 50 km/h zone, 70 km/h in a 60 km/h zone, and 110 km/h in a 100 km/h zone, respectively.



**Figure D.18** Responses across BI groups and time for how dangerous it is to travel 60 in a 50 km/h zone

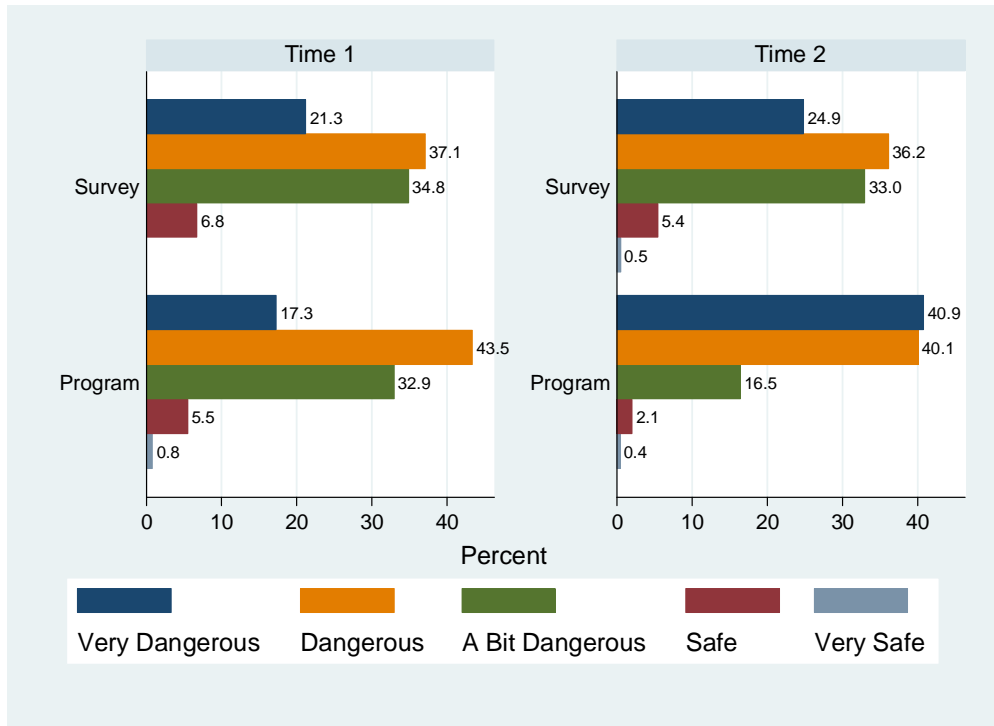


Figure D.19 Responses across BI groups and time for how dangerous it is to travel 70 in a 60 km/h zone

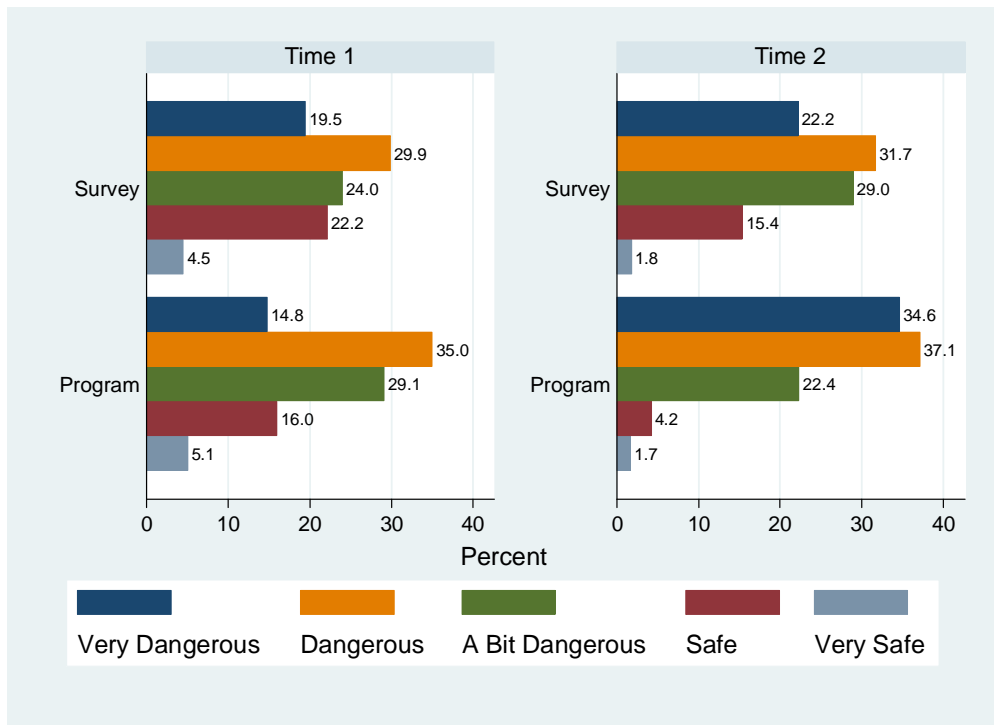


Figure D.20 Responses across BI groups and time for how dangerous it is to travel 110 in a 100 km/h zone

The program was effective in changing respondents' opinions over time in terms of how dangerous it is to travel 10 km/h over the speed limit; however this did not differ according to speed zone. At time 1, the groups did not differ in terms of how likely they were to report that it was dangerous to travel 10 km/h over the speed limit. At time 2, however, the odds of the Program group reporting that this behaviour was dangerous were almost two and a half times the odds of the Survey group doing so (Table D.17). The opinions of the Survey group differed over time; the odds of them reporting that travelling 10 km/h over the speed limit was dangerous increased by 79% at time 2 compared to time 1. The opinions of the Program group also changed; after they went through the program, the odds of the Program group believing it was dangerous to drive 10 km/h over the speed limit were 3.2 times the odds of them believing so prior to going through the program.

There was also a main effect of speed zone. Respondents, regardless of BI group or survey time, were much more likely to believe that travelling 10 km/h over the speed limit was dangerous in 50 km/h zones (OR=2.77, 95%CI 2.11-3.63, p=0.000) and 60 km/h zones (OR=4.00, 95%CI 2.90-5.51, p=0.000) compared to 100 km/h zones.

**Table D.17** Travelling 10 km/h above limit GEE results for effects of interest

	Odds Ratio	95%CI	p-value
3 way interaction	-	-	0.593
Group X Time 2 way interaction	-	-	0.032
Program vs. Control at time 1	1.37	0.90-2.09	0.148
<b>Program vs. Control at time 2</b>	<b>2.45</b>	<b>1.33-4.50</b>	<b>0.004</b>
<b>Control: time 2 vs. time 1</b>	<b>1.79</b>	<b>1.34-2.40</b>	<b>0.000</b>
<b>Program time2 vs. time 1</b>	<b>3.21</b>	<b>1.97-5.22</b>	<b>0.000</b>

### Travelling 20 km/h over the speed limit

Figures D.21 to D.23 show the proportion of responses in each category for travelling 70km/h in a 50km/h zone, 80km/h in a 60km/h zone, and 120km/h in a 100km/h zone, respectively.

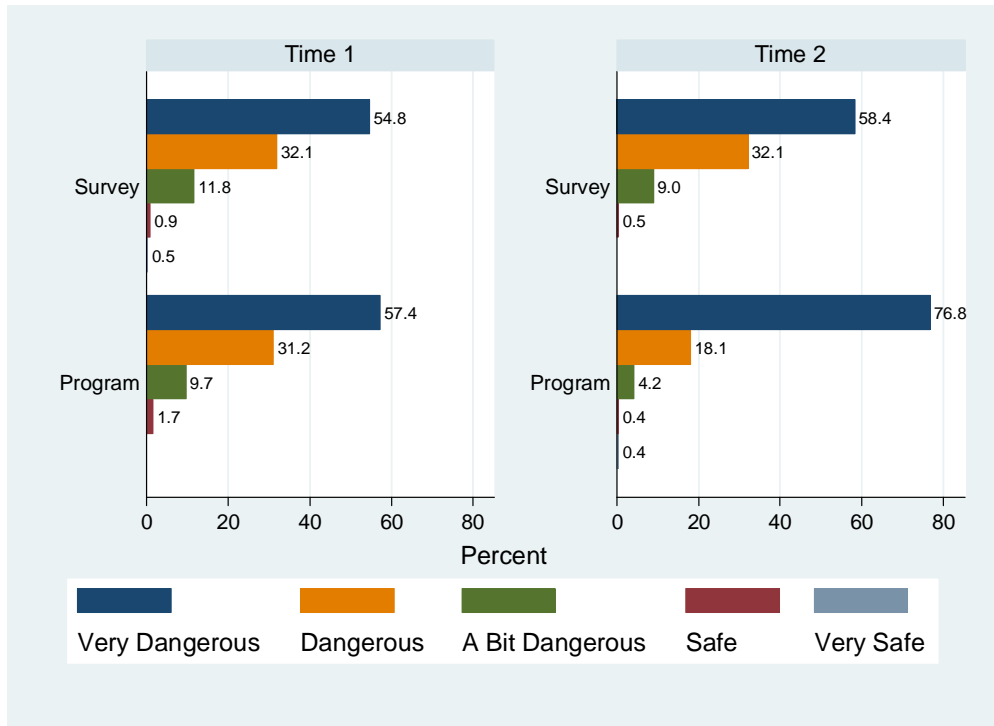


Figure D.21 Responses across BI groups and time for how dangerous it is to travel 70 in a 50 km/h zone

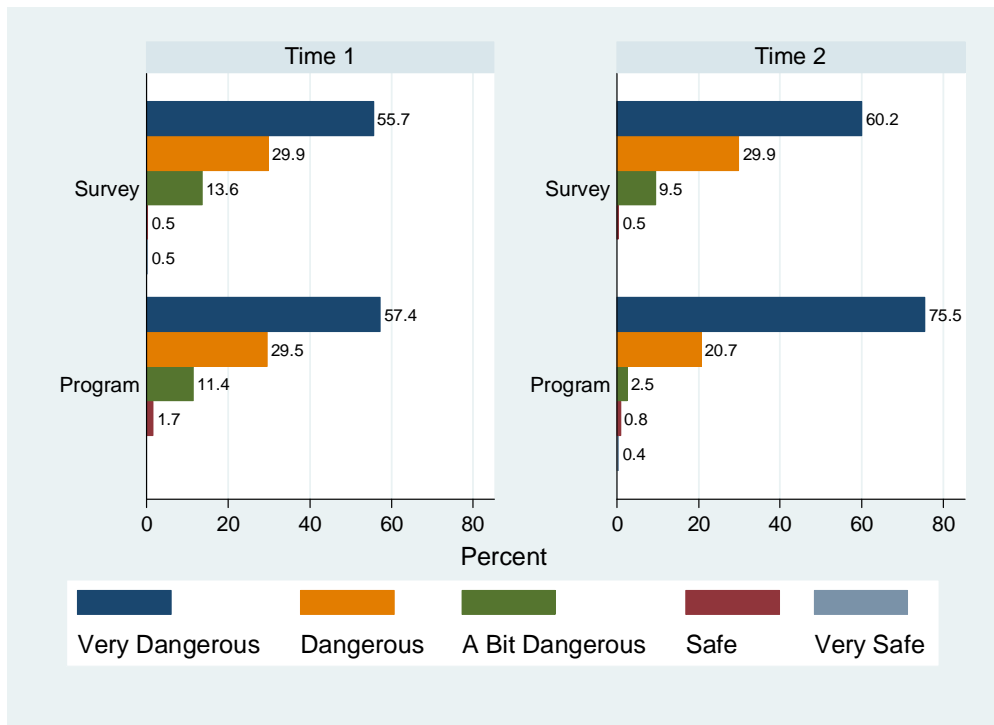
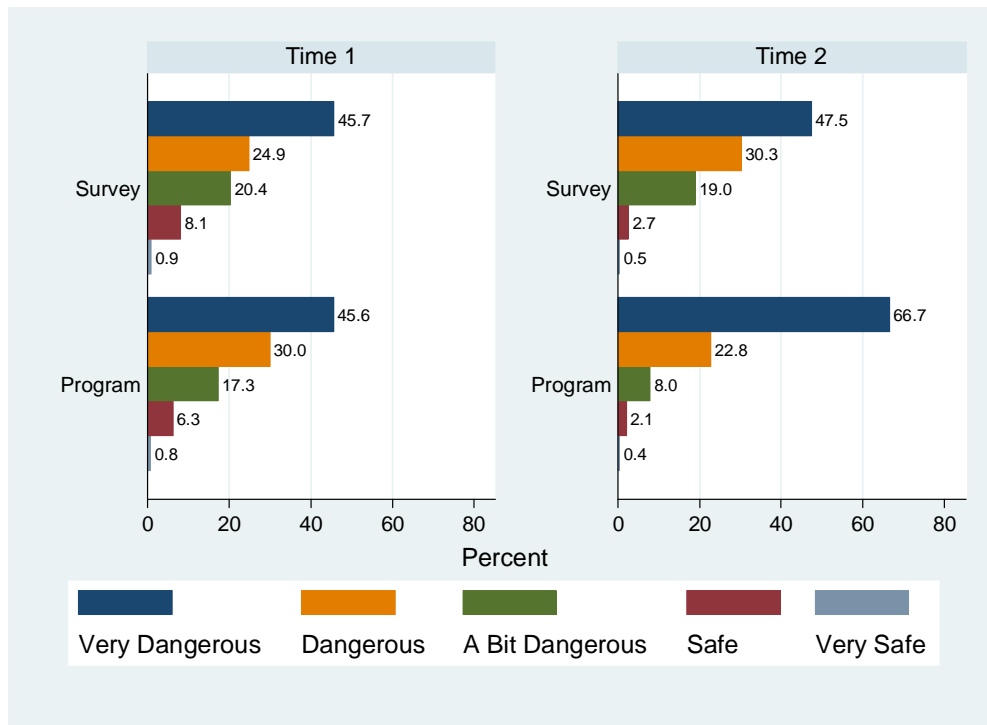


Figure D.22 Responses across BI groups and time for how dangerous it is to travel 80 in a 60 km/h zone



**Figure D.23 Responses across BI groups and time for how dangerous it is to travel 120 in a 100 km/h zone**

There was no significant 3-way group by time by speed zone interaction, nor was the group by time interaction significant (Table D.18). This indicates that the program did not work to change participants' attitudes about whether or not travelling 20 km/h over the speed limit was dangerous. This is probably due to the fact that the proportion of respondents who thought this activity was dangerous was already very high, thus there was probably little opportunity for the program to further improve drivers' knowledge. The main effect of time ( $p=0.023$ ) indicates that both groups changed their opinions over time, and along with the non-significant 2-way group by time interaction, this indicates that the changes were not due to the program. Again, there was also a main effect of speed zone. Respondents, regardless of BI group or survey time, were much more likely to believe that travelling 20 km/h over the speed limit was dangerous in 50 km/h zones and 60 km/h zones compared to 100 km/h zones.

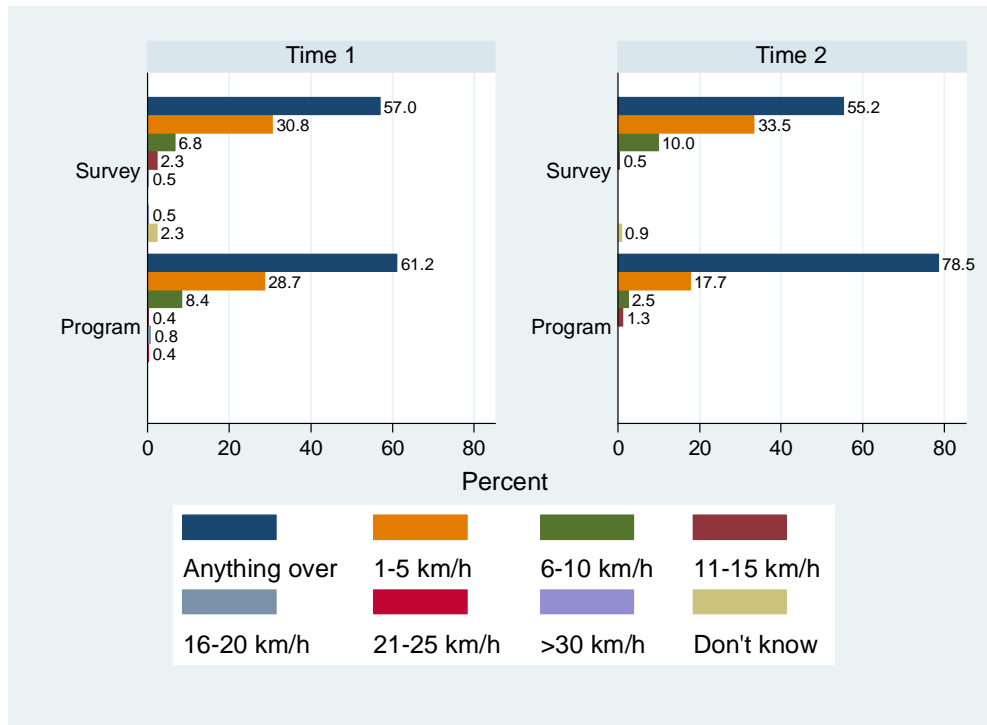
**Table D.18** Travelling 20 km/h above limit GEE results for effects of interest

	Odds Ratio	95%CI	p-value
3 way interaction	-	-	0.925
Group X Time 2 way interaction	-	-	0.704
Main effect of Group	-	-	0.527
<b>Main effect of Time</b>	<b>2.87</b>	<b>1.68-4.93</b>	<b>0.023</b>
<b>Main effect of Speed Zone – compared to 100 km/h zones</b>	-	-	<b>0.000</b>
50 km/h	5.36	2.68-10.71	
60 km/h	5.06	2.66-9.63	

**Part B Q3 – Q5 – At how many kilometres over limit are drivers speeding?**

Questions 3 to 5 of Part B of the questionnaire asked respondents to indicate, for 50, 60 and 100 km/h zones, how many km/h over the limit a driver has to be before they are speeding. Nine response options were provided ranging from 1 to 5 km/h over the limit to more than 30 km/h over the limit, with a 'don't know' option also provided. A Generalised Estimating Equation (GEE) was used to examine how responses changed in each BI group over time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix.

**In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding?**



**Figure D.24 Responses across BI groups and time for how many km/h over limit before speeding in 50 km/h zone**

The data were recoded into binary form where a correct answer equals anything over 50 km/h, and an incorrect answer equals any other response. A GEE analysis was conducted to determine if the odds of answering correctly were different for the BI groups over time (Table D.19). There was a significant group by time interaction. At time 1, there was no difference between the Program and Survey groups in terms of the proportion who thought that anything over 50 km/h was speeding in a 50 km/h zone. At time 2, the odds of the Program group knowing this was almost three times the odds of the Survey group. Over time, there was no change in the proportion correct for the Survey group, however, the odds of the Program group being correct after completing the speed behaviour program, was 2.3 times greater than the odds of them being correct prior to the program.

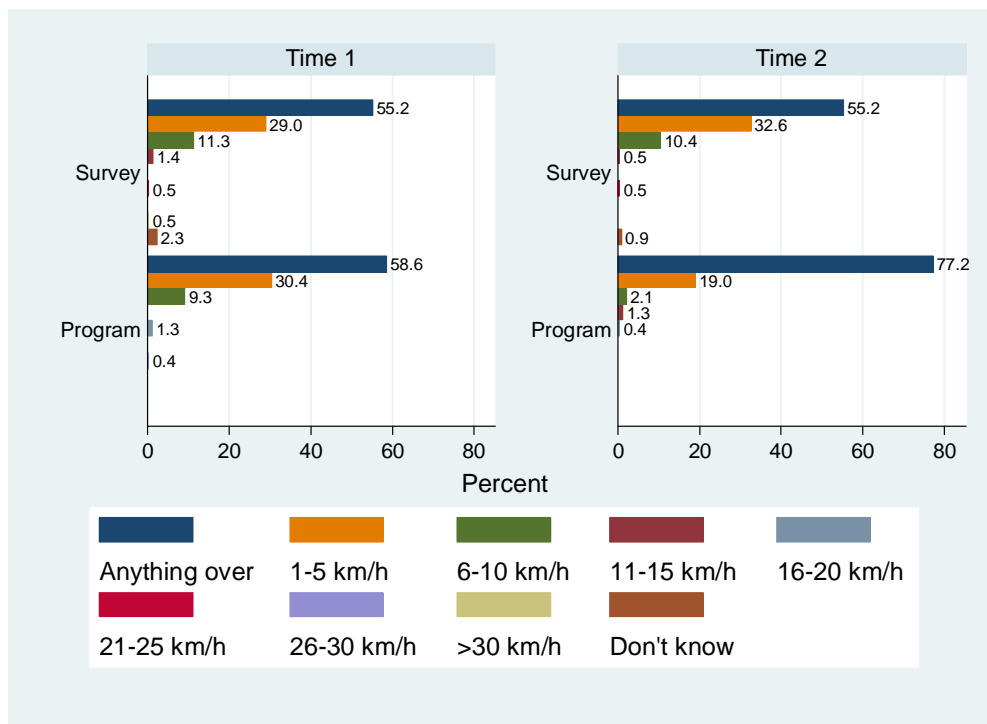


**Table D.19** Item B3 GEE results for effects of interest

Outcome= Correct (Anything over 50 km/h), Compared to Incorrect (Any other response)	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.19	0.82-1.73 (0.365)
<b>Time 2: Program vs. Survey</b>	<b>2.96</b>	<b>1.97-4.45 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.93	0.71-1.22 (0.592)
<b>Time 2 vs. time 1 for Program</b>	<b>2.31</b>	<b>1.73-3.10 (0.000)</b>

Significant effects in bold

**In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding?**



**Figure D.25** Responses across BI groups and time for how many km/h over limit before speeding in 60 km/h zone

The data were recoded into binary form where Correct = Anything over 60 km/h, and Incorrect = any other response. A GEE analysis was conducted to determine if the odds of answering correctly were different for the Groups over time.

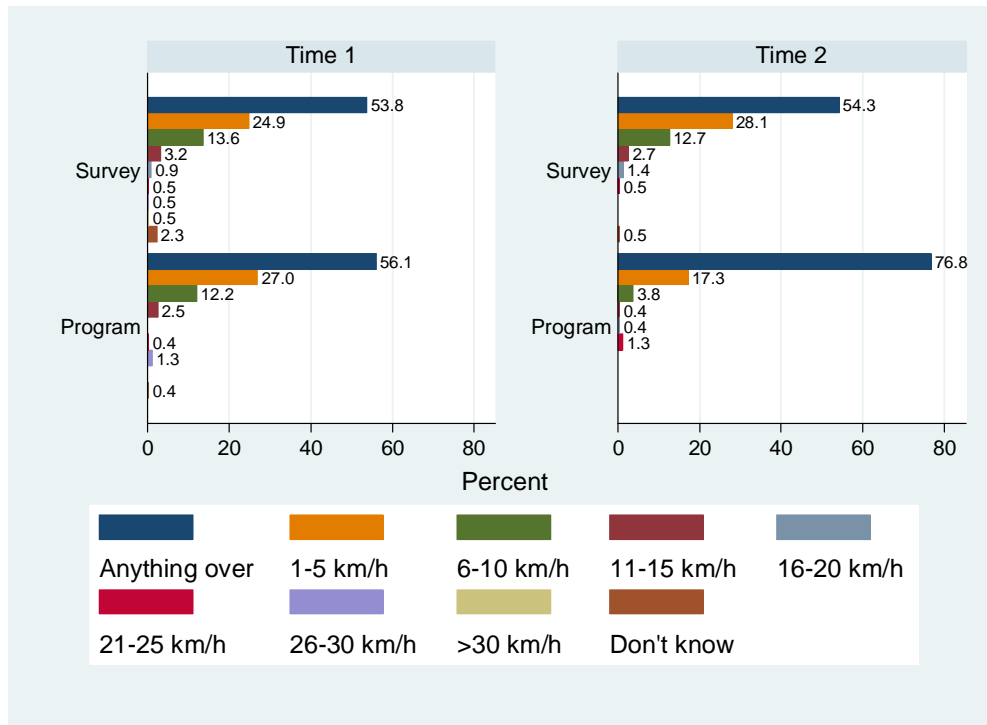
There was a significant BI group by time interaction. At time 1, there was no difference between the Program and Survey groups in terms of the proportion who thought that anything over 60 km/h was speeding in a 60 km/h zone (Table D.20). At time 2, the odds of the Program group knowing this was 2.75 times the odds for the Survey group. Over time, there was no change in the proportion correct for the Survey group, however, the odds of the Program group being correct after completing the speed behaviour program, was 2.4 times greater than the odds of them being correct prior to the program.

**Table D.20** Item B4 GEE results for effects of interest

Outcome= Correct (Anything over 60 km/h), Compared to Incorrect (Any other response)	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.15	0.79-1.67 (0.457)
<b>Time 2: Program vs. Survey</b>	<b>2.75</b>	<b>1.84-4.11 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.00	0.76-1.32 (1.000)
<b>Time 2 vs. time 1 for Program</b>	<b>2.39</b>	<b>1.78-3.21 (0.000)</b>

Significant effects in bold

**In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding?**



**Figure D.26 Responses across BI groups and time for how many km/h over limit before speeding in 100 km/h zone**

The data were recoded into binary form where Correct = Anything over 100 km/h, and Incorrect = any other response. A GEE analysis was conducted to determine if the odds of answering correctly were different for the Groups over time.

There was a significant group by time interaction. At time 1, there was no difference between the Program and Survey groups in terms of the proportion who thought that anything over 100 km/h was speeding in a 100 km/h zone (Table D.21). At time 2, the odds of the Program group knowing this was 2.79 times the odds for the Survey group. Over time, there was no change in the proportion correct for the Survey group, however, the odds of the Program group being correct after the completing the speed behaviour program, was 2.59 times the odds of them being correct prior to the program.

**Table D.21** Item B5 GEE results for effects of interest

Outcome= Correct (Anything over 100 km/h), Compared to Incorrect (Any other response)	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.10	0.76-1.58 (0.625)
<b>Time 2: Program vs. Survey</b>	<b>2.79</b>	<b>1.86-4.16 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.02	0.77-1.35 (0.899)
<b>Time 2 vs. time 1 for Program</b>	<b>2.59</b>	<b>1.92-3.49 (0.000)</b>

Significant effects in bold

**Part B Q6 – Factors Influencing Speeding**

Questions 6a and 6b of the questionnaire asked participants to tick the top three factors that influence whether they speed and the top three factors that stop them from speeding. Table D.22 lists the factors along with the number of participants from the Program and Survey groups who chose each factor across the two survey time points. For the factors that influence whether drivers speed, the most common response was 'losing track of my own speed', followed by 'the speed of other traffic', 'unaware of speed limit' and 'how much of a hurry I am in'. Responding patterns were consistent across the two groups and across the two survey time points.

In terms of the factors that stop drivers from speeding, the most common response was 'the road and weather conditions', followed by 'the speed limit', 'my chances of having a crash' and 'the volume of traffic on the particular road'. Again, response patterns were consistent across BI groups and did not change appreciably across the two survey time points.

**Table D.22** Number of BI participants who responded to each factor influencing decision to speed or not to speed

	Program		Survey	
	S1	S2	S1	S2
<b>Factors that influence whether drivers speed</b>				
1. The road and weather conditions	75	60	79	84
2. My chances of having a crash	23	30	16	23
3. My chances of being caught	31	29	25	36
4. The speed of other traffic	131	120	117	117
5. The volume of traffic on the particular road	61	50	62	55
6. The speed limit	30	26	39	41
7. How much of a hurry I am in	99	99	70	73
8. Unaware of speed limit	90	117	94	91
9. Losing track of my own speed	150	159	133	133
<b>Factors that stop drivers speeding</b>				
1. The road and weather conditions	200	177	190	192
2. My chances of having a crash	100	139	87	90
3. My chances of being caught	97	98	88	95
4. The speed of other traffic	71	50	62	53
5. The volume of traffic on the particular road	84	73	91	86
6. The speed limit	124	134	115	112
7. How much of a hurry I am in	12	12	9	9
8. Unaware of speed limit	13	13	12	18

S1 = Survey 1; S2 = Survey 2

### Part B Q7 & Q8 – Likelihood of being caught by police

In Question 7 of Part B of the questionnaire, respondents were asked by how much they can exceed the speed limit before being booked by police. Table D.23 displays responses for the Program and Survey groups across the two survey time points as a percentage. A Fisher's exact test<sup>2</sup> was conducted to examine if there were differences in responses across groups and survey time points. At time 1, there were no significant differences in the responses of the Program or Survey groups ( $p=0.387$ ); however, at time 2, there was some evidence for a difference across groups, although it did not reach statistical significance ( $p=0.065$ ), with a greater proportion of the survey group responding 'don't know'.

<sup>2</sup> Fisher's exact test is a test of statistical significance useful in the analysis of categorical data. It is typically used when sample sizes are small or when cell counts in contingency tables are less than 5.

**Table D.23** Percentage of BI participants who indicated each response option for QB7 across survey points

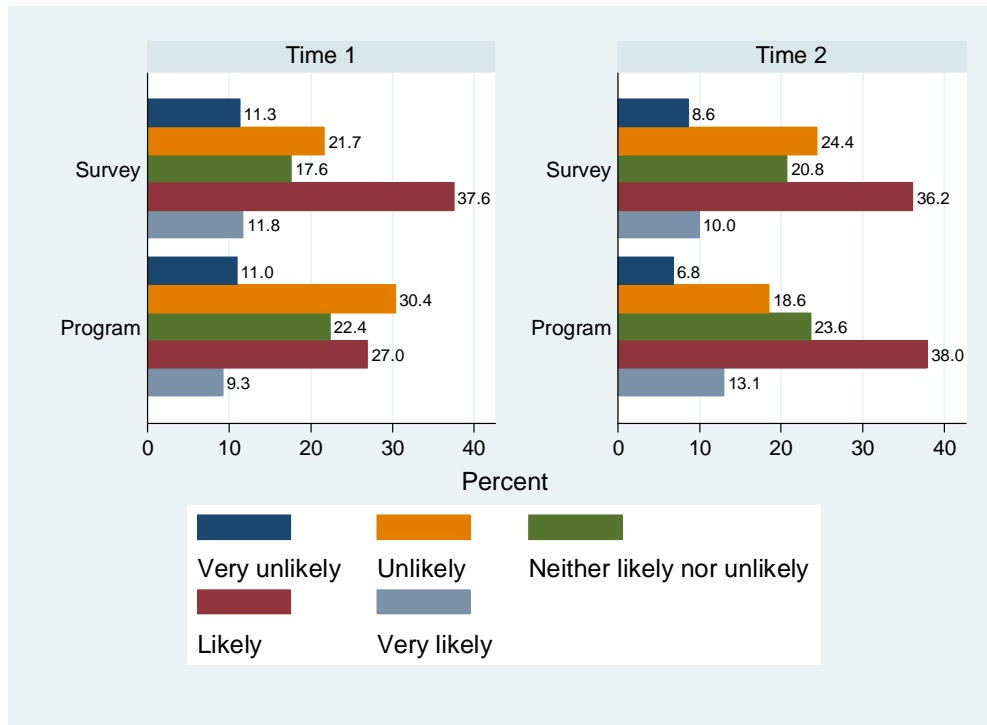
	Program		Survey	
	S1	S2	S1	S2
1 km/h	13.1	16.9	14.5	17.2
Don't know	8.4	3.0	8.6	9.1
5% of speed limit	11.4	10.1	10.9	10.4
3 km/h	51.1	59.1	52.5	55.2
10 % of speed limit	8.9	6.3	10.9	6.3
Other	7.2	4.6	2.7	1.8

S1 = Survey 1; S2 = Survey 2

Participants were also asked to specify if they thought there was another amount that drivers could exceed the limit by before being booked by police. Responses to this question in both groups were mixed and there was little consistency in responding across the two survey points. Responses ranged from 0 km/h over to 15-20 km/h over, or 5% to 15% over and also included answers such as 'Depends on circumstances and speed limits' and that it is up to the 'discretion of police'. Based on the varied responses provided, it is clear that drivers are confused about what the speed tolerance is.

The final question of Part B, Question 8 of the questionnaire, asked respondents what the likelihood was of being caught by the police for travelling 5, 10 and 20 km/h above the speed limit. Responses were provided on a 5-point scale ranging from 'Very unlikely' to 'Very likely'. A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix.

**What is the likelihood of being caught by the police for travelling 5 km/h over the speed limit?**



**Figure D.27 Responses across BI groups and time for likelihood of being caught 5 km/h over limit**

The data were recoded into two categories, with Neither Unlikely or Likely/Very Unlikely and Unlikely forming one category, and Very Likely and Likely forming the other. A GEE analysis was conducted to determine if the odds of thinking that being caught was likely or very likely were different for the BI groups over time.

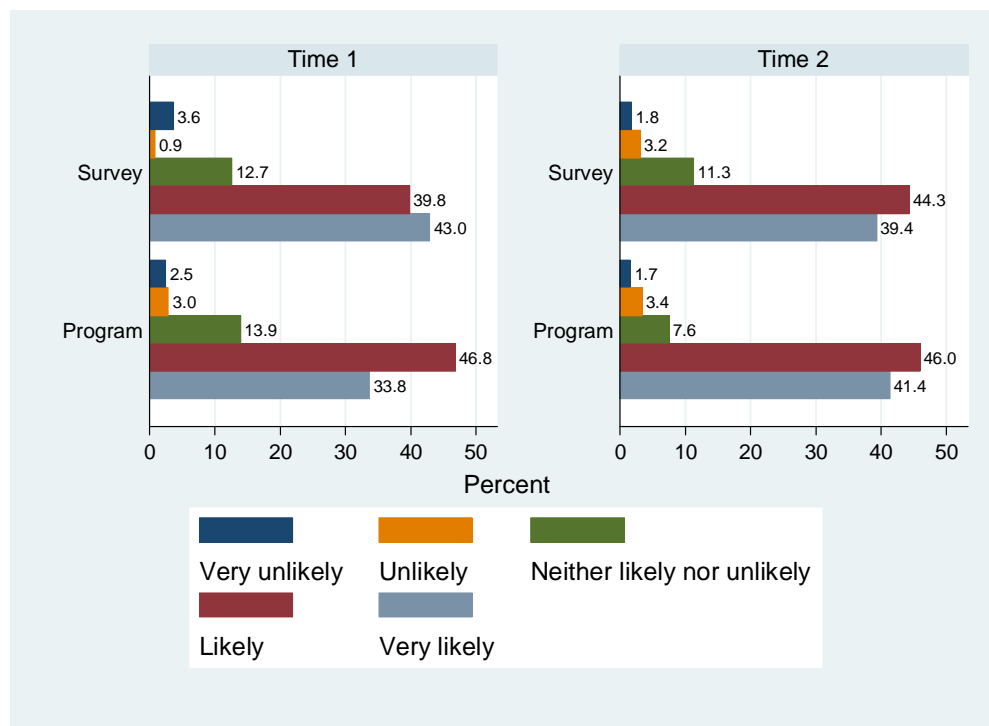
There was a significant group by time interaction. There was no difference between the proportion of Program and Survey groups that believed it was likely they would be caught by the police for travelling 5 km/h over the speed limit at either time. Over time for the Survey group, there was no change in the proportion who believed it was likely they would be caught; however, after the program, the odds of the Program group thinking it was likely they would be caught was 1.8 times the odds of them believing that prior to the program.

**Table D.24** Item B8 5 km/h GEE results for effects of interest

Outcome= Likely/Unlikely, Compared to Unlikely/Very Unlikely	Odds ratio	95%CI (p-value)
<b>Group x time interaction</b>	-	<b>0.001</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.59	0.40-0.85 (0.407)
Time 2: Program vs. Survey	1.22	0.84-1.76 (0.295)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.88	0.65-1.19 (0.407)
<b>Time 2 vs. time 1 for Program</b>	<b>1.83</b>	<b>1.36-2.46 (0.000)</b>

Significant effects in bold

**What is the likelihood of being caught by the police for travelling 10 km/h over the speed limit?**



**Figure D.28** Responses across BI groups and time for likelihood of being caught 10 km/h over limit



The data were recoded into two categories, with Neither Unlikely or Likely/Very Unlikely and Unlikely forming one category, and Very Likely and Likely forming the other. A GEE analysis was conducted to determine if the odds of thinking that being caught was likely or very likely were different for the BI groups over time.

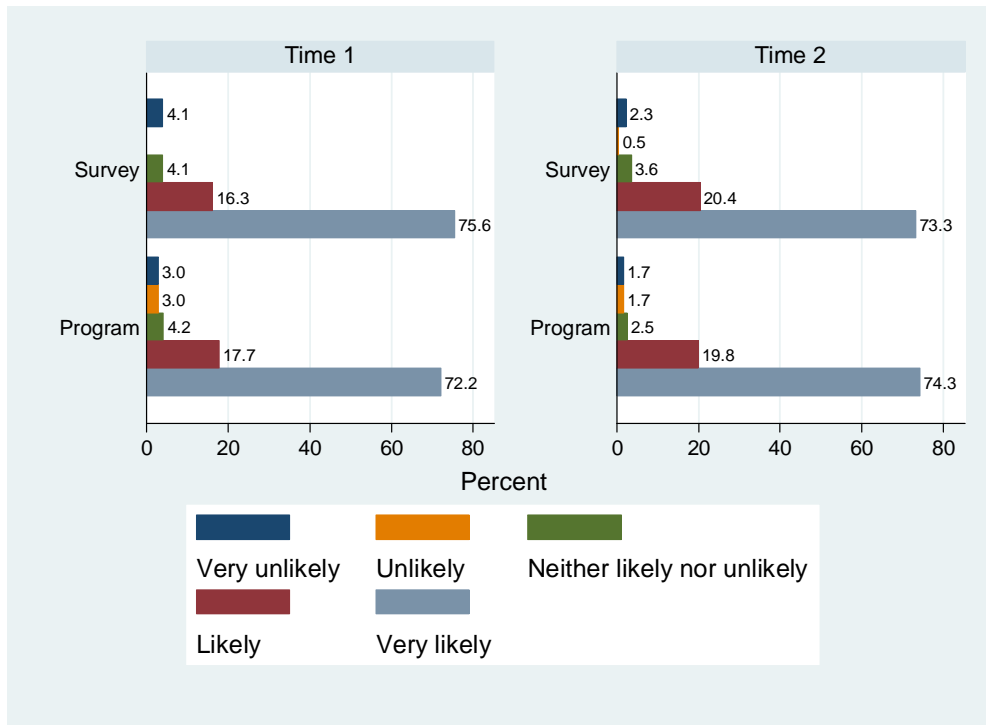
There was marginal evidence for an interaction between BI group and time ( $p < 0.10$ ). There was no difference between the proportion of Program and Survey groups that believed it was likely they would be caught by the police for travelling 10 km/h over the speed limit at either time. Over time, there was no change in the proportion who believed it was likely they would be caught for the Survey group, however, after the program, the odds of the Program group thinking it was likely they would be caught was 1.7 times the odds of them believing that prior to the program.

**Table D.25** Item B8 10 km/h GEE results for effects of interest

<b>Outcome= Likely/Unlikely, Compared to Unlikely/Very Unlikely</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.099
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.86	0.54-1.39 (0.541)
Time 2: Program vs. Survey	1.34	0.80-2.27 (0.270)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.07	0.74-1.55 (0.731)
<b>Time 2 vs. time 1 for Program</b>	<b>1.66</b>	<b>1.14-2.41 (0.008)</b>

Significant effects in bold

**What is the likelihood of being caught by the police for travelling 20 km/h over the speed limit?**



**Figure D.29 Responses across BI groups and time for likelihood of being caught 20 km/h over limit**

The data were recoded into two categories, with Neither Unlikely or Likely/Very Unlikely and Unlikely forming one category, and Very Likely and Likely forming the other. A GEE analysis was conducted to determine if the odds of thinking that being caught was likely or very likely were different for the BI groups over time.

There was no group by time interaction and no overall difference between groups in terms of the proportion that believed it was likely they would be caught by police for travelling 20 km/h over the speed limit. However, there was a significant main effect of time, with the odds at time 2 of replying it is likely/very likely they would be caught by police for travelling 20 km/h over the speed limit being 55% higher than at time 1 (pooled over the Program and Survey groups).

**Table D.26** Item B8 20 km/h GEE results for effects of interest

Outcome= Likely/Unlikely, Compared to Unlikely/Very Unlikely	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.418
Main effect of Group		
Program vs. Survey	0.88	0.49-1.57 (0.658)
Main effect of time		
<b>Time 2 vs. time 1</b>	<b>1.55</b>	<b>1.06-2.26 (0.023)</b>

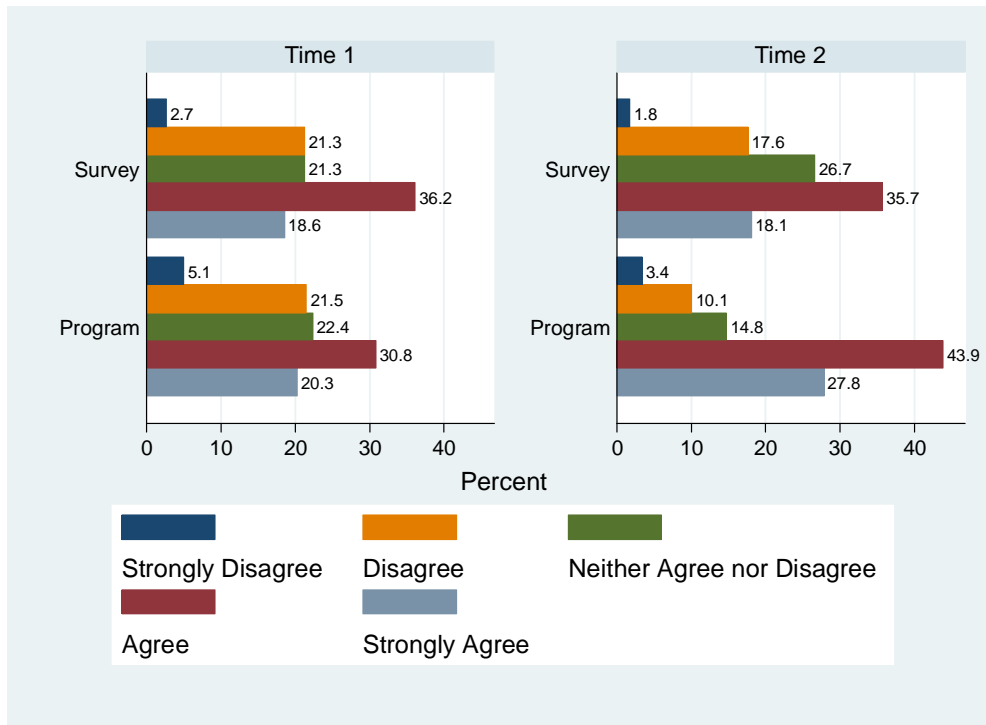
Significant effects in bold

## ATTITUDES TOWARD DRIVING AND SPEEDING – PART C

### Part C Q1 – Attitudes towards speeding

Question 1 of Part C of the questionnaire asked respondents to indicate if they agreed or disagreed with a range of statements regarding speeding. Items C1a to C1n dealt with attitudes towards speeding, while items C1o to C1w were the Stages-of-change items. Responses were provided on a 5-point scale ranging from 'Strongly disagree' to 'Strongly agree'. The data for items 1a to 1n were recoded into two categories, with Strongly Disagree and Disagree forming one category, and Strongly Agree and Agree forming the other. Responses of Neither Agree nor Disagree were excluded from this analysis. A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix. Items C1a to C1w are presented separately below followed by a summary of the Stages-of-change items.

**QC1a. To what extent do you agree or disagree that speeding is always wrong?**



**Figure D.30 Responses across BI groups and time for speeding is always wrong**

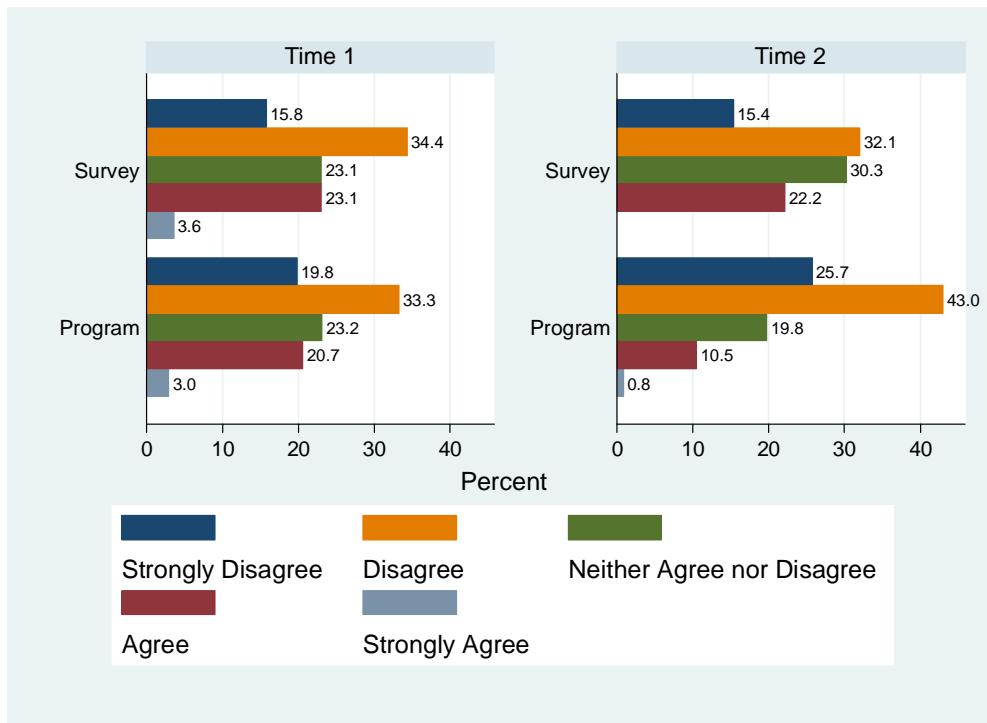
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that speeding is always wrong were different for the BI groups over time (Table D.27). There was a significant group by time interaction. At time 1, there was no difference between the groups in terms of the proportion who believed that speeding was always wrong; however, at time 2, the odds of the Program group believing that speeding is always wrong was almost twice the odds of the Survey group believing so. There was no change in opinion over time for the Survey group, however, the odds of the Program group believing speeding is always wrong after completing the speed behaviour program were 2.5 times the odds of them believing speeding is always wrong prior to the program.

**Table D.27** Item C1a GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.001</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.86	0.56-1.33 (0.497)
<b>Time 2: Program vs. Survey</b>	<b>1.91</b>	<b>1.17-3.13 (0.010)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.13	0.80-1.59 (0.501)
<b>Time 2 vs. time 1 for Program</b>	<b>2.50</b>	<b>1.76-3.56 (0.000)</b>

Significant effects in bold

**QC1b. To what extent do you agree or disagree that It makes sense to exceed speed limits to get ahead of slower drivers?**



**Figure D.31** Responses across BI groups and time for it makes sense to speed to get ahead

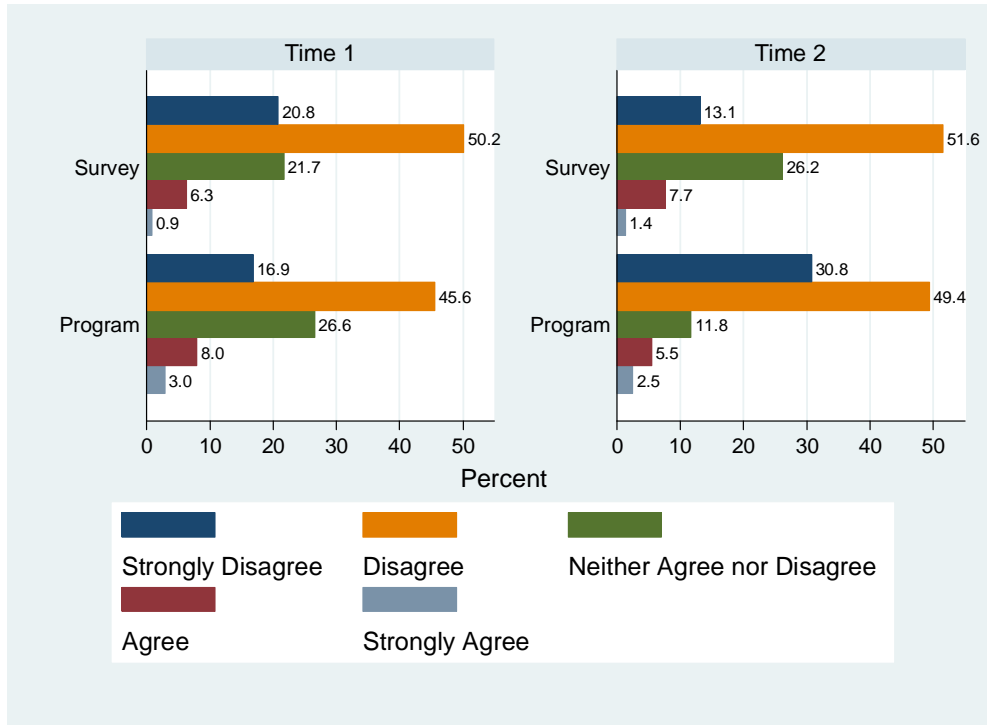
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that it makes sense to speed to get ahead were different for the BI groups over time (Table D.28). There was a significant group by time interaction. At time 1, there was no difference between the groups in terms of the proportion who believed that it makes sense to exceed speed limits to get ahead of slower drivers, however, at time 2, the odds of the Program group believing that was 61% lower than the odds of the Survey group believing so. There was no change in opinion over time for the Survey group, however, the odds of the Program group believing it makes sense to exceed speed limits to get ahead of slower drivers after completing the speed behaviour program were 55% lower than the odds of them believing that prior to the program.

**Table D.28** Item C1b GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.003</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.81	0.52-1.26 (0.351)
<b>Time 2: Program vs. Survey</b>	<b>0.39</b>	<b>0.24-0.64 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.94	0.68-1.30 (0.699)
<b>Time 2 vs. time 1 for Program</b>	<b>0.45</b>	<b>0.31-0.64 (0.000)</b>

Significant effects in bold

**QC1c. To what extent do you agree or disagree that it is OK to drive a little faster than the speed limit if you are a good driver?**



**Figure D.32 Responses across BI groups and time for it is OK to drive faster if you are a good driver**

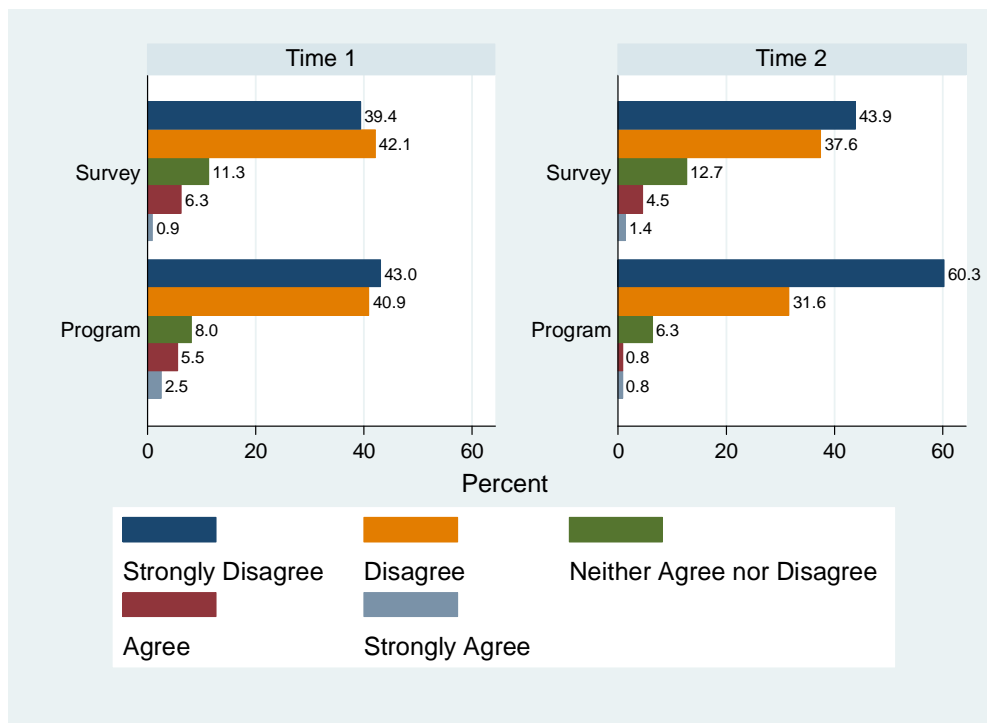
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that it is OK to drive faster if you are a good driver were different for the BI groups over time (Table D.29). There was a significant group by time interaction. There was no difference in the Program and Survey groups at either time in terms of the proportion that agreed or strongly agreed that it is OK to drive a little faster than the speed limit if you are a good driver. There was no change over time in the opinions of the Survey group; however, there was a change of opinion for the Program group. For the Program group, there was a 36% reduction in the odds of agreeing or strongly agreeing that it is OK to drive a little faster than the speed limit if you are a good driver after they went through the program compared to before.

**Table D.29** Item C1c GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.014</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.64	0.86-3.14 (0.133)
Time 2: Program vs. Survey	0.74	0.39-1.40 (0.358)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.42	0.88-2.27 (0.148)
<b>Time 2 vs. time 1 for Program</b>	<b>0.64</b>	<b>0.42-0.97 (0.037)</b>

Significant effects in bold

**QC1d. To what extent do you agree or disagree that driving at 100 km/h in an 80 km/h zone is OK if road conditions are good and there is no-one else around?**



**Figure D.33** Responses across BI groups and time for driving at 100 km/h in an 80 km/h zone is OK



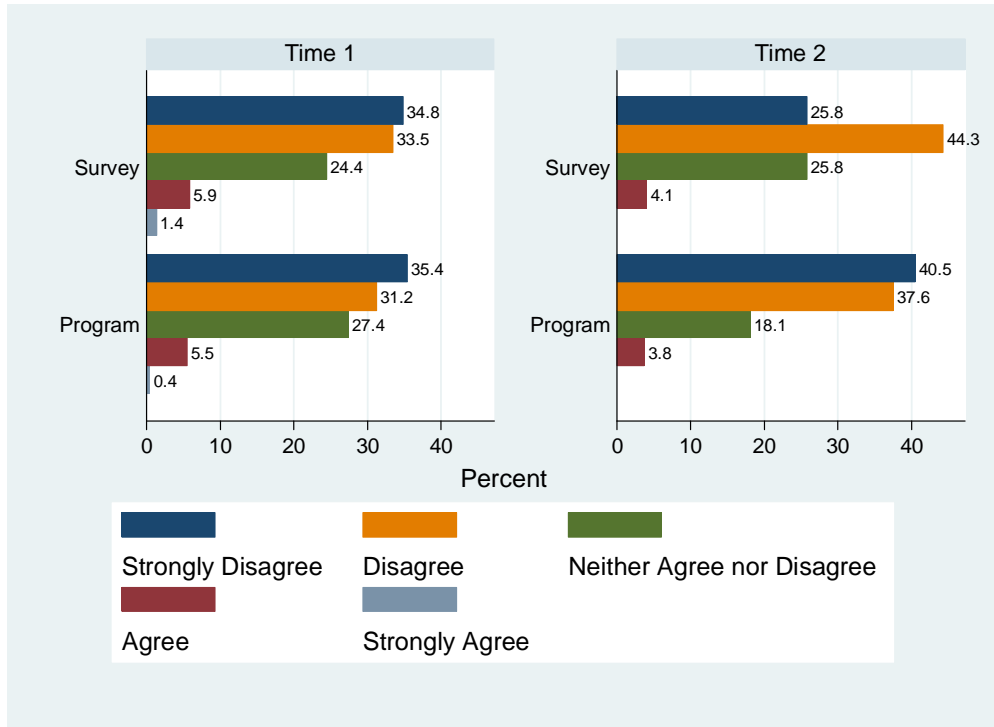
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that driving at 100 km/h in an 80 km/h zone is OK were different for the BI groups over time (Table D.30). There was a significant group by time interaction. At time 1, there was no difference in the Program and Survey groups in terms of the proportion who agreed or strongly agreed that it is OK to drive at 100 km/h in an 80 km/h zone if the road conditions are good and there is no-one else around. However, after the program was completed, the odds of the Program group agreeing with this statement were 71% less than for the Survey group. There was no change over time in the opinions of the Survey group; however, there was a change of opinion for the Program group. For the Program group, there was a 79% reduction in the odds of agreeing or strongly agreeing that it is OK to drive at 100 km/h in and 80 km/h zone if road conditions are good and there is no-one else around after they had completed the speed behaviour program.

**Table D.30** Item C1d GEE results for effects of interest

<b>Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.021</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.04	0.53-2.07 (0.903)
<b>Time 2: Program vs. Survey</b>	<b>0.29</b>	<b>0.09-0.79 (0.017)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.82	0.42-1.59 (0.557)
<b>Time 2 vs. time 1 for Program</b>	<b>0.21</b>	<b>0.08-0.55 (0.001)</b>

Significant effects in bold

**QC1e. To what extent do you agree or disagree that I will ride as a passenger with a driver who speeds if other passengers are also in the car?**



**Figure D.34 Responses across BI groups and time for I will ride as a passenger with a driver who speeds**

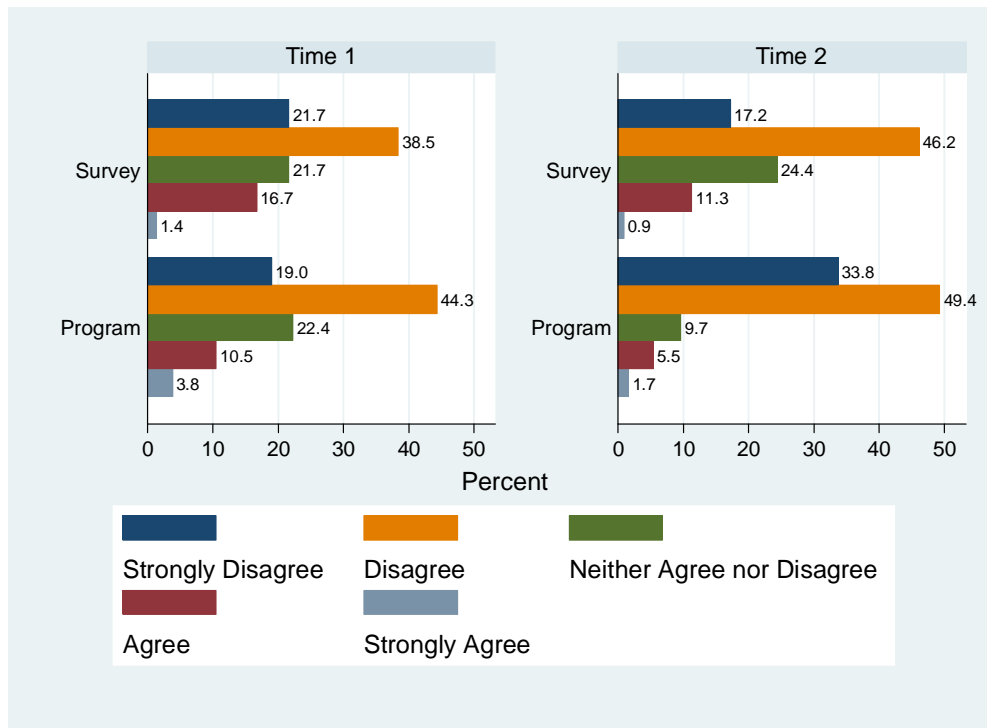
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that they will ride as a passenger with a driver who speeds were different for the BI groups over time (Table D.31). There was no significant Group by time interaction, nor was there a main effect of group. That is, the Program and Survey groups did not differ in terms of the odds of agreeing that they will ride as a passenger with a driver who speeds if other passengers are also in the car. There was a main effect of time, in that the odds of participants agreeing were 36% lower at time 2 than time 1, pooled across groups.

**Table D.31** Item C1e GEE results for effects of interest

<b>Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.706
Main effect of Group		
Program vs. Survey	0.92	0.48-1.77 (0.810)
Main effect of time		
<b>Time 2 vs. time 1</b>	<b>0.64</b>	<b>0.41-0.99 (0.044)</b>

Significant effects in bold

**QC1f. To what extent do you agree or disagree that it is OK to exceed the speed limit if you are driving safely?**



**Figure D.35 Responses across BI groups and time for it is OK to exceed the limit if you drive safely**

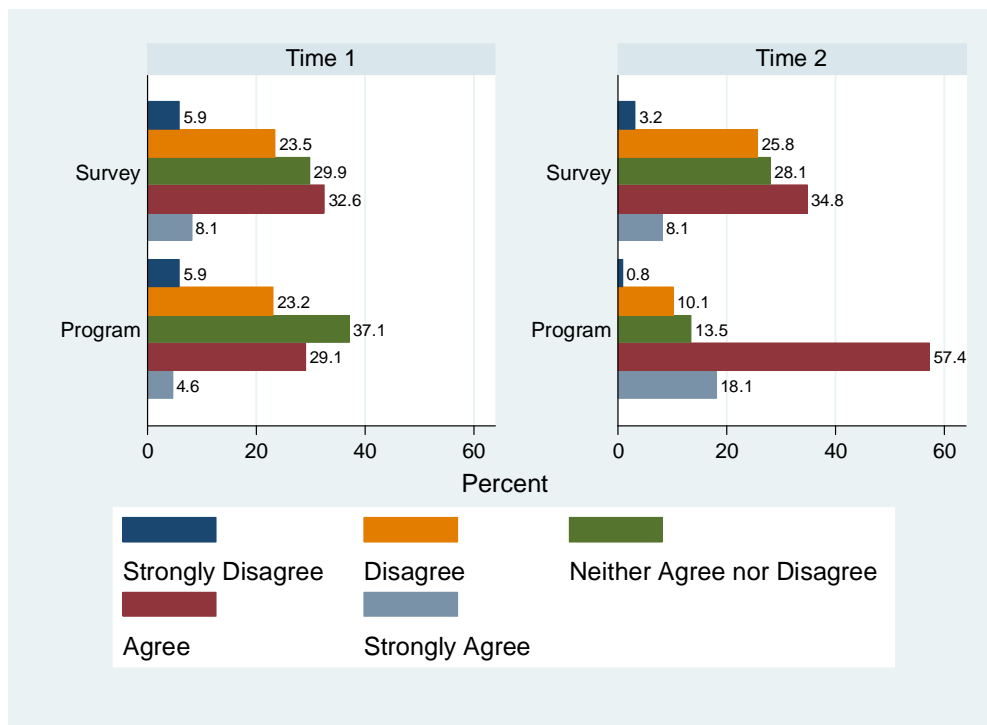
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that it is OK to exceed the limit if you drive safely were different for the BI groups over time (Table D.32). There was no significant group by time interaction. There was a main effect of group, in that overall, the odds of participants in the Program group agreeing or strongly agreeing that it is OK to exceed the speed limit if you are driving safely were 41% lower than for the Survey group. Likewise there was a main effect of time that indicated that the odds of agreeing or strongly agreeing were 40% lower at time 2 compared to time 1.

**Table D.32** Item C1f GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.238
Main effect of Group		
<b>Program vs. Survey</b>	<b>0.59</b>	<b>0.37-0.95 (0.030)</b>
Main effect of time		
<b>Time 2 vs. time 1</b>	<b>0.60</b>	<b>0.47-0.77 (0.000)</b>

Significant effects in bold

**QC1g.** To what extent do you agree or disagree that you are much more likely to be involved in a crash if you increase your driving speed by 5 km/h?



**Figure D.36** Responses across BI groups and time for you are more likely to be involved in a crash is you increase speed by 5 km/h

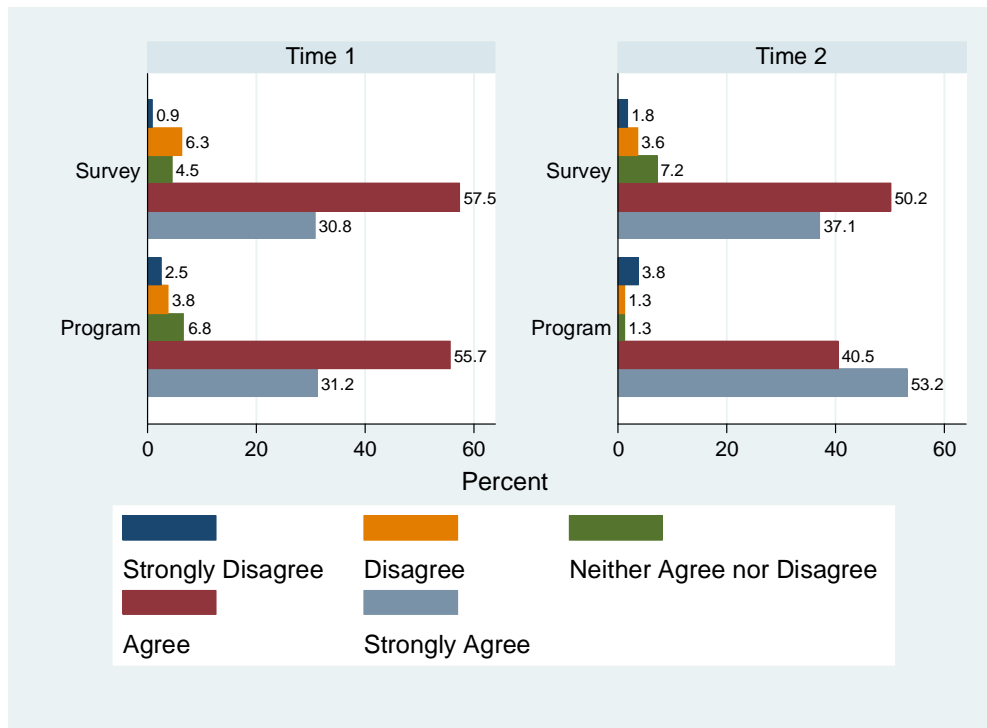
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that for you are more likely to be involved in a crash is you increase speed by 5 km/h were different for the BI groups over time (Table D.33). There was a significant group by time interaction. At time 1 and prior to the program, there was no significant difference between groups in terms of the proportion agreeing or strongly agreeing that you are much more likely to be involved in a crash if you increase driving speed by 5 km/h. However, at time 2 after the program, the odds of the Program group agreeing or strongly agreeing with this statement were 4.3 times higher than the odds of the Survey group agreeing or strongly agreeing with this statement. There was no change in the Survey group responses over time; however, the odds of the Program group agreeing or strongly agreeing with this statement at time 2 were more than five times the odds of them agreeing or strongly agreeing with this statement prior to completing the speed behaviour program. This is a strong effect.

**Table D.33** Item C1g GEE results for effects of interest

<b>Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.92	0.59-1.42 (0.699)
<b>Time 2: Program vs. Survey</b>	<b>4.32</b>	<b>2.62-7.13 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.07	0.76-1.50 (0.690)
<b>Time 2 vs. time 1 for Program</b>	<b>5.05</b>	<b>3.40-7.50 (0.000)</b>

Significant effects in bold

**QC1h. To what extent do you agree or disagree that a crash at 70 km/h will be a lot more severe than a crash at 60 km/h?**



**Figure D.37 Responses across BI groups and time for a crash at 70 km/h will be more severe than a crash at 60 km/h**

A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that a crash at 70 km/h will be more severe than a crash at 60 km/h were different for the BI groups over time (Table D.34). There was no significant interaction between group and time, nor were there any overall differences between groups or over time in terms of the proportion of respondents who agree that a crash at 70 km/h will be a lot more severe than a crash at 60 km/h.

**Table D.34** Item C1h GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.954
Main effect of Group		
Program vs. Survey	0.34	0.64-2.04 (0.65)
Main effect of time		
Time 2 vs. time 1	1.30	0.78-2.16 (0.307)

From visual inspection of graphs it appeared that there was a difference at time 2 which was not captured with the previous analysis. Visual inspection of the graphs indicates that although the majority of participants agreed or strongly agreed there might be a change in the proportion that strongly agreed which was not picked up in this analysis. A further analysis was conducted to see if the proportion that strongly agreed differed from the proportion that agreed, between groups and over time (Table D.35).

There was a significant group by time interaction. At time 1, the Program and Survey groups agreed to the same extent, however, after the program (time 2), the odds of the Program group strongly agreeing were 38% higher than the Survey group. Both groups were more likely to strongly agree at time 2 compared to time 1, however, the effect was strongest in the Program group.

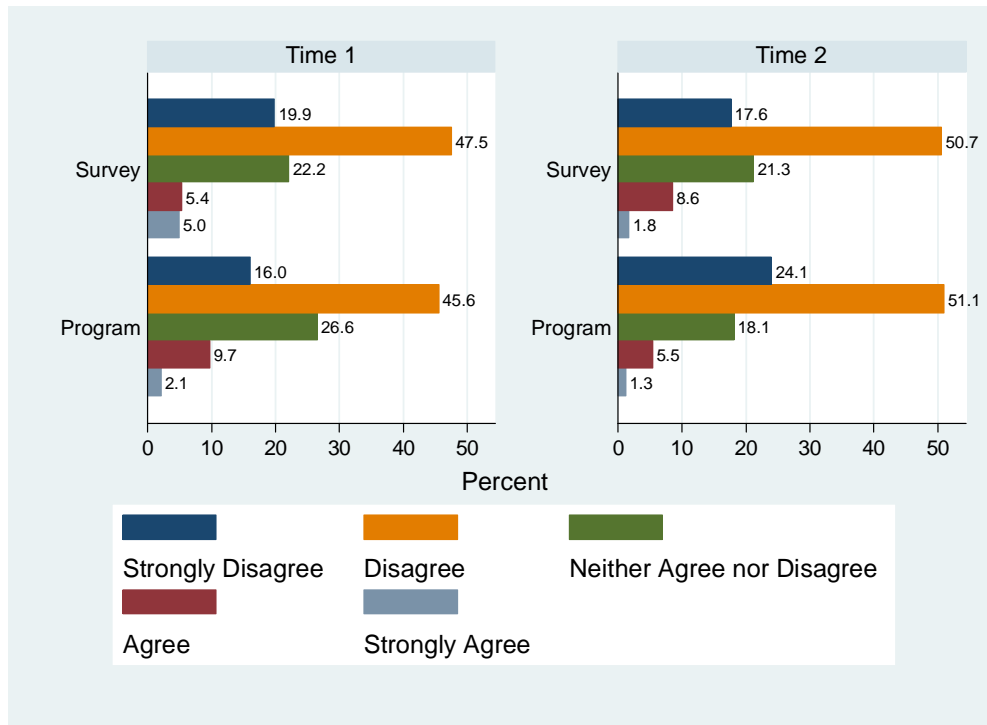
**Table D.35** Item C1h GEE results for effects of interest for Strongly agreed vs. Agreed

<b>Outcome = Strongly agree</b> <b>Reference = Agree</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.023</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.04	0.69-1.57 (0.845)
Time 2: Program vs. Survey	1.38	0.98-1.96 (0.067)
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>1.81</b>	<b>1.23-2.67 (0.003)</b>
<b>Time 2 vs. time 1 for Program</b>	<b>2.41</b>	<b>1.73-3.35 (0.000)</b>

Significant effects in bold



**QC1i. To what extent do you agree or disagree that it is easy to avoid being caught for speeding?**



**Figure D.38 Responses across BI groups and time for it is easy to avoid being caught speeding**

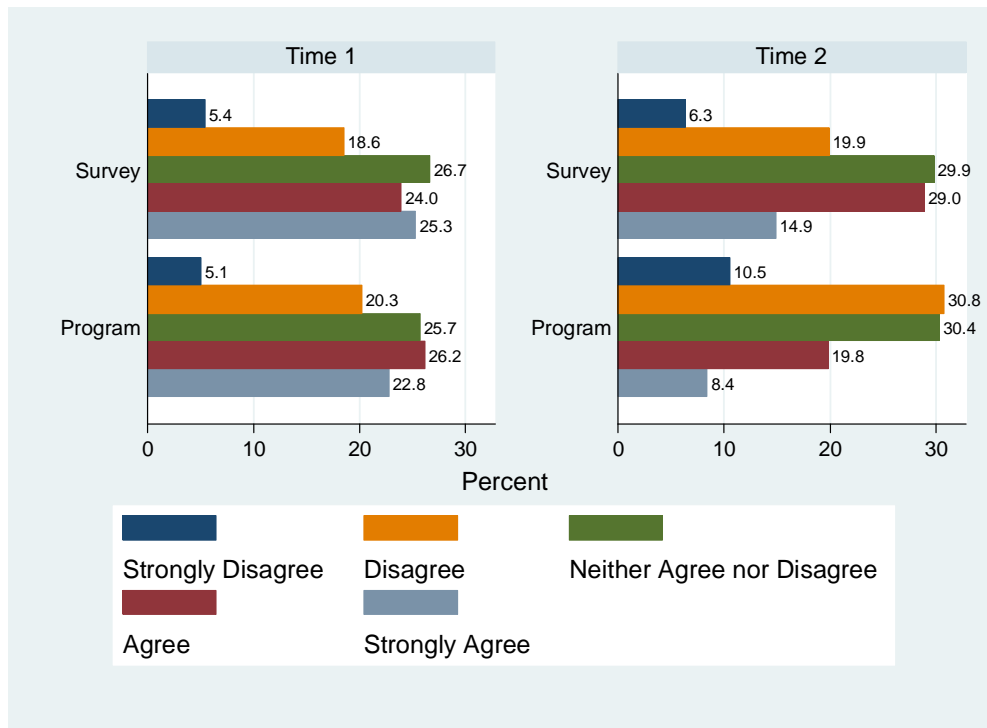
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that it is easy to avoid being caught speeding were different for the BI groups over time (Table D.36). The group by time interaction was not significant. There was no main effect of group (that is, the proportion that agreed or strongly agreed that it is easy to avoid being caught for speeding did not differ across groups). There was marginal evidence ( $p < 0.10$ ) for a decrease in the proportion of drivers that agreed or strongly agreed with this statement over time.

**Table D.36** Item C1i GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.111
Main effect of Group		
Program vs. Survey	0.91	0.57-1.45 (0.701)
Main effect of time		
<i>Time 2 vs. time 1</i>	<i>0.70</i>	<i>0.46-1.06 (0.093)</i>

Near significant results in italics

**QC1j. To what extent do you agree or disagree that speeding enforcement is more for revenue raising than for safety?**



**Figure D.39 Responses across BI groups and time for speeding enforcement is more for revenue raising than safety**

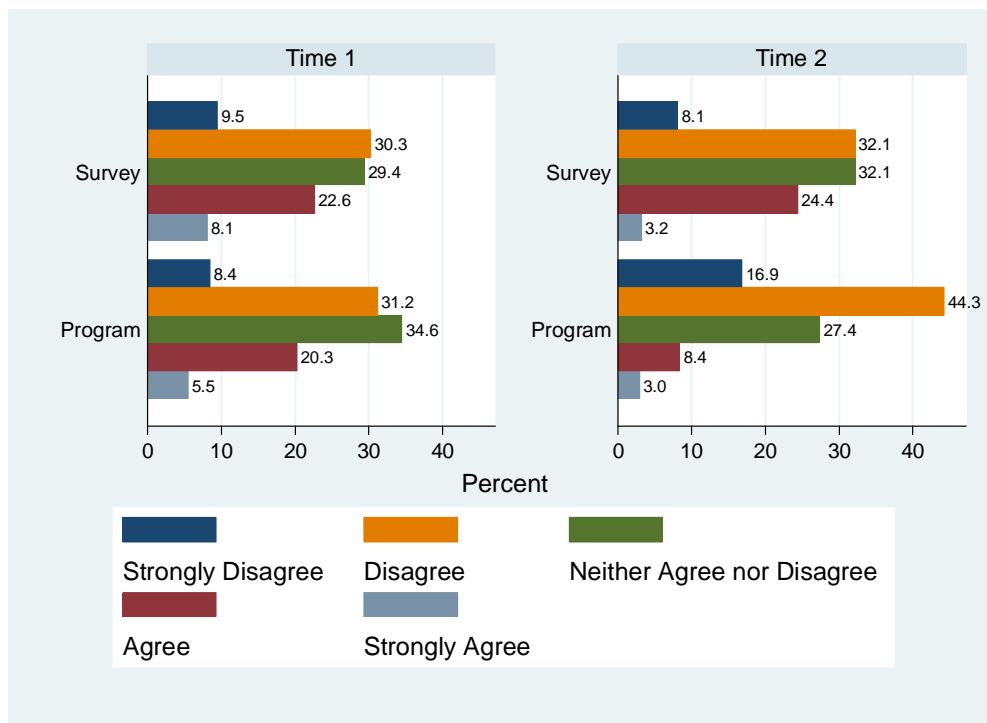
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that speeding enforcement is more for revenue raising than safety were different for the BI groups over time (Table D.37). There was a significant group by time interaction. At time 1, there was no difference between the Program and Survey groups in terms of the proportion who agreed or strongly agreed that speeding enforcement is more for revenue raising than for safety. At time 2 however, the odds of the Program group agreeing or strongly agreeing with this were 49% lower than the Survey group. The Survey group did not significantly change their opinion over time, however the odds of the Program group agreeing or strongly agreeing reduced by 53% over time.

**Table D.37** Item C1j GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.001</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.95	0.62-1.45 (0.801)
<b>Time 2: Program vs. Survey</b>	<b>0.51</b>	<b>0.33-0.77 (0.002)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.89	0.68-1.16 (0.381)
<b>Time 2 vs. time 1 for Program</b>	<b>0.47</b>	<b>0.37-0.61 (0.000)</b>

Significant effects in bold

**QC1k. To what extent do you agree or disagree that speed limits are too low – it is usually safe to drive faster than the speed limit?**



**Figure D.40** Responses across BI groups and time for speed limits are too low

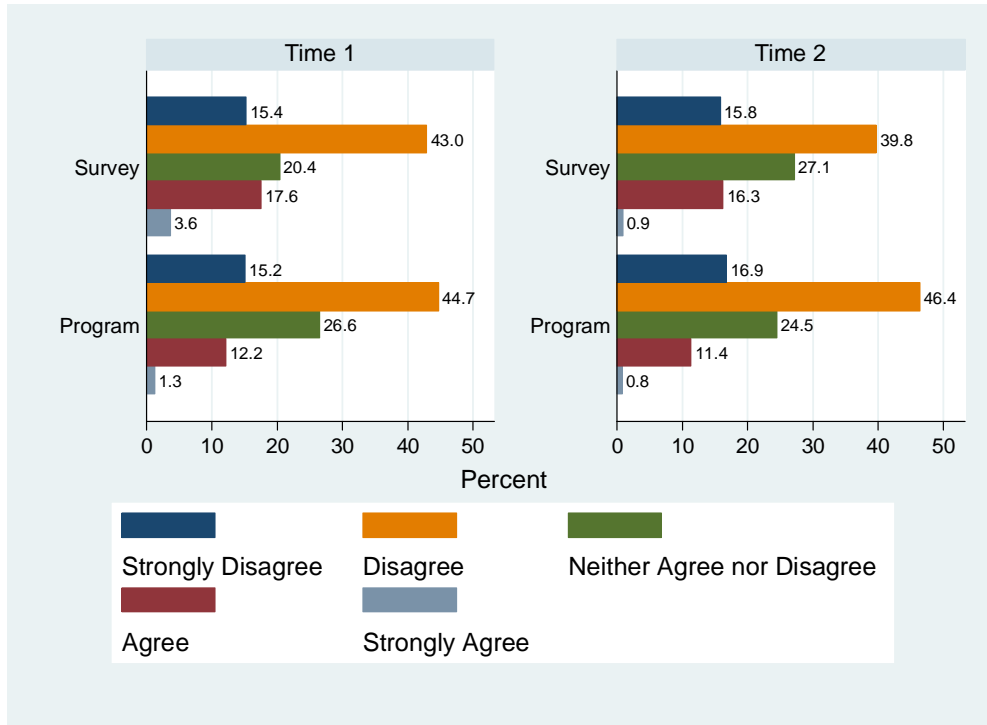
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that speed limits are too low were different for the BI groups over time (Table D.38). There was a significant group by time interaction. At time 1, there was no difference between the Program and Survey groups in terms of the proportion who agreed or strongly agreed that speed limits are too low – it is usually safe to drive faster than the speed limit. At time 2 however, the odds of the Program group agreeing or strongly agreeing with this were 65% lower than the Survey group. The Survey group did not significantly change their opinion over time, however the odds of the Program group agreeing or strongly agreeing reduced by 55% over time.

**Table D.38** Item C1k GEE results for effects of interest

<b>Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.78	0.51-1.20 (0.266)
<b>Time 2: Program vs. Survey</b>	<b>0.35</b>	<b>0.22-0.56 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.01	0.80-1.29 (0.913)
<b>Time 2 vs. time 1 for Program</b>	<b>0.45</b>	<b>0.34-0.60 (0.000)</b>

Significant effects in bold

**QC1I. To what extent do you agree or disagree that it doesn't bother you if other people speed?**



**Figure D.41 Responses across BI groups and time for it doesn't bother me if other people speed**

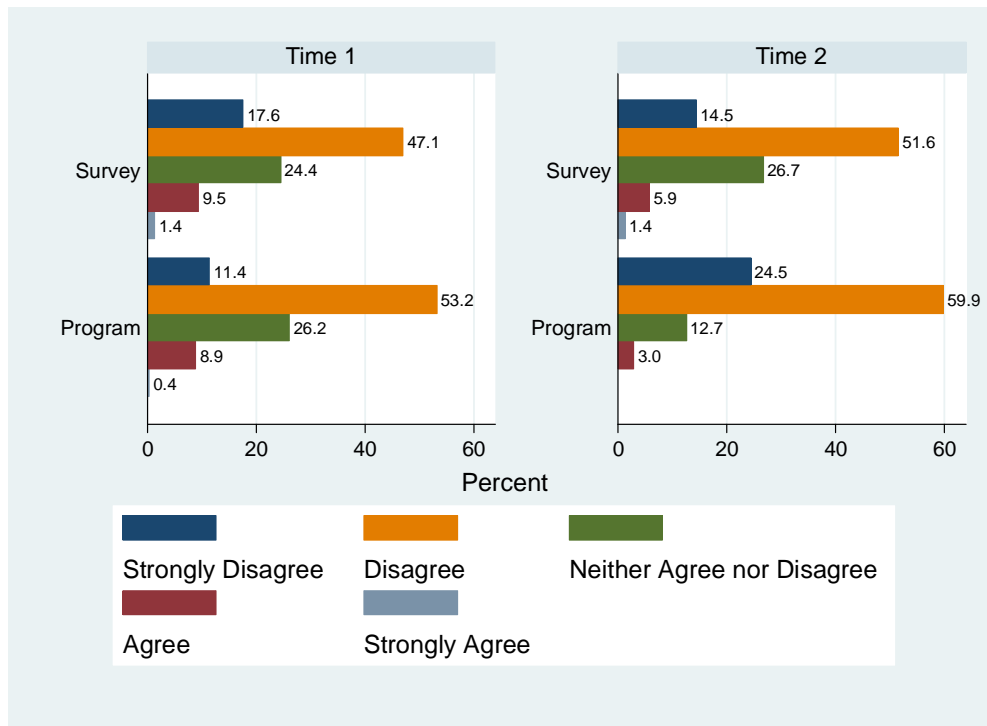
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that it doesn't bother them if other people speed were different for the BI groups over time (Table D.39). The group by time interaction was not significant. There was a main effect of group in that the odds of the Program group agreeing or strongly agreeing that they were not bothered if other people speed was 35% lower than for the Survey group, pooled across time. There was no main effect of time, that is, pooled across groups, the proportion that agreed or strongly agreed did not differ over time.

**Table D.39** Item C1I GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
Group X time interaction	-	0.921
Main effect of Group		
<b>Program vs. Survey</b>	<b>0.65</b>	<b>0.43-0.99 (0.044)</b>
Main effect of time		
Time 2 vs. time 1	0.88	0.66-1.17 (0.368)

Significant effects in bold

**QC1m. To what extent do you agree or disagree that it is safe to speed on roads that I am familiar with?**



**Figure D.42** Responses across BI groups and time for it is safe to speed on roads that I am familiar with

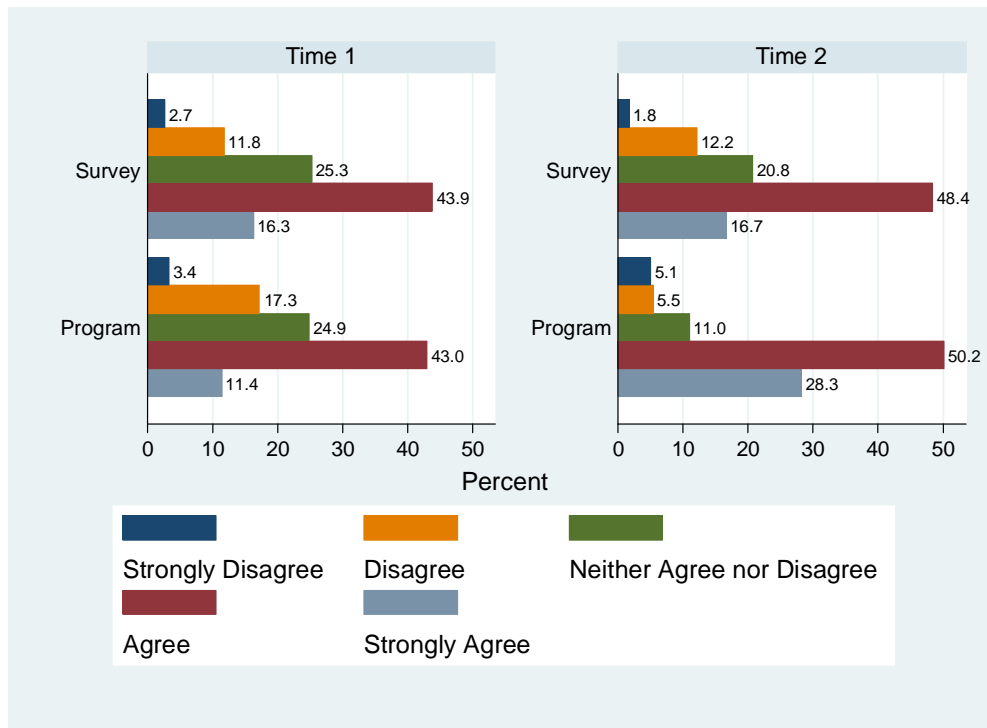
A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that it is safe to speed on roads that I am familiar with were different for the BI groups over time (Table D.40). There was a significant group by time interaction. At time 1, there was no difference between the Program and Survey groups in terms of the proportion who agreed or strongly agreed that it is safe to speed on roads they are familiar with. At time 2 however, the odds of the Program group agreeing or strongly agreeing with this were 65% lower than the Survey group. The Survey group did not significantly change their opinion over time, however the odds of the Program group agreeing or strongly agreeing reduced by 70% over time.

**Table D.40** Item C1m GEE results for effects of interest

<b>Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.020</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.92	0.50-1.69 (0.781)
<b>Time 2: Program vs. Survey</b>	<b>0.35</b>	<b>0.16-0.80 (0.013)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.78	0.48-1.29 (0.337)
<b>Time 2 vs. time 1 for Program</b>	<b>0.30</b>	<b>0.16-0.57 (0.000)</b>

Significant effects in bold

**QC1n. To what extent do you agree or disagree that people who exceed speed limits are major contributors to crashes?**



**Figure D.43 Responses across BI groups and time for people who exceed speed limits are major contributors to crashes**

A GEE analysis was conducted to determine if the odds of agreeing or strongly agreeing that people who exceed speed limits are major contributors to crashes were different for the groups over time (Table D.41). There was a significant group by time interaction. At both time 1 and time 2, there was no significant difference between the Program and Survey groups in terms of the proportion who agreed or strongly agreed that people who exceed speed limits are major contributors to crashes. The Survey group did not significantly change their opinion over time, however the odds of the Program group agreeing or strongly agreeing at time 2 was 2.7 times the odds of them agreeing or strongly agreeing at time 1.



**Table D.41** Item C1n GEE results for effects of interest

Outcome= Agree/Strongly Agree, Compared to Disagree/Strongly Disagree	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.008</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.66	0.40-1.08 (0.101)
Time 2: Program vs. Survey	1.56	0.89-2.72 (0.117)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.15	0.73-1.80 (0.558)
<b>Time 2 vs. time 1 for Program</b>	<b>2.70</b>	<b>1.74-4.21 (0.000)</b>

Significant effects in bold

### Part C Q1o to 1w – Stages-of-change

The Stages-of-change items are based on behaviour change models and are designed to examine respondents' motivation to change their behaviour, or their 'stage-of change' along a continuum from pre-contemplation to action. Three stages-of-change were examined in the surveys:

- **Pre-contemplation.** A higher score indicates that drivers are not considering changing their speed behaviour and are typically described as in denial about their behaviour being a problem (e.g. It's a waste of time thinking about my speeding behaviour).
- **Contemplation.** A higher score indicates that drivers are considering changing their speeding behaviour and are becoming more aware of the potential benefits of making a change (e.g. Sometimes I think I should limit my speeding behaviour).
- **Action.** A higher score indicates that drivers are beginning to take direct action in order to improve their speeding behavior (e.g. I am currently reducing my speeding).

The Stages-of-change items were scored on a five-point scale from 1 (strongly disagree) to 5 (strongly agree). Scores at each stage can indicate if the speed behaviour program has been effective in bringing about positive behaviour change. If effective, scores on the Pre-contemplation scales would be expected to decrease, while scores on the Contemplation and, particularly, the Action scales would be expected to increase from Survey 1 to Survey 2.

#### **Pre-contemplation Score**

The Program and Survey groups' scores on the Pre-contemplation sub-scale are displayed in Table D.42.

**Table D.42** Mean Pre-contemplation scores across BI groups and survey time points

Mean (SD)	Time 1	Time 2
Program Group	2.44 (0.62)	2.22 (0.60)
Survey Group	2.45 (0.57)	2.51 (0.60)

A Generalised Estimating Equation (GEE) was used to examine how Pre-contemplation responses changed across each BI group over time (Table D.43). The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction. At time 1, the Program and Survey groups did not differ in their Pre-contemplation scores. At time 2, however, the mean pre-contemplation score was significantly lower (by 0.28 of a point on the 5-point scale) in the Program group than the Survey group. The mean score for the Survey group did not differ significantly over time; however, the Program groups' mean score decreased significantly by 0.22 of a point over time.

**Table D.43** Pre-contemplation GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	-0.14	-0.12 to 0.95 (0.807)
<b>Time 2: Program vs. Survey</b>	<b>-0.28</b>	<b>-0.39 to -0.18 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.05	-0.03 to 0.14 (0.209)
<b>Time 2 vs. time 1 for Program</b>	<b>-0.22</b>	<b>-0.30 to -0.13 (0.000)</b>

Significant effects in bold

### **Contemplation Score**

The Program and Survey groups' scores on the Contemplation sub-scale are displayed in Table D.44.

**Table D.44** Mean Contemplation scores across BI groups and survey time points

Mean (sd)	Time 1	Time 2
Program Group	3.57 (0.67)	3.62 (0.81)
Survey Group	3.59 (0.77)	3.52 (0.77)

A Generalised Estimating Equation (GEE) was used to examine how Contemplation responses changed across each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. Although the group by time interaction did not reach the standard level for statistical significance, it did indicate there might be differences of interest in the way the two groups changed over time ( $p < 0.10$ ). However, comparisons did not reveal any differences in the mean contemplation score between the Program and Survey groups at either time, or any changes in scores for the Survey or Program group over time.

**Table D.45** Contemplation GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
Group X time interaction	-	0.074
Program vs. Survey at each time		
Time 1: Program vs. Survey	-0.02	-0.16 to 0.12 (0.779)
Time 2: Program vs. Survey	0.10	-0.04 to 0.24 (0.146)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	-0.07	-0.17 to 0.03 (0.160)
Time 2 vs. time 1 for Program	0.05	-0.04 to 0.15 (0.262)

### Action Score

The Program and Survey groups' scores on the Action sub-scale are displayed in Table D.46.

**Table D.46** Mean Action scores across BI groups and survey time points

Mean (sd)	Time 1	Time 2
Program Group	3.96 (0.61)	4.36 (0.62)
Survey Group	4.01 (0.70)	3.95 (0.69)

A Generalised Estimating Equation (GEE) was used to examine how Action responses changed across each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction. At time 1, the Program and Survey groups did not differ in their mean Action scores. At time 2, the Program group had a significantly higher mean Action score (0.42 of a point on a five-point scale) than the Survey group. The mean score for the Survey group did not differ significantly over time; however, the Program groups' mean Action score increased significantly by 0.41 of a point over time.

**Table D.47** Action GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	-0.05	-0.17 to 0.07 (0.442)
<b>Time 2: Program vs. Survey</b>	<b>0.42</b>	<b>0.30 to 0.54 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	-0.06	-0.14 to 0.02 (0.156)
<b>Time 2 vs. time 1 for Program</b>	<b>0.41</b>	<b>0.32 to 0.49 (0.000)</b>

Significant effects in bold

In summary, there was a significant reduction in the Pre-contemplation score and a significant increase in the Action score for the Program group over time (no change in the Contemplation score). There was no significant difference in any of the Stages-of-change scores for the Survey group over time. These results suggest that completing the speed behaviour program led Program drivers to shift from not even thinking about changing their speed behaviour (Pre-contemplation) to reportedly actively taking steps to speed less (Action).

### Part C Q2 – Speeding Attitudes Scale (SAS)

Question 2 of Part C of the questionnaire comprised the Speeding Attitudes Scale (SAS) and asked respondents to indicate if they agreed or disagreed with a range of statements regarding speeding. This scale was used to assess changes in drivers' attitudes toward speeding as a result of completing the program. Responses were provided on a 7-point scale ranging from 'Strongly disagree' (1) to 'Strongly agree' (7). Higher scores indicate less positive, unsafe attitudes towards speeding. The mean SAS scores for the Program and Survey groups across the two survey points are contained in Table D.48.

**Table D.48** Mean SAS scores across BI groups and survey time points

Mean (SD)	Time 1	Time 2
Program Group	2.70 (1.05)	2.54 (1.01)
Survey Group	2.64 (1.00)	2.77 (1.09)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction (Table D.49). At time 1, there was no difference in the mean scores for the Speeding Attitude Scale between the Program and Survey groups. At time 2, the Program groups' mean score was significantly lower (by 0.23 points on the 7 point scale) than the Survey group, suggesting that completing the program

improved drivers' attitudes towards speeding. Looking at changes over time in each group separately, the Survey group's mean score increased significantly (by 0.14 points) between time 1 and time 2. In contrast, the Program group's mean Speeding Attitude Scale score decreased significantly (by 0.16 points) after the Program, again suggesting that completing the program improved drivers' attitudes towards speeding.

**Table D.49** SAS GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.07	-0.12 to 0.26 (0.496)
<b>Time 2: Program vs. Survey</b>	<b>-0.23</b>	<b>-0.42 to -0.04 (0.019)</b>
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>0.14</b>	<b>0.05 to 0.23 (0.003)</b>
<b>Time 2 vs. time 1 for Program</b>	<b>-0.16</b>	<b>-0.24 to -0.07 (0.00)</b>

Significant effects in bold

### Part C Q3 – Driver Behaviour Questionnaire (DBQ)

Question 3 of the questionnaire comprised the Driver Behaviour Questionnaire (DBQ). The DBQ is a well-researched instrument designed to assess driver experiences with, and reactions to, a range of situations encountered in everyday driving. As well as a total score, the DBQ provides scores on four sub-scales: *violations*, *mistakes*, *lapses due to inattention* and *lapses due to inexperience*.

Respondents were asked to indicate how often various driving situations happened to them in the preceding four weeks. Responses were provided on a 6-point scale ranging from 'Never' (1) to 'Very often' (6). The total DBQ scores and sub-scales were analysed.

#### Total DBQ Score

The total DBQ scores for the Program and Survey groups across the two survey points are contained in Table D.50.

**Table D.50** Mean total DBQ scores across BI groups and survey time points

Mean (sd)	Time 1	Time 2
Program Group	1.63 (0.43)	1.38 (0.36)
Survey Group	1.69 (0.50)	1.63 (0.49)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant BI group by time interaction, whereby there was no difference between the Program and Survey groups in mean total DBQ score at time 1; however, at time 2, the Program groups' mean score was significantly lower (by 0.25 points) than the Survey group (Table D.51). Both groups showed a significant reduction in mean DBQ scores over time, however, the magnitude of the reduction was larger for the Program group (-0.24) than the Survey group (-0.06). These results suggest that both groups reported experiencing fewer violations, mistakes, and lapses due to inattention and inexperience over the course of the trial, and the reduction in these behaviours was greater for the Program group.

**Table D.51** Total DBQ GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
Group X time interaction	-	0.000
Program vs. Survey at each time		
Time 1: Program vs. Survey	-0.07	-0.15 to .01 (0.100)
<b>Time 2: Program vs. Survey</b>	<b>-0.25</b>	<b>-0.33 to -0.17 (0.000)</b>
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>-0.06</b>	<b>-0.11 to -0.01 (0.012)</b>
<b>Time 2 vs. time 1 for Program</b>	<b>-0.24</b>	<b>-0.29 to -0.19 (0.000)</b>

Significant effects in bold

### **Violations sub-scale**

The DBQ Violations sub-scale refers to deliberate behaviours such as speeding, tailgating and risky overtaking manoeuvres. Higher scores are indicative of more violations being committed. The Violations sub-scale scores for the Program and Survey groups across the two survey points are contained in Table D.52.

**Table D.52** DBQ Violations scores across BI groups and survey time points

Mean (sd)	Time 1	Time 2
Program Group	2.09 (0.73)	1.61 (0.63)
Survey Group	2.17 (0.82)	2.06 (0.82)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction (Table D.53).

There was no difference between the Program group and Survey group in terms of the mean violations score at time 1; however, at time 2, the Program groups' mean score was significantly lower (-0.44) than the Survey Group. Both groups showed a significant reduction in mean violations scores over time, however, the magnitude of the reduction was larger for the Program group (-0.48) than the Survey group (-0.11). These results suggest that both groups reported engaging in fewer violations over the course of the trial, and the reduction in violations was greatest for the Program group.

**Table D.53** DBQ Violations GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	-0.08	-0.22 to 0.06 (0.265)
<b>Time 2: Program vs. Survey</b>	<b>-0.44</b>	<b>-0.58 to -0.31 (0.000)</b>
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>-0.11</b>	<b>-0.19 to -0.04 (0.004)</b>
<b>Time 2 vs. time 1 for Program</b>	<b>-0.48</b>	<b>-0.56 to -0.41 (0.000)</b>

Significant effects in bold

### ***Mistakes Sub-scale***

The DBQ *mistakes* sub-scale concerns misjudgements while driving and includes behaviours such as misjudging distance and speed, and misreading road signs. Higher scores are indicative of more mistakes being committed. The Mistakes sub-scale scores for the Program and Survey groups across the two survey points are contained in Table D.54.

**Table D.54** DBQ Mistakes sub-scale scores across BI groups and survey time points

Mean (sd)	Time 1	Time 2
Program Group	1.25 (0.37)	1.15 (0.42)
Survey Group	1.34 (0.46)	1.29 (0.42)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. The BI group by time interaction was not significant. There was, however, a main effect of group in that the mean mistakes score for the Program group was significantly lower (by 0.12 points) than for the Survey group, pooled across time. There was also a main effect of time, in that the mean mistakes score at time 2 was significantly lower (by 0.07 points)

than at time 1, pooled across groups. These results suggest that the Program group reported committing fewer mistakes both before and after attending the course than the Survey group, and both groups reported experiencing fewer mistakes over the course of the trial.

**Table D.55** DBQ Mistakes GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
Group X time interaction	-	0.102
Main effect of Group		
<b>Program vs. Survey</b>	<b>-0.12</b>	<b>-0.18 to -0.05 (0.000)</b>
Main effect of time		
<b>Time 2 vs. time 1</b>	<b>-0.07</b>	<b>-0.10 to -0.04 (0.000)</b>

Significant effects in bold

#### ***Inattention Sub-scale***

The DBQ Inattention sub-scale refers to behaviours such as failing to notice road signs and traffic signals. Higher scores are indicative of more lapses due to inattention. The Inattention sub-scale scores for the Program and Survey groups across the two survey points are contained in Table D.56.

**Table D.56** DBQ Inattention sub-scale scores across BI groups and survey time points

Mean (sd)	Time 1	Time 2
Program Group	1.67 (0.64)	1.44 (0.48)
Survey Group	1.74 (0.67)	1.66 (0.64)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction, whereby there was no difference between the Program group and Survey group in terms of the mean inattention score at time 1; however, at time 2, the Program groups' mean score was significantly lower (by 0.22 points) than the Survey group. Both groups showed a significant reduction in mean inattention scores over time; however, the magnitude of the reduction was larger for the Program group (-0.22) than the Survey group (-0.08). These results suggest that both groups reported experiencing fewer lapses due to being inattentive over the course of the trial, and this reduction was greatest for the Program group.



**Table D.57** DBQ Inattention GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.007</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	-0.07	-0.18 to 0.04 (0.199)
<b>Time 2: Program vs. Survey</b>	<b>-0.22</b>	<b>-0.33 to -0.11 (0.000)</b>
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>-0.08</b>	<b>-0.15 to -0.00 (0.048)</b>
<b>Time 2 vs. time 1 for Program</b>	<b>-0.22</b>	<b>-0.30 to -0.15 (0.000)</b>

Significant effects in bold

### ***Inexperience Sub-scale***

The DBQ Inexperience sub-scale refers to behaviours such as shifting into the wrong gear and forgetting to remove the parking brake. Higher scores are indicative of more lapses due to being inexperienced. The Inexperience sub-scale scores for the Program and Survey groups across the two survey points are contained in Table D.58.

**Table D.58** DBQ Inexperience sub-scale scores across BI groups and survey time points

Mean (sd)	Time 1	Time 2
Program Group	1.50 (0.53)	1.33 (0.46)
Survey Group	1.53 (0.55)	1.52 (0.53)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each BI group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction, whereby there was no difference between the Program group and Survey group in terms of the mean inexperience score at time 1; however, at time 2, the Program groups' mean score was significantly lower (by 0.19 points) than the Survey group. The Program group showed a significant reduction (-0.17) in mean inexperience scores over time; however, Survey groups' scores did not change significantly over time (-0.01). These results suggest that both groups reported experiencing fewer lapses due to their inexperience over the course of the trial, and this reduction was greatest for the Program group.

**Table D.59** DBQ Inexperience GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.001</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	-0.03	-0.13 to 0.06 (0.507)
<b>Time 2: Program vs. Survey</b>	<b>-0.19</b>	<b>-0.28 to -0.09 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	-0.01	-0.08 to 0.05 (0.695)
<b>Time 2 vs. time 1 for Program</b>	<b>-0.17</b>	<b>-0.23 to -0.10 (0.000)</b>

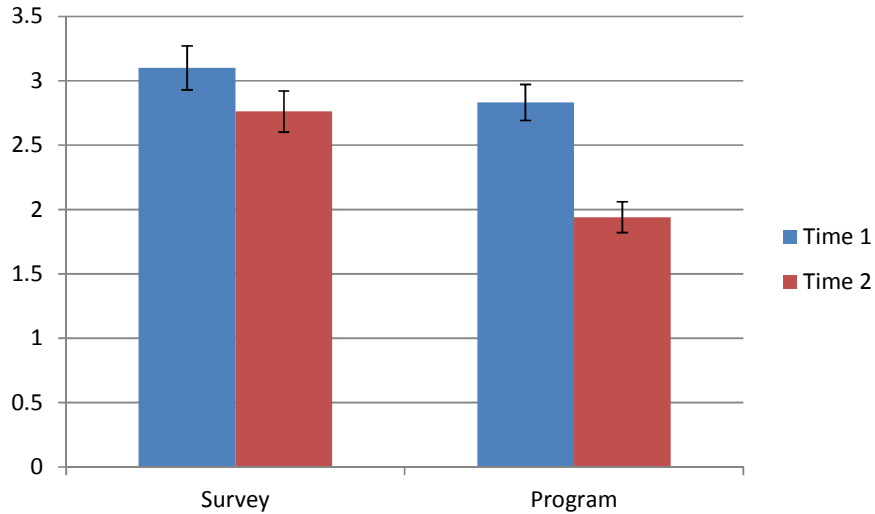
Significant effects in bold

#### **Part C Q4 – Speeding behaviour during last 10 trips**

Question 4 of the questionnaire asked respondents in their last ten driving trips, how often they engaged in a range of eight different speeding behaviours. Respondents answered from 0 trips up to 10 trips. A Generalised Estimating Equation (GEE) was conducted on each of the speeding behaviours to see how responses changed in each BI group over time. The GEE model was specified with a negative binomial error distribution and an unstructured correlation matrix. The results for each of the eight speeding behaviours are presented separately below.

##### **4a. In how many of your last ten driving trips would you have accidentally driven over the speed limit?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having accidentally driving over the speed limit for the two survey points is shown in Figure D.44.



**Figure D.44 Mean (std error) no of times participants reported having accidentally driven over the speed limit in the last 10 trips, across groups and time**

**Table D.60 C4a GEE results for effects of interest**

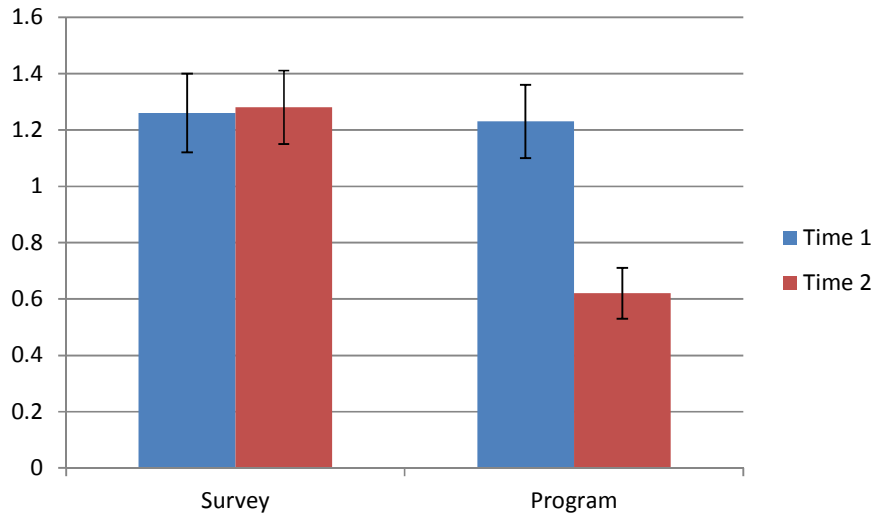
	Incidence rate ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.011</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.91	0.74-1.13 (0.395)
<b>Time 2: Program vs. Survey</b>	<b>0.70</b>	<b>0.56-0.87 (0.002)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.89	0.77-1.03 (0.115)
<b>Time 2 vs. time 1 for Program</b>	<b>0.69</b>	<b>0.60-0.79 (0.000)</b>

Significant effects in bold

There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of accidentally driving over the speed limit at time 1. However, at time 2 the risk of accidentally driving over the speed limit was 30% less in the Program Group compared to the Survey group. There was also no difference over time for the Survey group, but for the Program Group, the risk of accidentally driving over the speed limit was 31% less at time 2 compared to time 1.

**4b. In how many of your last ten driving trips would you have intentionally driven over the speed limit?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having intentionally driving over the speed limit for the two survey points is shown in Figure D.45.



**Figure D.45 Mean (std error) no of times participants reported having intentionally driven over the speed limit in the last 10 trips, across groups and time**

There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of intentionally driving over the speed limit at time 1. However, at time 2 the risk of intentionally driving over the speed limit was 51% less in the Program Group compared to the Survey group. There was also no difference over time for the Survey group, but for the Program Group, the risk of intentionally driving over the speed limit was 49% less at time 2 compared to time 1.

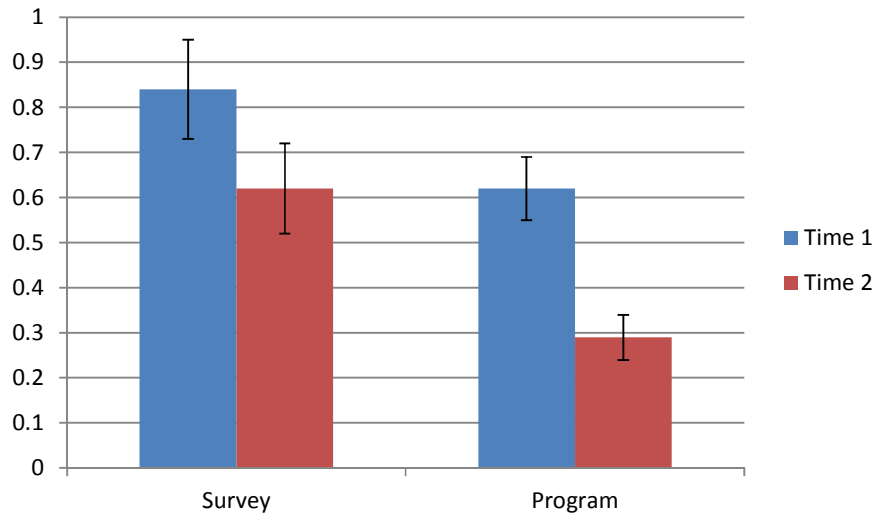
**Table D.61 C4b GEE results for effects of interest**

	Incidence rate ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.98	0.76-1.25 (0.847)
<b>Time 2: Program vs. Survey</b>	<b>0.49</b>	<b>0.37-0.64 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.02	0.88-1.18 (0.816)
<b>Time 2 vs. time 1 for Program</b>	<b>0.51</b>	<b>0.43-0.60 (0.000)</b>

Significant effects in bold

**4c. In how many of your last ten driving trips would you have driven well over the speed limit and didn't realise?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having driven well over the speed limit and not realised for the two survey points is shown in Figure D.46.



**Figure D.46 Mean (std error) no of times participants reported having driven well over the speed limit and didn't realise in the last 10 trips, across groups and time**

There was no significant interaction between BI group and time. There was a main effect of group, whereby the risk of the Program group driving well over the speed limit and not realising it was 46% lower than the Survey group (pooled over time). There was also a significant main effect of time, where the risk of driving well over speed limit but not realising it was 33% lower at time 2 compared to time 1, pooled over the BI groups.

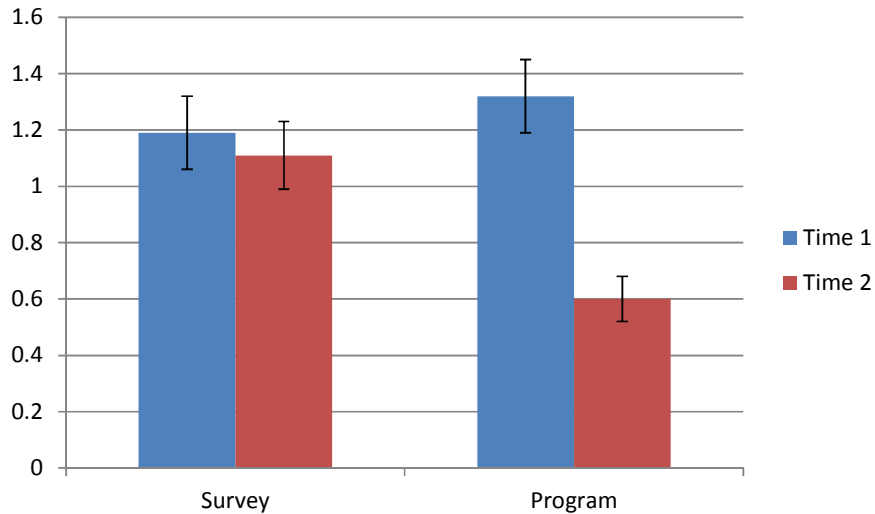
**Table D.62 C4c GEE results for effects of interest**

	<b>Incidence rate ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.187
Program vs. Survey at each time		
<b>Program vs. Survey</b>	<b>0.54</b>	<b>0.41-0.70 (0.000)</b>
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>0.67</b>	<b>0.56-0.80 (0.000)</b>

Significant effects in bold

**4d. In how many of your last ten driving trips would you have been in a hurry and drove over the speed limit to get to your destination?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having been in a hurry and drove over the speed limit to get to their destination for the two survey points is shown in Figure D.47.



**Figure D.47 Mean (std error) no of times participants reported having been in a hurry and drove over the speed limit to get to their destination in the last 10 trips, across groups and time**

There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of being in a hurry and driving over the speed limit at time 1. However, at time 2 the risk of being in a hurry and driving over the speed limit was 46% less in the Program Group compared to the Survey group. There was also no difference over time for the Survey group, but for the Program Group, the risk of being in a hurry and driving over the speed limit was 54% less at time 2 compared to time 1.

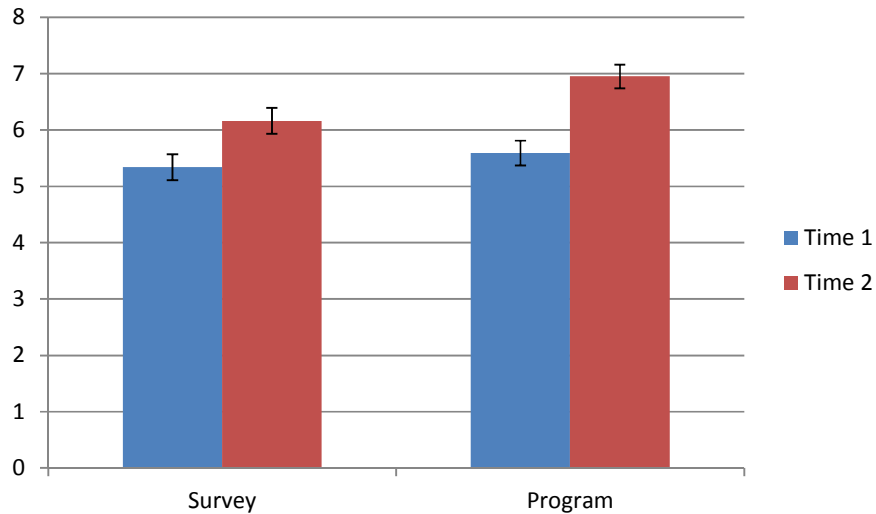
**Table D.63 C4d GEE results for effects of interest**

	Incidence rate ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.000</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.10	0.86-1.41 (0.439)
<b>Time 2: Program vs. Survey</b>	<b>0.54</b>	<b>0.41-0.71 (0.000)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.93	0.78-1.11 (0.431)
<b>Time 2 vs. time 1 for Program</b>	<b>0.46</b>	<b>0.38-0.55 (0.000)</b>

Significant effects in bold

**4e. In how many of your last ten driving trips would you have kept at a safe speed even though people were driving faster than you?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having kept at a safe speed even though people were driving faster than them for the two survey points is shown in Figure D.48.



**Figure D.48 Mean (std error) no of times participants reported having kept at a safe speed even though people were driving faster than them in the last 10 trips, across groups and time**

There was no significant interaction between BI group and time. There was also no main effect of group; that is, there was no difference between the Program and Survey groups in terms of keeping at a safe speed even though people were driving faster than them (pooled over time). There was a significant main effect of time, where the probability of keeping at a safe speed even though people were driving faster than them was 20% higher at time 2 than time 1, pooled over the BI groups.

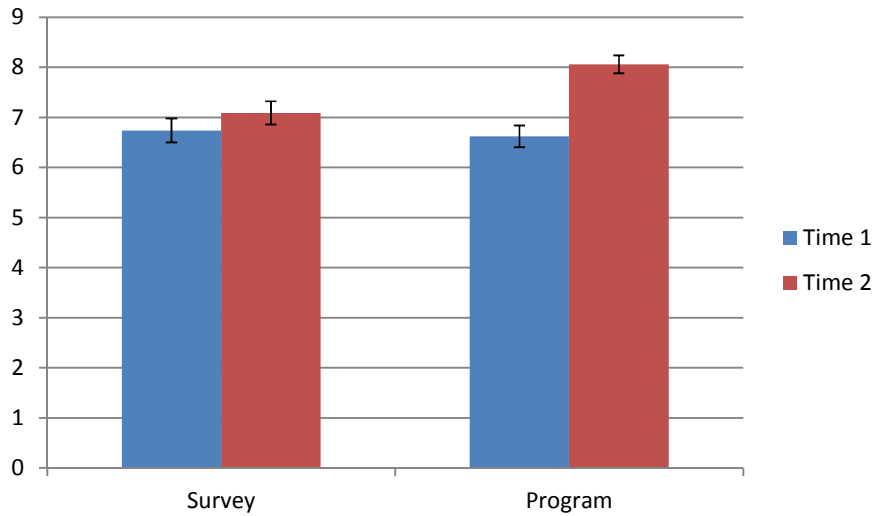
**Table D.64 C4e GEE results for effects of interest**

	<b>Incidence rate ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.519
Program vs. Survey at each time		
Program vs. Survey	1.09	0.92-1.28 (0.310)
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>1.20</b>	<b>1.07-1.34 (0.002)</b>

Significant effects in bold

**4f. In how many of your last ten driving trips would you have made a real effort to look out for speed signs?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having made a real effort to look out for speed signs for the two survey points is shown in Figure D.49.



**Figure D.49 Mean (std error) no of times participants reported having made a real effort to look out for speed signs in the last 10 trips, across groups and time**

There was no significant interaction between BI group and time. There was also no main effect of group; that is, there was no difference between the Program and Survey groups in terms of making a real effort to look out for speed signs (pooled over time). There was, however, a significant main effect of time, where the risk of making a real effort to look out for speed signs at time 2 was 13% higher than at time 1, pooled over the BI groups.

**Table D.65 C4f GEE results for effects of interest**

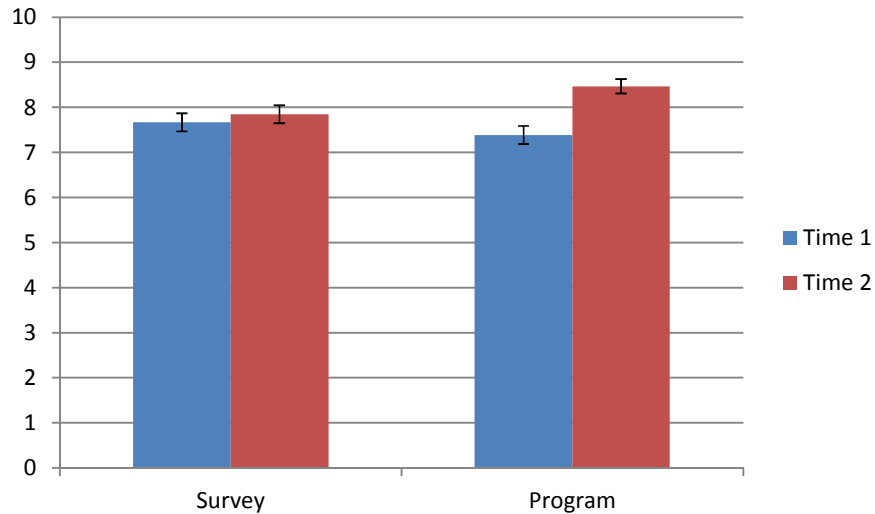
	<b>Incidence rate ratio</b>	<b>95%CI (p-value)</b>
Group X time interaction	-	0.157
Program vs. Survey at each time		
Program vs. Survey	1.06	0.90-1.25 (0.508)
Time 2 vs. Time 1 for each Group		
<b>Time 2 vs. time 1 for Survey</b>	<b>1.13</b>	<b>1.02-1.26 (0.015)</b>

Significant effects in bold



**4g. In how many of your last ten driving trips would you have made a real effort to look at your speedometer?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having made a real effort to look at their speedometer for the two survey points is shown in Figure D.50.



**Figure D.50** Mean (std error) no of times participants reported having made a real effort to look at their speedometer in the last 10 trips, across groups and time

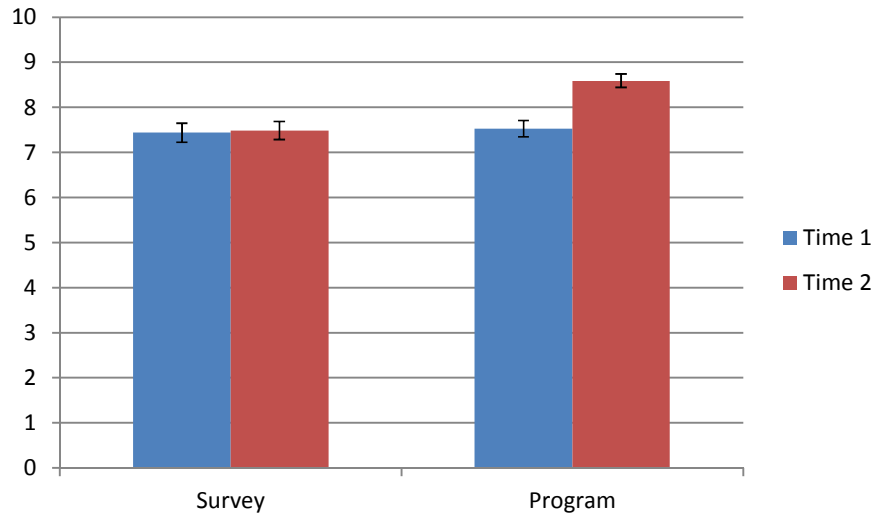
There was no significant interaction between BI group and time. There was also no main effect of group or no main effect of time; that is, there were no differences between the Program and Survey groups or across the two survey time points in terms of making a real effort to look at their speedometer.

**Table D.66** C4g GEE results for effects of interest

	Incidence rate ratio	95%CI (p-value)
Group X time interaction	-	0.263
Program vs. Survey at each time		
Program vs. Survey	1.02	0.86-1.21 (0.813)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.09	0.98-1.20 (0.110)

**4h. In how many of your last ten driving trips would you have made a real effort to stay within the speed limit?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having made a real effort to stay within the speed limit for the two survey points is shown in Figure D.51.



**Figure D.51 Mean (std error) no of times participants reported having made a real effort to stay within the speed limit in the last 10 trips, across groups and time**

There was no significant interaction between BI group and time. There was also no main effect of group or no main effect of time; that is, there were no differences between the Program and Survey groups or across the two survey time points in terms of making a real effort to stay within the speed limit. However, it is noteworthy that the percentage of drivers in the Program group who indicated that they made a real effort to stay within the speed limit for all of their last 10 trips increased from 40.5% at time 1 to 56.1% at time 2.

**Table D.67 C4h GEE results for effects of interest**

	Incidence rate ratio	95%CI (p-value)
Group X time interaction	-	0.218
Program vs. Survey at each time		
Program vs. Survey	1.08	0.91-1.27 (0.378)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.07	0.97-1.19 (0.165)

### Part C Q5 – Perceived effectiveness of road safety measures

The final question in Part C, Question 5 of the questionnaire, asked respondents to indicate how effective they thought a range of 10 road safety measures are in helping drivers to keep to the speed limit. Respondents answered on a 5 point scale ranging from ‘Very ineffective’ (1) to ‘Very effective’ (5). A Generalised Estimating Equation (GEE) was conducted on each of the speeding behaviours to see how responses changed in each BI group over time. A GEE analysis was conducted to determine if the odds of answering Effective/Very effective (compared to Very ineffective/ineffective/neither effective nor ineffective) were different for the BI groups over time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix. The results for each of the 10 measures are presented separately below.

#### a) Penalties (e.g. fines, demerit points)

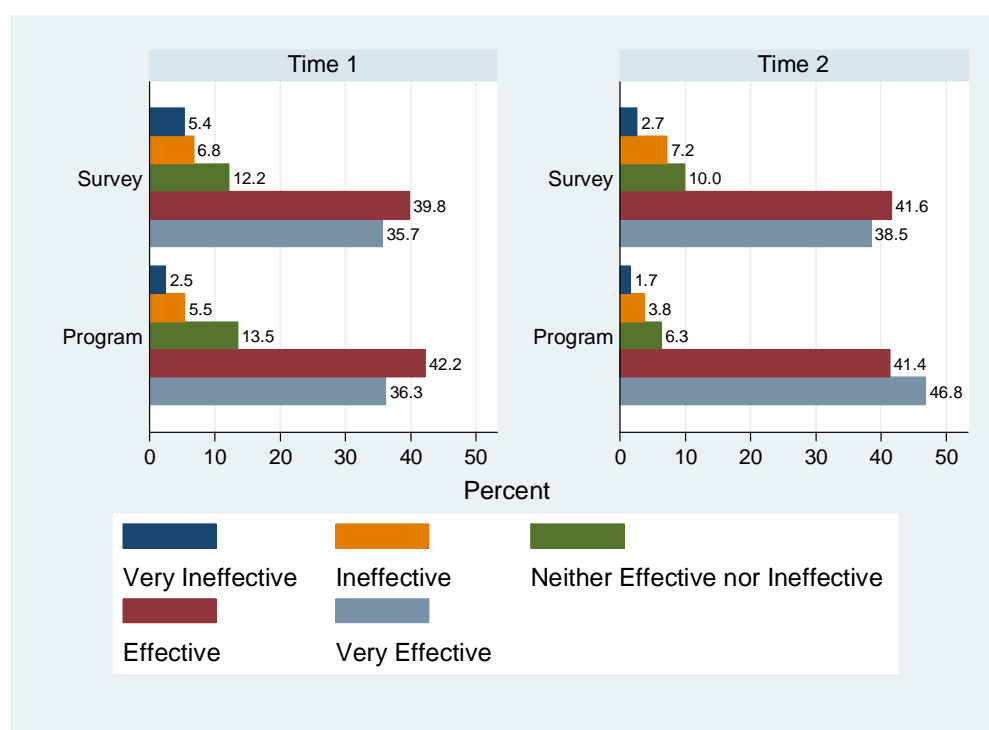


Figure D.52 Responses across BI groups and time for effectiveness of penalties

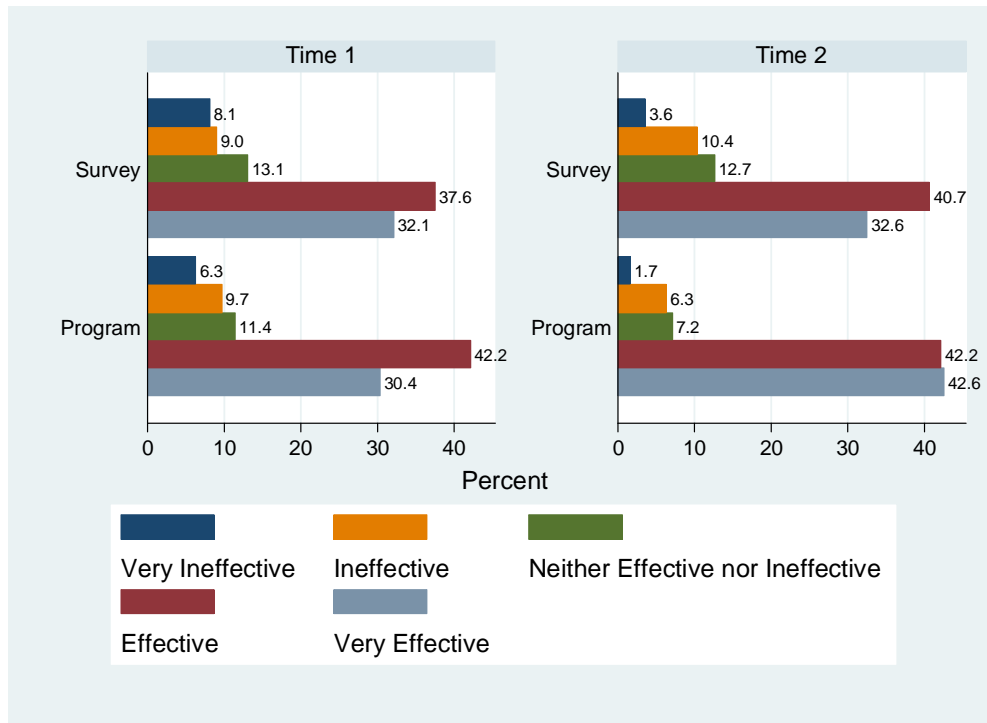
There was no significant interaction between BI group and time. Although not significant at the 0.05 level, there was some evidence for a difference between groups, pooled over time ( $p < 0.10$ ), where the odds of thinking penalties were effective was 41% higher in Program group than the Survey group (pooled over time). There was a significant main effect of time, where the odds of thinking penalties are effective was 60% higher at time 2 than time 1, pooled over the BI groups (Table D.68).

**Table D.68** C5a GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds Ratio	95% CI (p-value)
Group x time interaction	-	0.113
Program vs. Survey	1.41	0.97-2.06 (0.076)
<b>Time 2 vs. Time 1</b>	<b>1.60</b>	<b>1.21-2.11 (0.001)</b>

Significant effects in bold

**b) Speed cameras**



**Figure D.53** Responses across BI groups and time for effectiveness of speed cameras

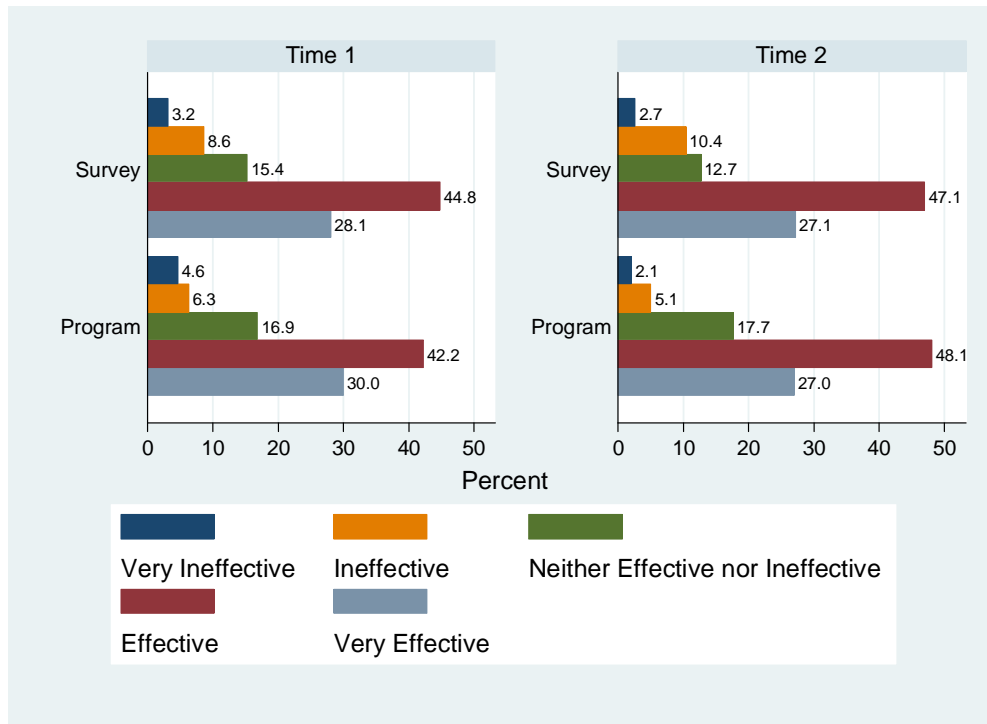
There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of the odds of thinking speed cameras are effective at time 1. However, at time 2 the odds of the Program group thinking speed cameras were effective in helping them keep to posted speed limit were just over twice that of the Survey group. There was also no difference over time for the Survey group, but at time 2, the odds of the Program group thinking speed cameras were effective in helping them keep to posted speed limit were more than twice that of the odds at time 1 (Table D.69).

**Table D.69** C5b GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.009</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	1.15	0.77-1.73 (0.495)
<b>Time 2: Program vs. Survey</b>	<b>2.03</b>	<b>1.28-3.23 (0.003)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.19	0.90-1.59 (0.224)
<b>Time 2 vs. time 1 for Program</b>	<b>2.11</b>	<b>1.53-2.90 (0.000)</b>

Significant effects in bold

**c) Speed humps**



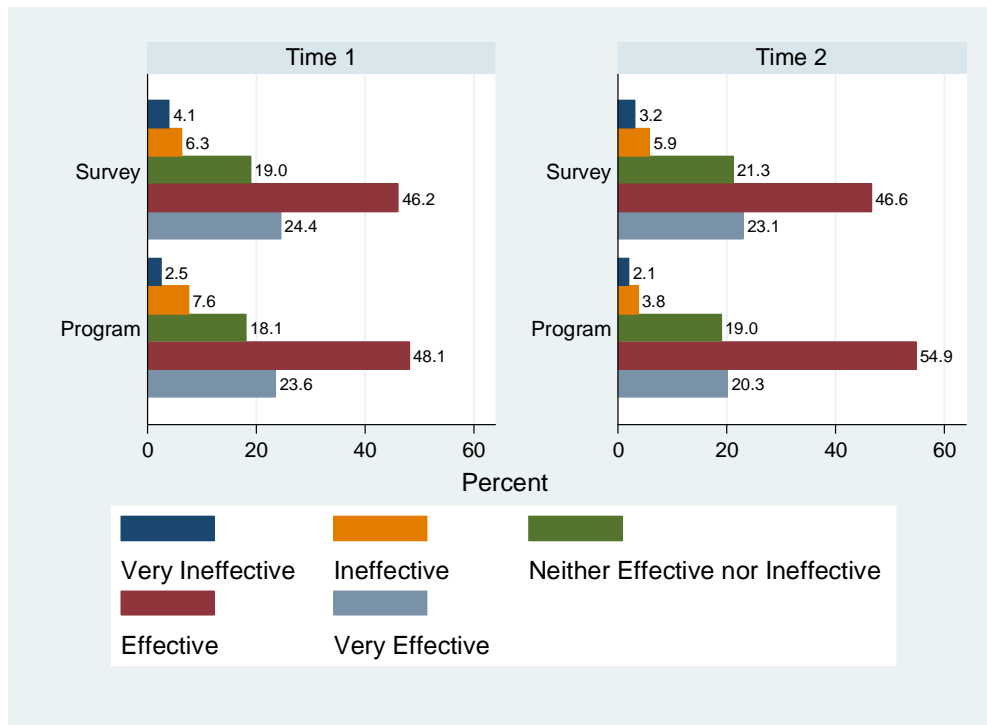
**Figure D.54** Responses across BI groups and time for effectiveness of speed humps

There was no significant interaction between BI group and time. There was also no main effect of group or no main effect of time; that is, there were no differences between the Program and Survey groups or across the two survey time points in terms of thinking that speed humps are an effective means of helping drivers keep to the speed limit (Table D.70).

**Table D.70** C5c GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds Ratio	95% CI (p-value)
Group x time interaction	-	0.716
Program vs. Survey	1.00	0.71-1.43 (0.981)
Time 2 vs. Time 1	1.12	0.90-1.40 (0.322)

**d) Roundabouts**



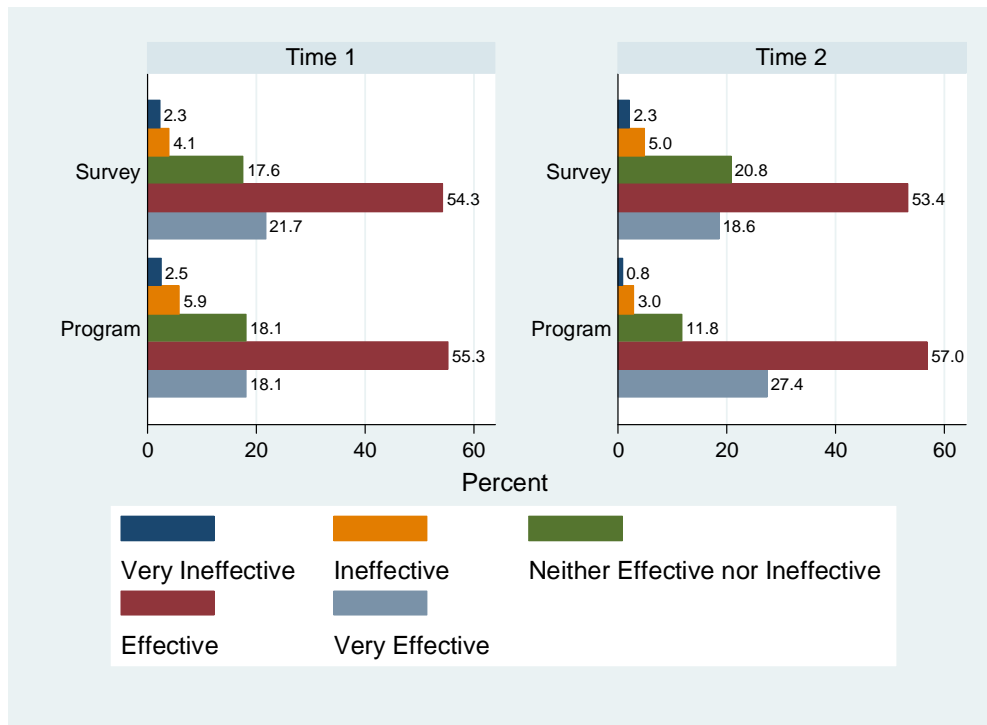
**Figure D.55** Responses across BI groups and time for effectiveness of roundabouts

There was no significant interaction between BI group and time. There was also no main effect of group or no main effect of time; that is, there were no differences between the Program and Survey groups or across the two survey time points in terms of thinking that roundabouts are an effective means of helping drivers keep to the speed limit (Table D.71).

**Table D.71** C5d GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds Ratio	95% CI (p-value)
Group x time interaction	-	0.336
Program vs. Survey	1.17	0.83-1.66 (0.357)
Time 2 vs. Time 1	1.07	0.86-1.33 (0.564)

**e) Speed signs**



**Figure D.56** Responses across BI groups and time for effectiveness of speed signs

There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of the odds of thinking speed signs are effective at time 1. However, at time 2, the odds of the Program group thinking speed signs were effective in helping them keep to posted speed limit were more than twice that of the Survey group. There was also no difference over time for the Survey group, but at time 2, the odds of the program group thinking speed signs were effective in helping them keep to posted speed limit were almost twice that of the odds at time 1 (Table D.72).

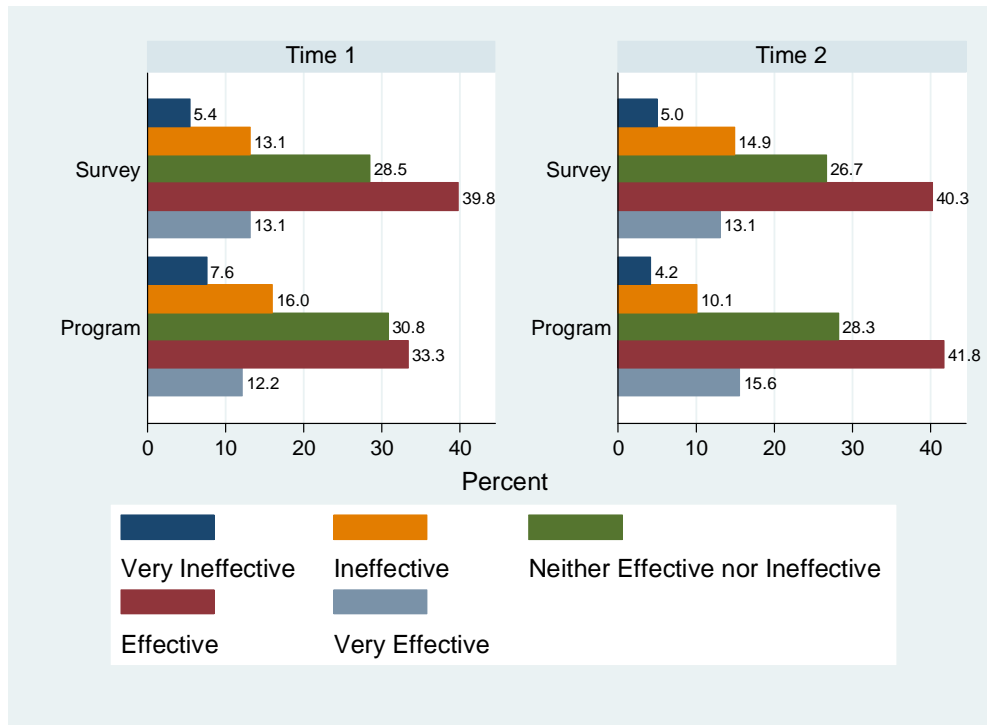
**Table D.72** C5e GEE results for effects of interest

<b>Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.001</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.87	0.57-1.33 (0.523)
<b>Time 2: Program vs. Survey</b>	<b>2.11</b>	<b>1.33-3.33 (0.001)</b>
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.81	0.57-1.15 (0.232)
<b>Time 2 vs. time 1 for Program</b>	<b>1.96</b>	<b>1.35-2.84 (0.000)</b>

Significant effects in bold



**f. Road safety advertising**



**Figure D.57 Responses across BI groups and time for effectiveness of road safety advertising**

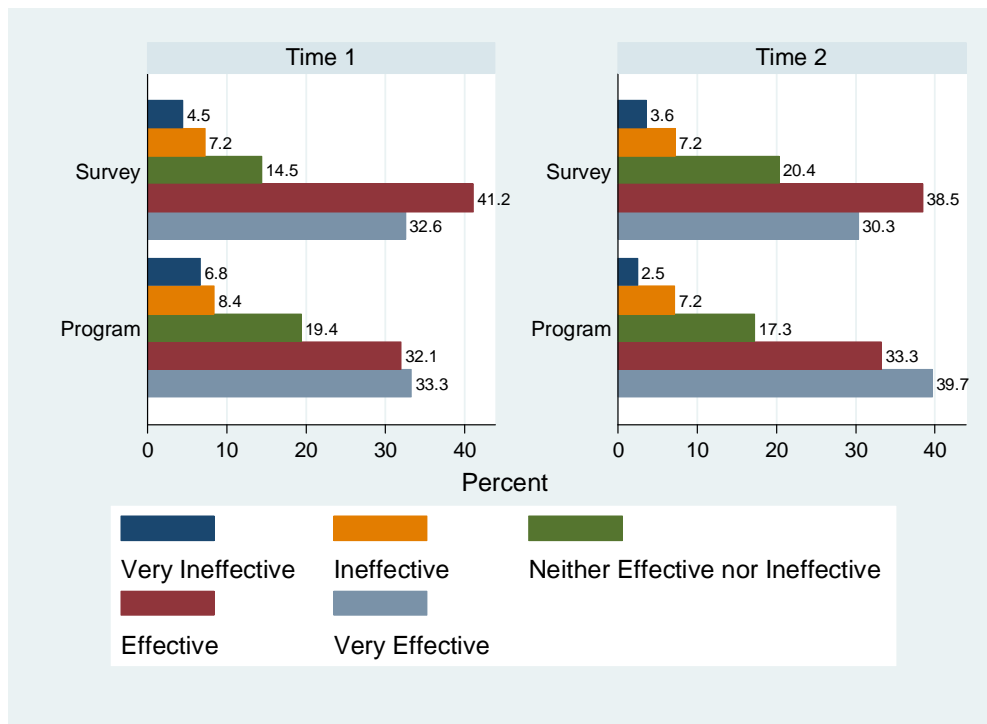
There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of the odds of thinking road safety advertising is effective at time 1 or time 2. There was also no difference over time for the Survey group, but at time 2, the odds of the Program group thinking road safety advertising was effective in helping them keep to posted speed limit were almost 1.6 times (60%) higher than the odds at time 1.

**Table D.73** C5f GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.024</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.74	0.52-1.07 (0.115)
Time 2: Program vs. Survey	1.18	0.81-1.70 (0.391)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.02	0.77-1.35 (0.900)
<b>Time 2 vs. time 1 for Program</b>	<b>1.61</b>	<b>1.22-2.12 (0.001)</b>

Significant effects in bold

**g) In-car technologies that warn you if you are exceeding the speed limit**



**Figure D.58** Responses across BI groups and time for effectiveness of in-car technologies

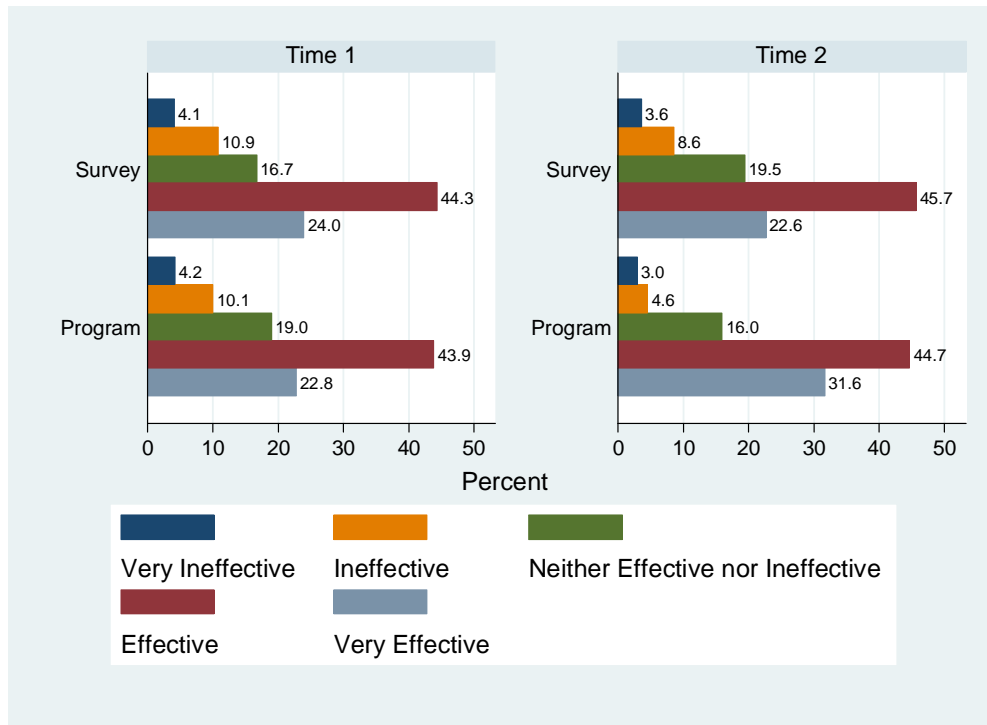
There was a significant interaction between BI group and time. There was some evidence that the Program group were less likely than the Survey group at time 1 (OR=0.67, p=0.053) to believe that in-car technologies would be effective in helping them keep to the speed limit. At time 2, however, the odds of the Program group believing this were 23% higher than the Survey group, although this difference was not statistically significant. There was also no difference over time for the Survey group, but at time 2, the odds of the Program group thinking in-car technologies were effective in helping them keep to posted speed limit were 43% higher than at time 1.

**Table D.74** C5g GEE results for effects of interest

<b>Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective</b>	<b>Odds ratio</b>	<b>95%CI (p-value)</b>
<b>Group X time interaction</b>	-	<b>0.004</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.67	0.45-1.01 (0.053)
Time 2: Program vs. Survey	1.23	0.82-1.84 (0.321)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.78	0.58-1.06 (0.112)
<b>Time 2 vs. time 1 for Program</b>	<b>1.43</b>	<b>1.08-1.90 (0.014)</b>

Significant effects in bold

## h) Speed radar/detection guns



**Figure D.59 Responses across BI groups and time for effectiveness of speed/radar guns**

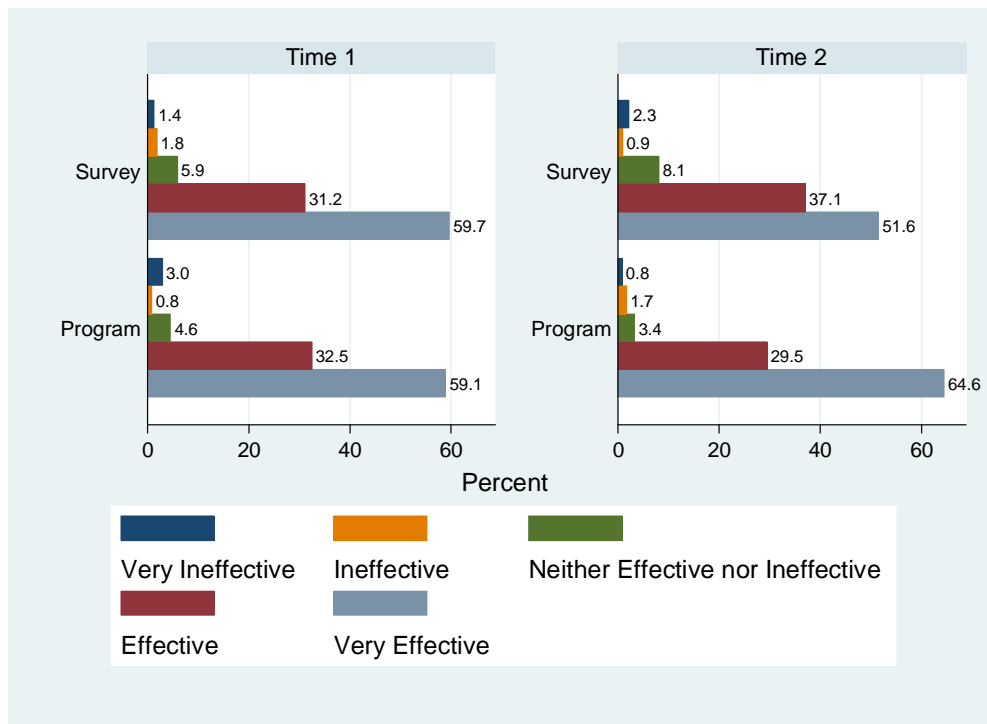
There was a significant interaction between BI group and time. There was no significant difference between the Program and Survey groups in terms of the odds of thinking speed/radar guns are effective at time 1. However, at time 2, there was some evidence that the odds of the Program group thinking speed/radar guns were effective in helping them keep to posted speed limit were 50% higher than the Survey group. There was also no difference over time for the Survey group, but at time 2, the odds of the program group thinking speed/radar guns were effective were 62% higher than at time 1.

**Table D.75** C5h GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds ratio	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.031</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.93	0.63-1.37 (0.705)
Time 2: Program vs. Survey	1.50	0.99-2.26 (0.055)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	1.00	0.74-1.36 (1.000)
<b>Time 2 vs. time 1 for Program</b>	<b>1.62</b>	<b>1.19-2.20 (0.002)</b>

Significant effects in bold

**i) Police car presence**



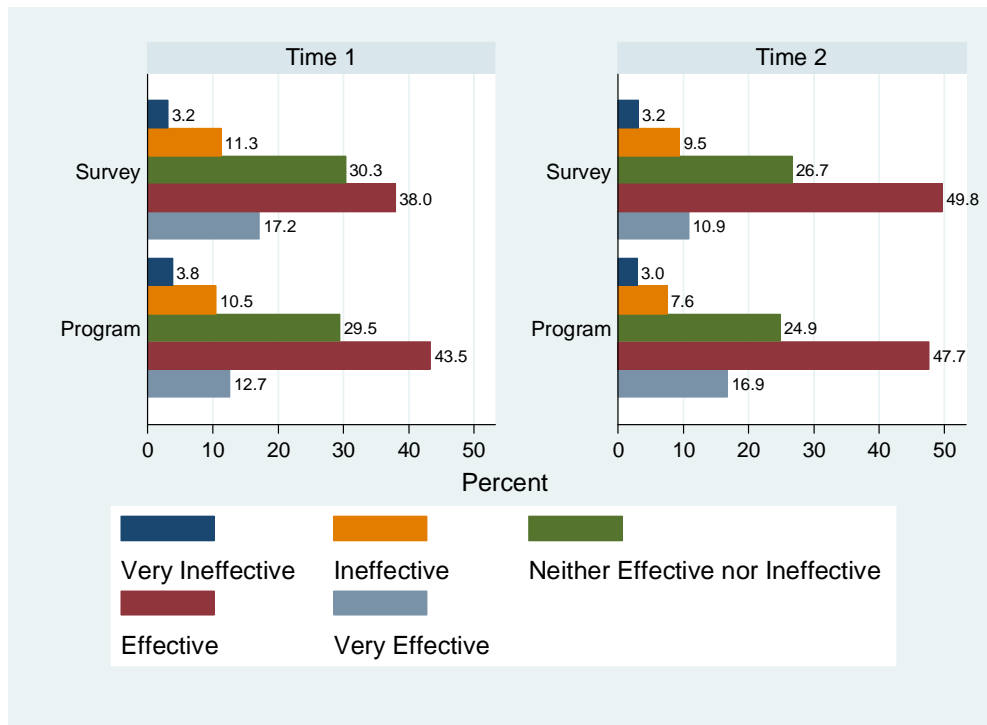
**Figure D.60** Responses across BI groups and time for effectiveness of police car presence

There was no significant interaction between BI group and time. There was also no main effect of group or no main effect of time; that is, there were no differences between the Program and Survey groups or across the two survey time points in terms of thinking that police car presence is an effective means of helping drivers keep to the speed limit.

**Table D.76** C5i GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds Ratio	95% CI (p-value)
Group x time interaction	-	0.106
Program vs. Survey	1.46	0.86-2.51 (0.165)
Time 2 vs. Time 1	1.03	0.70-1.50 (0.885)

**j) Traffic Islands**



**Figure D.61** Responses across BI groups and time for effectiveness of traffic islands

There was no significant interaction between BI group and time. There was also no main effect of group; that is, there were no differences between the Program and Survey groups in terms of thinking that traffic islands are an effective means of helping drivers keep to the speed limit. There was, however, a significant main effect for time, whereby, at time 2, the odds of participants in both groups thinking that traffic islands helped them keep to the speed limit were 34% higher than at time 1.

**Table D.77** C5j GEE results for effects of interest

Outcome=Effective/Very Effective, compared to Neither/Ineffective/Very ineffective	Odds Ratio	95% CI (p-value)
Group x time interaction	-	0.541
Program vs. Survey	1.10	0.81-1.51 (0.529)
<b>Time 2 vs. Time 1</b>	<b>1.34</b>	<b>1.08-1.65 (0.007)</b>

Significant effects in bold

## INTERESTS AND PERSONALITY STYLE – PART D

### Sensation Seeking

Items on sensation seeking were a combination of the 10-item ‘Thrill and Adventure Seeking (TAS)’ sub-scale of Zuckerman’s (1994) Sensation-Seeking Scale (Version V). According to Zuckerman (1994), items on the TAS express “a desire to engage in sports or other physically risky activities that provide unusual sensations of speed or defiance of gravity”. Significant relationships between driving speed and sensation seeking have been reported in a number of studies and may moderate the effectiveness of the speed behaviour program. The maximum score is 10, with higher scores indicating higher sensation seeking. The mean sensation seeking scores are contained in Table D.78 for the Program and Survey groups across survey times. Both groups displayed low to moderate levels of sensation seeking.

**Table D.78** Mean sensation seeking scores across group and survey time

Mean (SD)	Time 1	Time 2
Program Group	4.35 (2.80)	4.12 (2.91)
Survey Group	3.98 (2.78)	4.15 (2.93)

A Generalised Estimating Equation (GEE) was used to examine how sensation seeking changed in each BI group over time (Table D.79). The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction, whereby there was no difference in sensation seeking scores for the Program and Survey groups at either time point. There was no change over time for the Survey group; however, for the

Program group, there was some evidence for a small reduction in sensation seeking over time (8.5% reduction,  $p=0.05$ ).

**Table D.79** Sensation seeking GEE results for effects of interest

	Parameter estimate	95%CI (p-value)
<b>Group X time interaction</b>	-	<b>0.019</b>
Program vs. Survey at each time		
Time 1: Program vs. Survey	0.38	-0.15 to 0.90 (0.157)
Time 2: Program vs. Survey	-0.03	-0.55 to 0.49 (0.907)
Time 2 vs. Time 1 for each Group		
Time 2 vs. time 1 for Survey	0.17	-0.07 to 0.42 (0.169)
<i>Time 2 vs. time 1 for Program</i>	<i>-0.24</i>	<i>-0.47 to 0.00 (0.050)</i>

Significant effects in bold. Near significant effects in italics

### Marlowe-Crowne Social Desirability Scale

The 8-item short form of the Marlowe-Crowne social desirability scale (developed originally by Greenwald & Satow, 1970) was used to measure participants' level of social desirability. Social desirability concerns the propensity for participants to answer survey items in an overly positive, or socially desirable manner, rather than in a manner that reflects their true feelings or behaviour. The short-form has a maximum score of 8, with higher scores indicating a greater level of social desirability and that participants may have been answering survey items in an overly positive way. The mean social desirability scores are contained in Table D.80 for the Program and Survey groups across survey times. Participants in both groups scored moderately on social desirability at both survey time points, suggesting that participants are unlikely to have answered the survey items untruthfully even if their answers might not be socially acceptable.

**Table D.80** Mean social desirability scores across group and survey time

Mean (sd)	Time 1	Time 2
Program Group	5.01 (1.93)	4.96 (2.08)
Survey Group	4.56 (2.18)	4.53 (2.20)

A Generalised Estimating Equation (GEE) was used to examine how social desirability changed in each BI group over time (Table D.81). The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was no significant group by time interaction, nor a significant main effect for time. However, there was a significant main effect for BI group, whereby the Program group scored higher on social desirability at both survey time points



than the Survey group. However, as stated above, the Program group still scored low on social desirability and the difference between the two groups was small (less than 0.5 on a 24 point scale). Thus, the impact of these differences on survey responses is likely to be negligible.

**Table D.81** Social desirability GEE results for effects of interest

	Parameter estimate	95% CI (p-value)
Group x time interaction	-	0.885
<b>Program vs. Survey</b>	<b>0.44</b>	<b>0.08 to 0.80 (0.017)</b>
Time 2 vs. Time 1	-0.04	-0.17 to 0.09 (0.578)

Significant effects in bold

### COURSE MATERIAL RETENTION ITEMS

Twenty-five true/false items were included in the BI surveys to assess participants' retention of the speed behaviour program course materials. Eighteen of the 25 items assessed participants' knowledge of program content, while the other seven did not. Examples of items addressing course content include: 'Speeding is about as risky as drink-driving' and 'Speed limits are set randomly'. All BI participants were administered these questions in the pre- and post-intervention surveys. One of the retention items was not included on Survey 2 due to an administrative error and, thus, has been excluded from analysis. Mean scores on the retention items for each group at each survey point are displayed in Table D.82. The mean number of correct responses (out of 24) on the retention items was examined across the Program and Survey groups and across the two survey time points in a 2 x 2 ANOVA. There was a significant interaction between BI group and survey time ( $F(1,455) = 25.13$ ,  $p < .005$ ,  $\eta^2 = .046$ ). Post-hoc tests revealed that the Program group answered a significantly higher number of retention items correctly in Survey 2 (after completing the speed behaviour program) compared to Survey 1 ( $p < .05$ ). For the Survey group, in contrast, the number of items answered correctly did not differ significantly across the two survey points. These results suggest that the BI Program participants had retained, an average of five weeks later, information learnt at the speed behaviour program course.

**Table D.82** Mean (SD) score on the BI course retention items across BI groups and survey time points (max score = 24)

	Program	Survey
Survey 1	17.3 (2.3)	17.2 (2.4)
Survey 2	18.7 (2.1)	17.5 (2.5)

## OPEN-ENDED QUESTION: TRIAL EXPERIENCE

Survey 2 included an open-ended question asking participants to comment on their experiences participating in the trial activities. The top 10 most common responses are included in Table D.83 for the Program and Survey groups. As displayed, the Program group provided more responses to this open-ended question than the Survey group. The most common comments from the Program group were positive, with many participants stating that the trial was an excellent experience and that being involved in the speed behaviour program course has had an influence on reducing their speeding behaviour and attitudes and has made them more aware of the dangers of speeding. A number of participants in the Survey group reported that some of the survey questions were confusing due a lack of context (e.g. were questions referring to urban or rural roads?) and also that some questions were repetitive. Only one Survey participant reported that participating in the trial had changed their behaviour in terms of reducing their speeding. However, quite a few Survey respondents did report that participation in the trial has changed their attitudes and awareness and increased their motivation to improve their behaviour.

**Table D.83** Top 10 responses to open-ended question on ‘experience participating in the trial’

Most common responses	Program (n=131)	Survey(n=64)
Has made me reduce my speed behaviour	34	1
Has made me more aware of dangers of speeding	30	5
Trial was excellent experience	27	7
I have learnt interesting facts about speeding	14	2
Has made me more aware of my speed/speed limits	12	4
Has made me motivated to reduce speeding	11	8
Has changed my attitude to speeding	8	2
Survey questions confusing/not relevant to me	6	13
Hearing other people’s experiences was good	6	-
Surveys not sent in timely manner	4	1

Note: participants may have stated more than one option

## FACTORS MODERATING BI PROGRAM EFFECTIVENESS

A series of GEE models were fitted to determine if a number of driver-based factors moderate the effectiveness of the BI program, as measured by the Stages-of-change Pre-contemplation, Contemplation and Action scores and the course knowledge retention items (only items relevant to course content were included). If the BI course was effective in improving attitudes towards speeding and speeding behaviour, it is expected that Pre-contemplation scores would decrease and Action scores would increase across the two survey points. Likewise, a greater number of retention items answered correctly would indicate that the program is effective in increasing knowledge and

awareness of the dangers of speeding. The potentially moderating factors examined included participant age, gender, social desirability Survey 1 scores (Marlowe-Crowne), scores on the Australian Propensity for Angry Driving Scale (Aus-PADS) from Survey 1, and course retention items total score from Survey 2 (for the analyses where success was measured by Stages-of-change scores).

For each of the three Stages-of-change scores, five GEE models were run:

1. Model 1: Full factorial model with BI Group, Survey Time and Age
2. Model 2: Full factorial model with BI Group, Survey Time and Gender
3. Model 3: Full factorial model with BI Group, Survey Time and Marlowe-Crowne total score (from Survey 1)
4. Model 4: Full factorial model with BI Group, Survey Time and Aus-PADS total score (Survey 1)
5. Model 5: Full factorial model with BI Group, Survey Time and total retention score for course-related items (Survey 2)

For the BI Program success as measured by total retention items score, four full factorial GEE models were run, one for each of the following combinations of variables:

1. Model 1: Full factorial model with BI Group, Survey Time and Age
2. Model 2: Full factorial model with BI Group, Survey Time and Gender
3. Model 3: Full factorial model with BI Group, Survey Time and Marlowe-Crowne total score (from Survey 1)
4. Model 4: Full factorial model with BI Group, Time and Aus-PADS total score

All GEE models were specified with a normal error distribution, an identity link function and unstructured correlation matrix.

#### **Stages-of-change – Pre-contemplation Scores**

None of the variables (age, gender, driving experience, Marlowe-Crowne total score, Aus-PADS score, total retention score) formed a significant three-way interaction with BI Group and Time, which indicates that none of these factors moderated the effectiveness of the BI program in reducing participants' mean Pre-contemplation score.

#### **Stages-of-change – Contemplation Scores**

None of the variables (age, gender, driving experience, Marlowe-Crowne total score, Aus-PADS score, total retention score) formed a significant three-way interaction with BI Group and Time, which indicates that none of these factors moderated the effectiveness of the BI program in changing participants' mean Contemplation score.

#### **Stages-of-change – Action scores**

Neither age, driving experience, Marlowe-Crowne total score, Aus-PADS score, or total retention score formed a significant three-way interaction with BI Group and Time, which indicates that none of these factors moderated the effectiveness of the BI program in increasing participants' mean Action score.

However, there was some evidence for a three-way interaction between BI Group, Time and Gender ( $p=0.057$ ), which indicates that the effectiveness of the BI program may differ between males and females. Separate GEE models were fitted to examine the effectiveness of the BI program for males and females separately.

For males, there was no significant difference in Action scores between the Program and Survey groups at the first survey ( $p=0.691$ ), nor was there any change over time in Action scores for the Survey group ( $p=0.959$ ). At the second survey, however, the Action score for the Program group was significantly higher (0.39 units, 95%CI 0.21 to 0.56,  $p=0.000$ ) than that for the Survey group. The Action score also increased significantly over time for the Program group (0.35 units, 95%CI 0.24 to 0.46,  $p=0.000$ ), suggesting that the male Program participants were actively taking steps to change their speeding behaviour after completing the program. No corresponding increase in behaviour change was observed for the male participants in the Survey group.

For females, there was also no significant difference in Action scores between the Program and Survey groups at the first survey ( $p=0.233$ ); however, there was some evidence for a reduction in Action scores for the Survey group over time (-0.11 units, 95%CI -0.22 to 0.00,  $p=0.054$ ). At the time of the second survey, the Action score for the Program group was significantly higher than that for the Survey group (0.48 units, 95%CI 0.32 to 0.64,  $p=0.000$ ). Additionally, the Action score increased significantly over time for the Program group (0.47 units, 95%CI 0.35 to 0.58,  $p=0.000$ ). These results suggest that the female Program participants were actively taking steps to change their speeding behaviour after completing the program, and that this action was more substantial than that being taken by the female Survey group participants. There was also evidence that Action scores increased slightly more for females in the Program group than males; however, this finding might be partly driven by the fact that females in the Survey group actually had a reduction in Action scores.

### **Course Retention Item Scores**

The program was effective in increasing participants' knowledge of course-related issues (as measured by total score on the course-related retention items). At the first survey, there was no significant difference between the Program and Survey groups in terms of course-related knowledge ( $p=0.863$ ). At the second time point, there was a significant difference between groups, with the Program group having a mean retention score approximately one unit higher than the Survey group (95%CI 0.67-1.33,  $p=0.000$ ). There was a significant increase in retention score over time for the Program group (1.27 units, 95%CI 1.04-1.51,  $p=0.000$ ). In the Survey group, despite not having been exposed to the program, there was also a significant increase in course-related knowledge over time (0.30 units, 95%CI 0.06-0.54,  $p=0.014$ ), but this was not as large as the increase observed in the Program group.

Further analyses were performed to determine if the effectiveness of the program in increasing retention of course-related knowledge was modified by age, gender, driving experience, Marlowe-Crowne score or Aus-PADS score. Age, gender, driving experience, or Marlowe-Crowne total score were not found to impact the effectiveness of the program in increasing awareness. However, there was a significant three-way interaction between Group, survey time and the Aus-PADS score ( $p=0.015$ ), indicating that the propensity for angry driving did modify the effectiveness of the BI program. Further analyses revealed that there was no effect of Aus-PADS score or survey time (or interaction between the two) on knowledge retention for the Survey group. However, for the Program group, there was a significant interaction between Aus-PADS score and time on their knowledge retention. At the first survey, there was no effect of Aus-PADS score on their knowledge. However, at the second survey, the retention item score increased significantly by 0.04 points (95%CI 0.01 to 0.07,  $p=0.013$ ) for every unit increase in Aus-PADS score, suggesting that drivers with a greater propensity for angry driving retained more knowledge from the BI course.

## APPENDIX E FULL ISA SUB-TRIAL SURVEY RESULTS

Generalised Estimating Equations (GEE) were used to examine all survey items unless otherwise stated. This analysis aimed to determine if survey responses differed significantly across the four ISA groups and if survey responses changed over time, in order to establish the effectiveness of Isa and demerit point removal on improving drivers' speeding knowledge and attitudes. GEE is used to analyse correlated data from longitudinal and repeated-measures trials, which is applicable for the survey data from this trial as there is a correlation between the responses of the same participant over time (see Section 3.3.3.a of volume 1 report for a more detailed explanation of the GEE method). The research questions of particular interest to the survey data and the model effects that address these are shown below in Table D.1.

**Table E.1** Summary of research questions and effects of interest for ISA survey

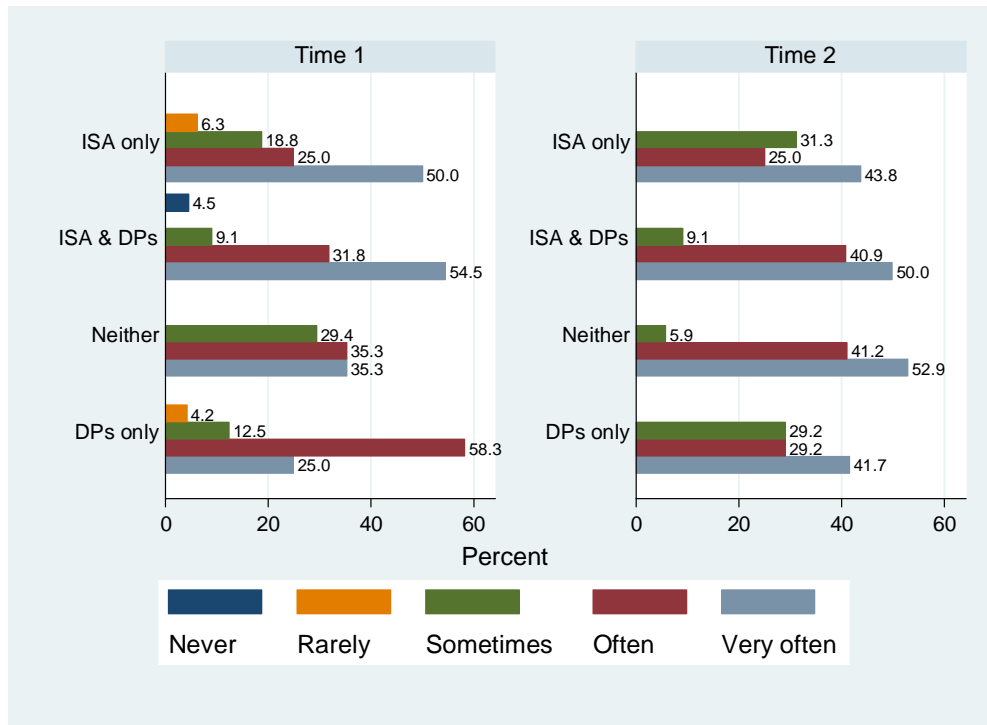
Research question addressed	BI group effects of interest
Does experience of ISA lead to changed responses over time, relative to the control group, and does this depend on whether or not demerit points are removed?	3 way interaction: ISA Group x Period x Demerit point removal group
Does experience of ISA lead to changed responses over time, relative to the control group (pooled across Trial group)?	2 way interaction: ISA Group x Period
Does demerit point removal affect responses (pooled across ISA Group, time and speed zone)?	Main effect: Demerit point removal group

### PERCEPTION OF ROAD SAFETY ISSUES – PART B

#### Part B Q1 – Factors contributing to road crashes

Question 1 of Part B of the questionnaire asked respondents to indicate how often they thought a range of factors and behaviours (e.g. poor road design or drink driving) contributed to road crashes. Responses were provided on a 5-point scale ranging from 'Never' to 'Very often'. A Generalised Estimating Equation (GEE) was then used to see how responses changed in each ISA group over time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix. Items 1a to 1n are presented separately below.

**Q1a. How often do you think speeding contributes to road crashes?**



**Figure E.1 Responses across ISA groups and time for how often speeding contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.2). There was a significant 3 way interaction between ISA, demerits and time, therefore the results were stratified by demerit point group to determine if the effectiveness of ISA in changing attitudes differed according to whether or not demerit points were removed.

In the group that did not have demerit points removed, there was a significant ISA x Time interaction. That is; at time 1, there was no difference between the Speed Alert and Speed Data groups in terms of the proportion who believed speeding often or very often contributes to road crashes. At time 2, there was some evidence that the Speed Alert group were less likely to believe this than the Speed Data group ( $p=0.088$ ). Looking over time, there was a significant change in attitudes for the Speed Data group with the odds of the Speed Data group believing speeding often or very often contributes to road crashes at time 2 being 6.7 times the odds at time 1. There was no such change over time for the Speed Alert group.

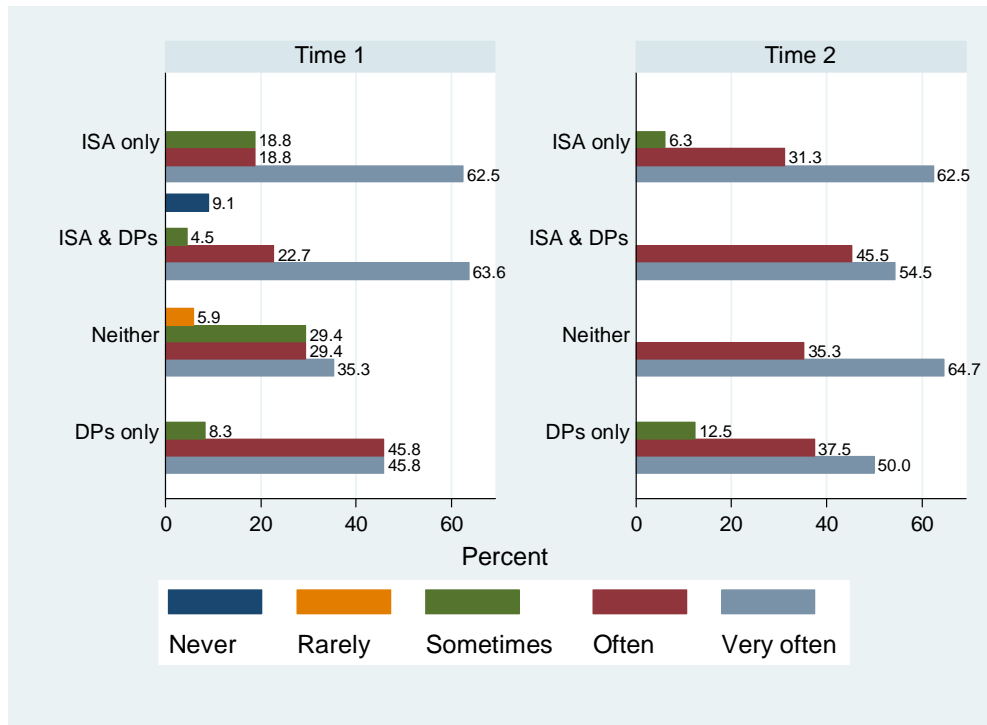
In the group that did have demerit points removed, there was no significant ISA x Time interaction, nor was there any difference between ISA groups, or over time.

**Table E.2** Item B1a GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
<b>3 way interaction</b>	-	-	<b>0.008</b>
Demerit points not removed			
<b>ISA x time interaction</b>	-	-	<b>0.021</b>
Time 1: Speed Alert vs. Speed Data	1.25	0.27-5.83	0.776
Time 2: Speed Alert vs. Speed Data	0.14	0.01-1.34	0.088
<b>Control: Time 2 vs. time 1</b>	<b>6.67</b>	<b>1.34-33.21</b>	<b>0.021</b>
ISA: Time 2 vs. time 1	0.73	0.28-1.92	0.528
Demerit points removed			
ISA x time interaction	-	-	0.158
ISA main effect	-	-	0.210
Time main effect	-	-	0.438

Significant effects in bold

**Q1b. How often do you think drink driving contributes to road crashes?**



**Figure E.2 Responses across ISA groups and time for how often drink driving contribute to crashes**

Because no participants in the Speed Alert (demerits removed) or Speed Data (no demerits removed) chose never, rarely or sometimes at time 2, the full factorial model could not be assessed as not all cells in the 3 way interaction had observations. Instead, a simpler model with a 2 way ISA by time interaction and a main effect of demerit point removal was fitted.

There was no ISA by time interaction, indicating that experience of ISA did not change attitudes regarding drink driving and road crashes (Table E.3). There was also no effect of demerit point removal. There was a main effect of time in that across all groups, the odds of believing that drink driving often or very often contributes to crashes was more than three times higher at time 2 compared with time 1.

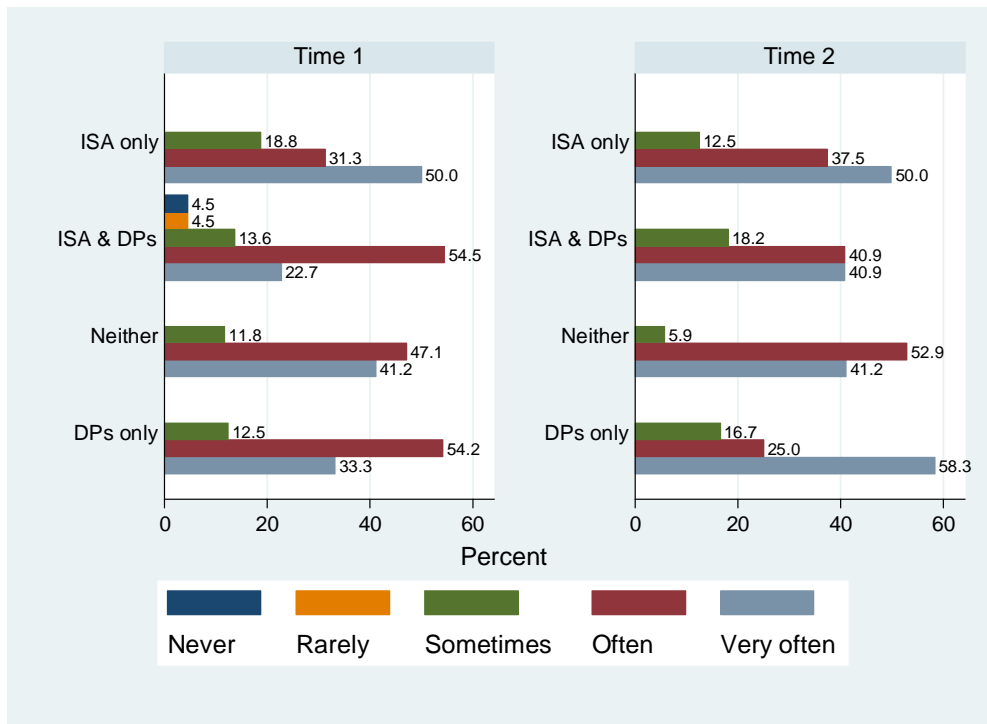


**Table E.3** Item B1b GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
3 way interaction	-	-	could not be assessed
ISA x time interaction	-	-	0.529
ISA main effect	-	-	0.416
<b>Time main effect</b>	<b>4.13</b>	<b>1.32-12.89</b>	<b>0.015</b>
Demerit point removal main effect	-	-	0.203

Significant effects in bold

**Q1c. How often do you think inattention/lack of concentration contribute to road crashes?**



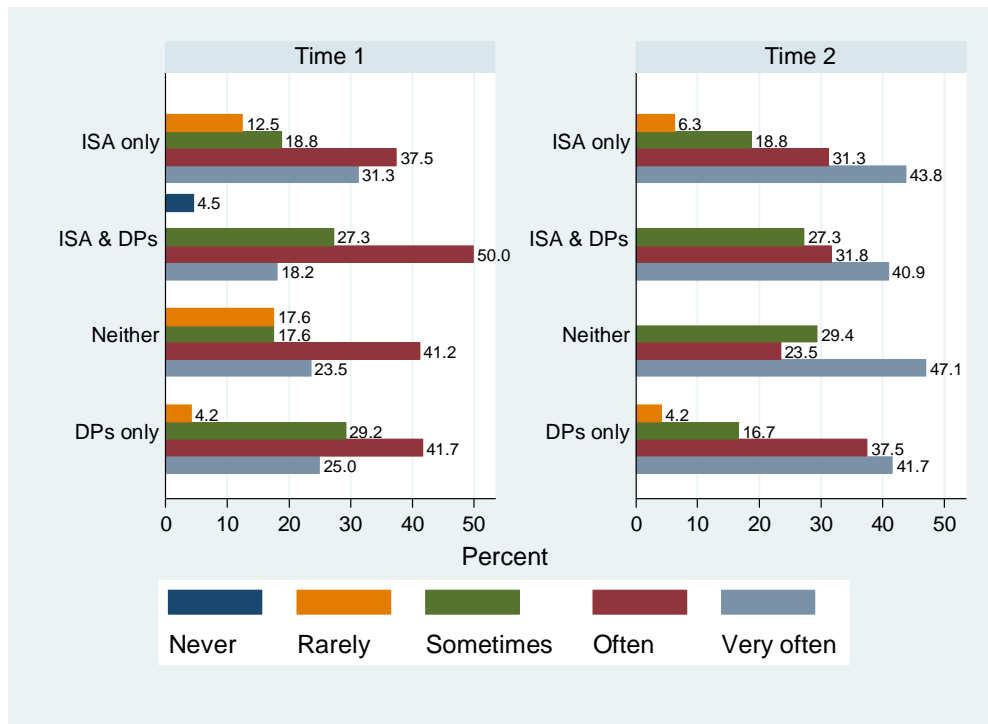
**Figure E.3** Responses across ISA groups and time for how often inattention/lack of concentration contribute to crashes

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time for how often inattention/lack of concentration contributes to road crashes (Table E.4). There were no significant differences between groups or across time in terms of the proportion that believed that inattention/lack of concentration often or very often contributes to road crashes.

**Table E.4** Item B1c GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	p-value
3 way interaction	0.576
ISA x time interaction	0.833
ISA main effect	0.337
Time main effect	0.588
Demerit point removal main effect	0.436

**Q1d. How often do you think carelessness/negligent driving contribute to road crashes?**



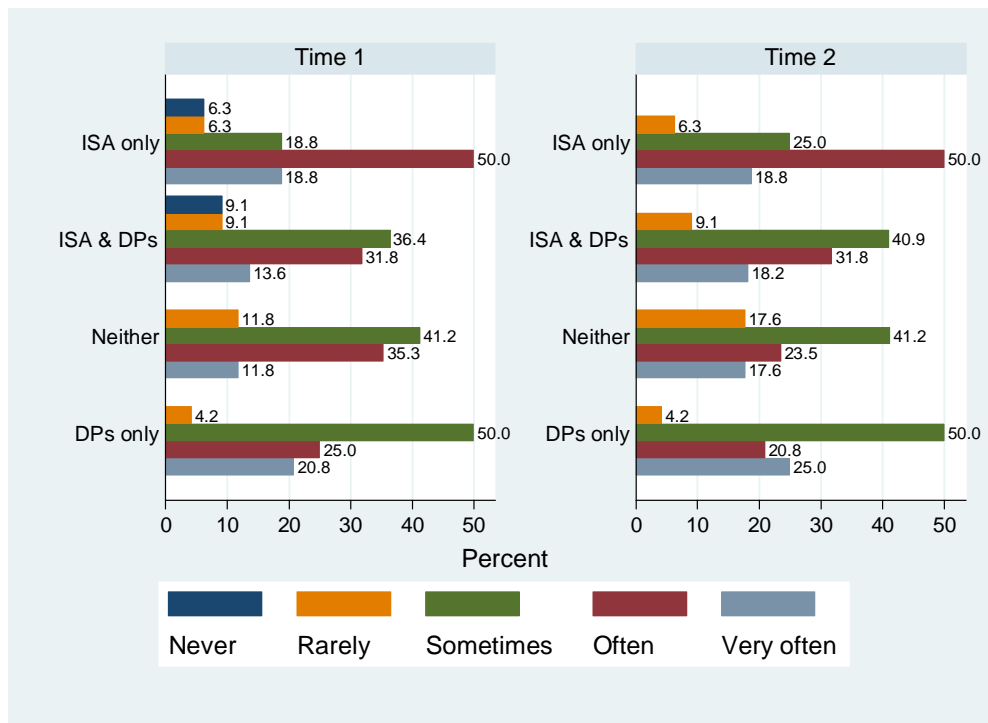
**Figure E.4** Responses across ISA groups and time for how often carelessness/negligent driving contribute to road crashes

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time for how often inattention/lack of concentration contributes to road crashes (Table E.5). There were no significant differences between groups or across time in terms of the proportion that believed that carelessness/negligent driving often or very often contributes to road crashes.

**Table E.5** Item B1d GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	p-value
3 way interaction	0.639
ISA x time interaction	0.956
ISA main effect	0.953
Time main effect	0.132
Demerit point removal main effect	0.830

**Q1e. How often do you think lack of driver training/insufficient training contribute to road crashes?**



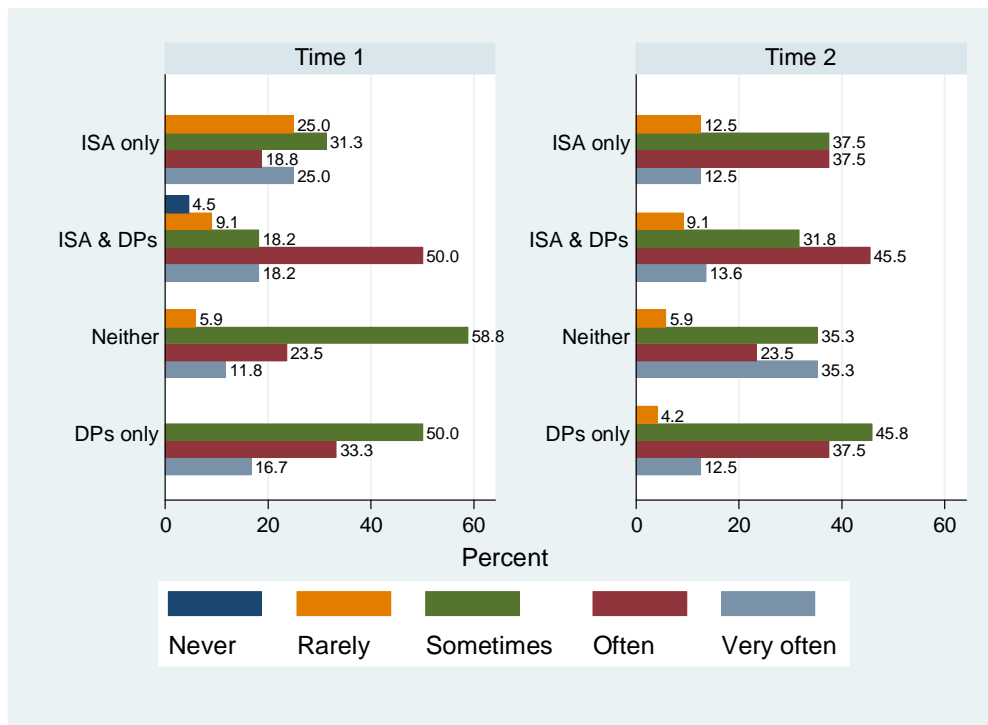
**Figure E.5** Responses across ISA groups and time for how often lack of/insufficient driver training contribute to crashes

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.6). There were no significant differences between groups or across time in terms of the proportion who believed that lack of driver training/insufficient training often or very often contributes to road crashes.

**Table E.6** Item B1e GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	p-value
3 way interaction	0.955
ISA x time interaction	0.760
ISA main effect	0.230
Time main effect	1.000
Demerit point removal main effect	0.335

**Q1f. How often do you think disregard of road rules contributes to road crashes?**



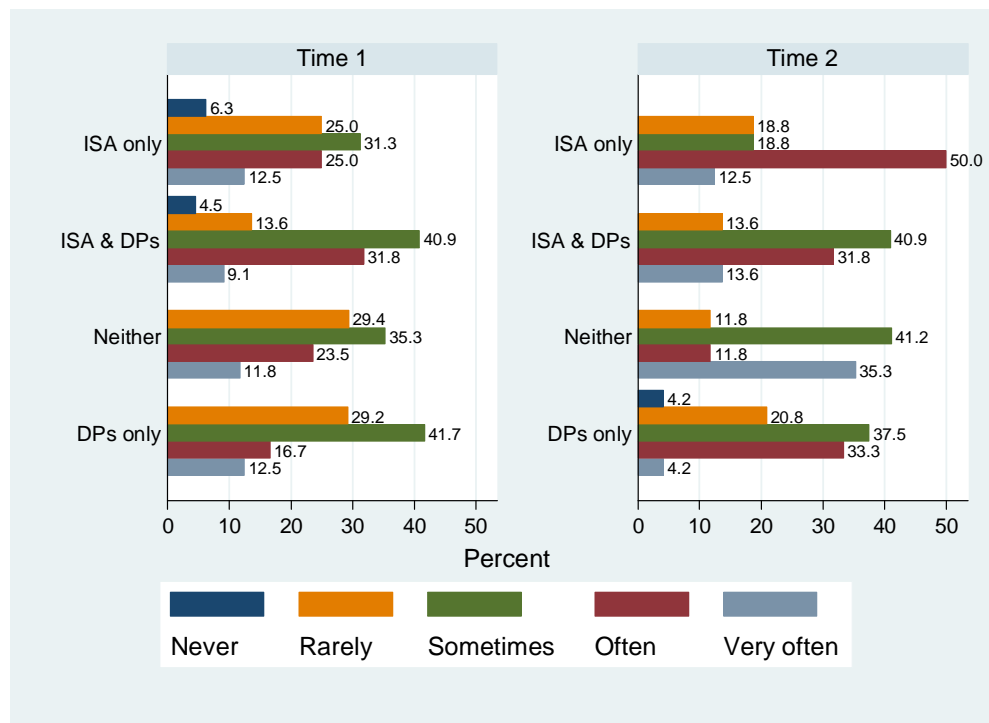
**Figure E.6** Responses across ISA groups and time for how often disregard of road rules contribute to crashes

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time. There was no significant interaction between ISA group and time (Table E.7). There were no significant differences between groups or across time in terms of the proportion that believed that disregard of road rules often or very often contributes to road crashes.

**Table E.7** Item B1f GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	p-value
3 way interaction	0.727
ISA x time interaction	0.303
ISA main effect	0.418
Time main effect	0.492
Demerit point removal main effect	0.331

**Q1g. How often do you think ignorance of road rules contributes to road crashes?**



**Figure E.7** Responses across ISA groups and time for how often ignorance of road rules contribute to crashes

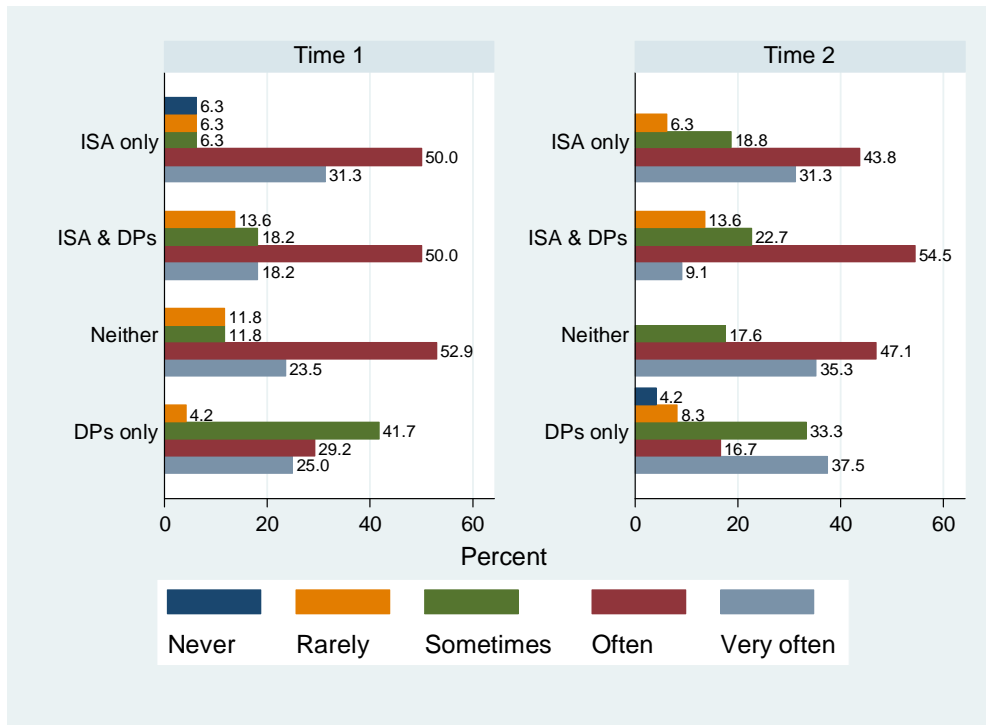
GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.8). There was no 3 way interaction and no ISA by time interaction, indicating that experience of ISA did not change attitudes regarding ignorance of road rules and road crashes. There was also no effect of demerit point removal. There was a main effect of time in that across all groups, the odds of believing that ignorance of road rules often or very often contributes to crashes was 62% higher at time 2 compared with time 1.

**Table E.8** Item B1g GEE results for effects of interest

<b>Outcome=Often/Very Often, vs. Never/Rarely/Sometimes</b>	<b>OR</b>	<b>95% CI</b>	<b>p-value</b>
3 way interaction	-	-	0.371
ISA x time interaction	-	-	0.386
ISA main effect	-	-	0.344
<b>Time main effect</b>	<b>1.62</b>	<b>1.09-2.40</b>	<b>0.017</b>
Demerit point removal main effect	-	-	0.452

Significant effects in bold

**Q1h. How often do you think distraction contributes to road crashes?**



**Figure E.8 Responses across ISA groups and time for how often distraction contribute to crashes**

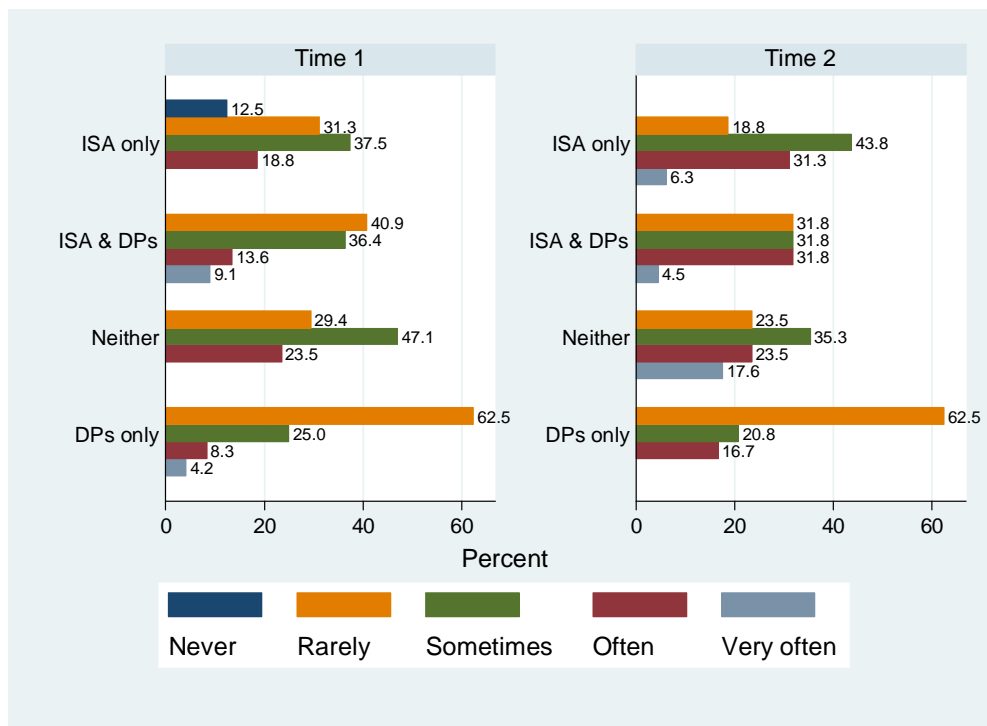
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.9). There was no 3 way interaction and no ISA by time interaction, indicating that experience of ISA did not change attitudes regarding distraction and road crashes. There was also no effect of time. There was a main effect of demerit point removal. Participants who had demerit points removed had 60% lower odds of believing that distraction often or very often contributes to crashes compared to those who did not have demerit points removed.

**Table E.9** Item B1h GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
3 way interaction	-	-	0.674
ISA x time interaction	-	-	0.475
ISA main effect	-	-	0.451
Time main effect	-	-	0.835
<b>Demerit point removal main effect</b>	<b>0.40</b>	<b>0.17-0.91</b>	<b>0.029</b>

Significant effects in bold

**Q1i. How often do you think poor road design/signs contribute to road crashes?**



**Figure E.9** Responses across ISA groups and time for how often poor road design/signs contribute to crashes



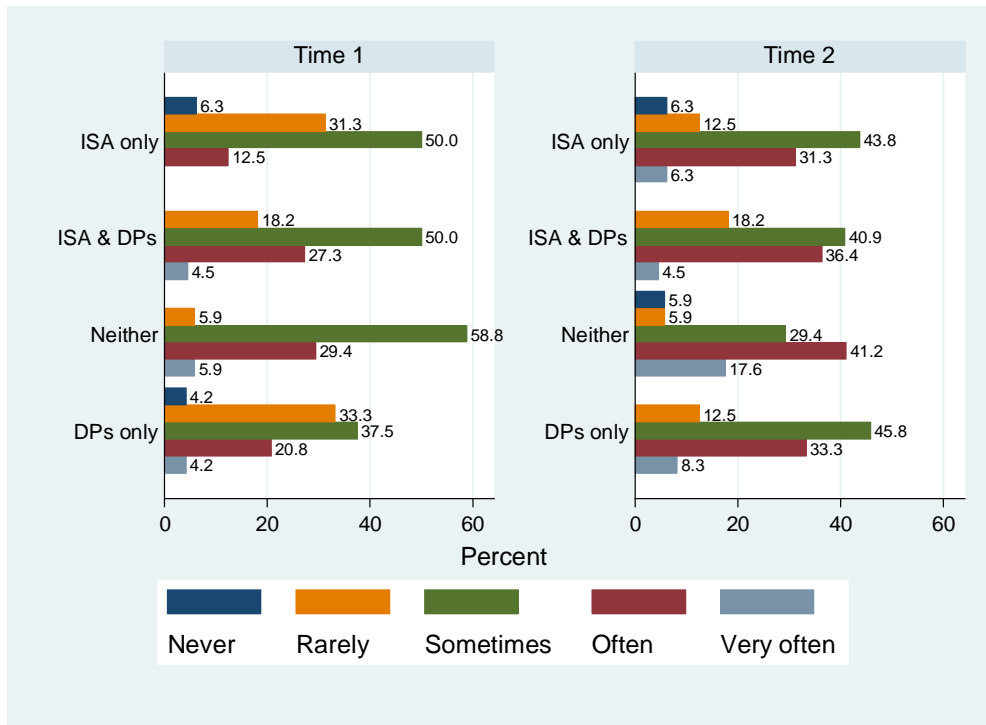
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.10). There was no 3 way interaction and no ISA by time interaction, indicating that experience of ISA did not change attitudes regarding poor road design/signs and road crashes. There was also no effect of demerit point removal. There was a main effect of time in that across all groups, the odds of believing that poor road design/signs often or very often contributes to crashes was 100% higher at time 2 compared with time 1.

**Table E.10** Item B1i GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
3 way interaction	-	-	0.861
ISA x time interaction	-	-	0.868
ISA main effect	-	-	0.382
<b>Time main effect</b>	<b>2.00</b>	<b>1.18-3.39</b>	<b>0.010</b>
Demerit point removal main effect	-	-	0.283

Significant effects in bold

**Q1j. How often do you think road conditions/traffic congestion contribute to road crashes?**



**Figure E.10 Responses across ISA groups and time for how often road conditions/traffic congestion contribute to crashes**

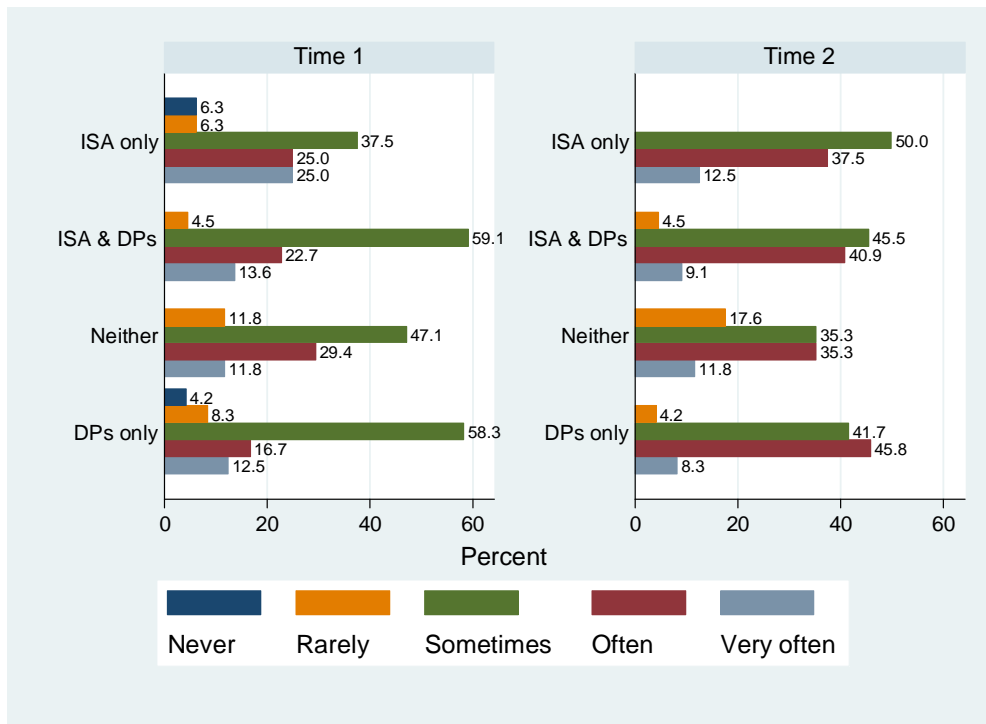
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.11). There was no 3 way interaction and no ISA by time interaction, indicating that experience of ISA did not change attitudes regarding poor road design/signs and road crashes. There was also no effect of demerit point removal. There was a main effect of time in that across all groups, the odds of believing that road conditions/traffic congestion often or very often contributes to crashes was 121% higher at time 2 compared with time 1.

**Table E.11** Item B1j GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
3 way interaction	-	-	0.501
ISA x time interaction	-	-	0.634
ISA main effect	-	-	0.373
<b>Time main effect</b>	<b>2.21</b>	<b>1.24-3.92</b>	<b>0.007</b>
Demerit point removal main effect	-	-	0.823

Significant effects in bold

**Q1k. How often do you think weather conditions contribute to road crashes?**



**Figure E.11** Responses across ISA groups and time for how often weather conditions contribute to crashes

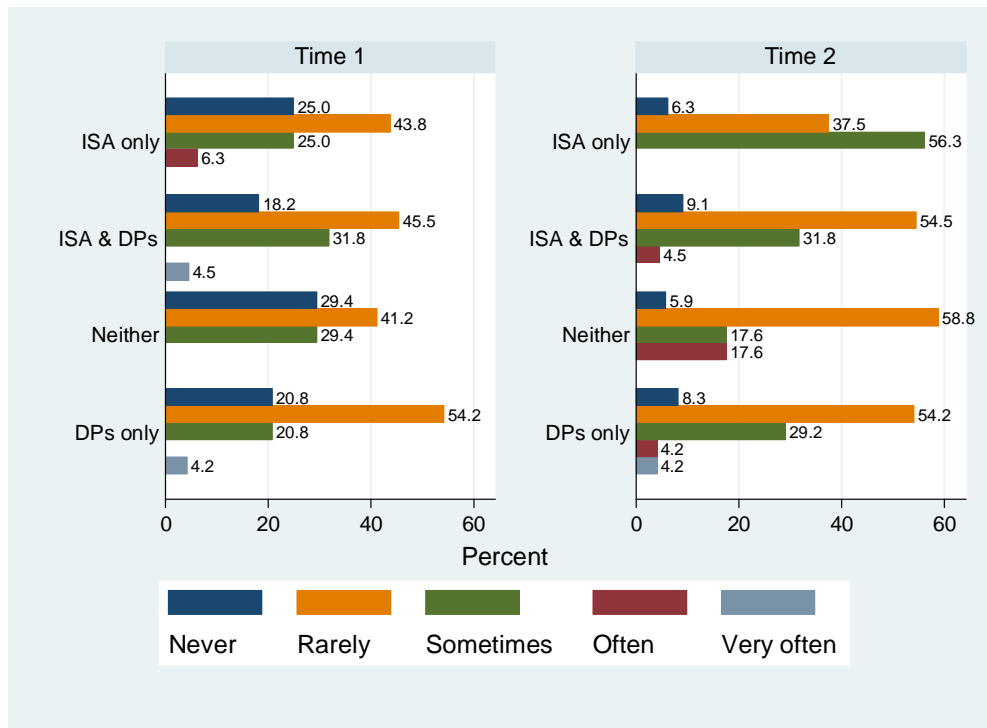
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.12). There was no 3 way interaction and no ISA by time interaction, indicating that experience of ISA did not change attitudes regarding weather conditions and road crashes. There was also no effect of demerit point removal. There was some evidence ( $p=0.056$ ) for a main effect of time in that across all groups, the odds of believing that weather conditions often or very often contributes to crashes was 68% higher at time 2 compared with time 1.

**Table E.12** Item B1k GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
3 way interaction	-	-	0.814
ISA x time interaction	-	-	0.771
ISA main effect	-	-	0.714
<i>Time main effect</i>	<i>1.68</i>	<i>0.99-2.85</i>	<i>0.056</i>
Demerit point removal main effect	-	-	0.623

Near significant effects in italics

**Q11. How often do you think too few police on road/lack of police enforcement contribute to road crashes?**



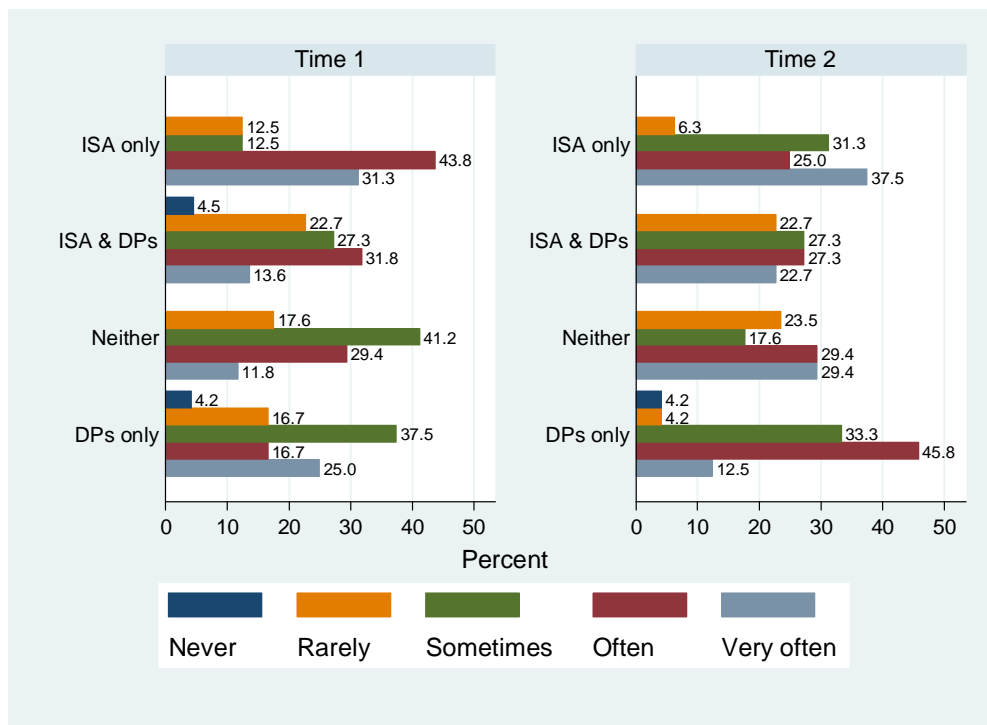
**Figure E.12 Responses across ISA groups and time for how often too few police/lack of enforcement contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.13). The full factorial model could not achieve convergence regardless of the choice of correlation matrix. Instead, a simpler model with a 2 way ISA by time interaction and a main effect of demerit point removal was fitted. There were no significant differences between groups or across time in terms of the proportion who believed that too few police often or very often contributes to road crashes.

**Table E.13** Item B1l GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	p-value
3 way interaction	could not be assessed
ISA x time interaction	0.107
ISA main effect	0.359
Time main effect	0.277
Demerit point removal main effect	0.853

**Q1m. How often do you think hoons showing off/risk taking contribute to road crashes?**



**Figure E.13** Responses across ISA groups and time for how often hoons showing off/risk taking contribute to crashes

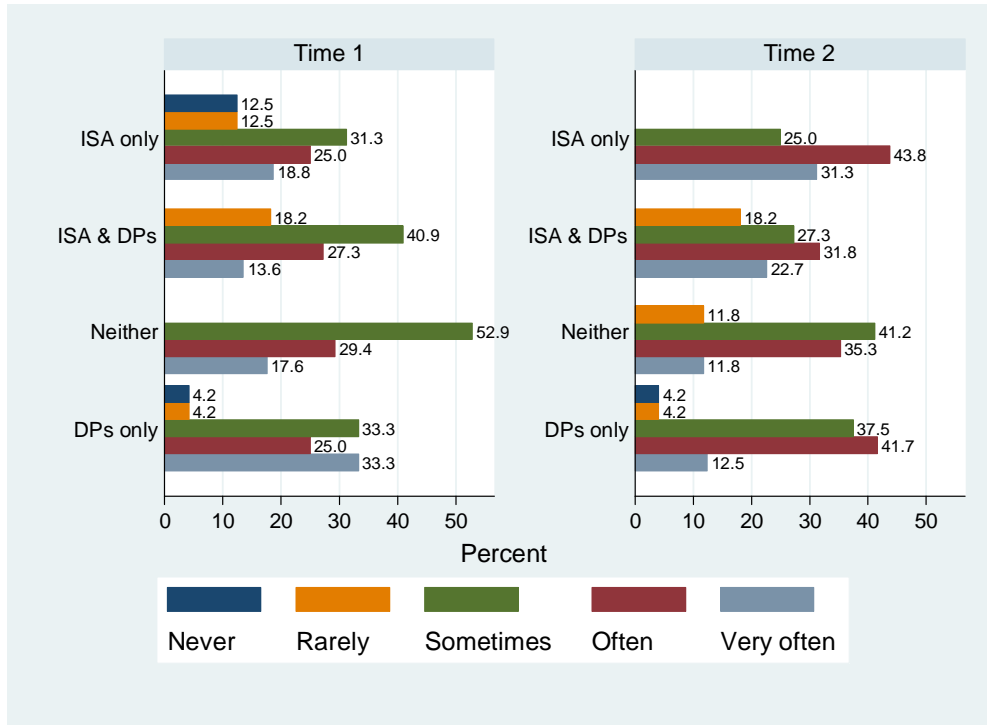
A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.14). There was no 3 way interaction, but there was some evidence for a 2 way ISA by time interaction ( $p < 0.10$ ). There was no significant difference between groups at either time point and no significant change over time for the Speed Alert group. The odds of the Speed Data group thinking that hoons showing off/risk taking often or very often contributes to road crashes was 100% higher at time 2 compared to time 1. There was no main effect of demerit point removal.

**Table E.14** Item B1m GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
3 way interaction	-	-	0.385
ISA x time interaction	-	-	0.074
Time 1: ISA vs. control	-	-	0.147
Time 2: ISA vs. control	-	-	0.766
<b>Control: Time 2 vs. time 1</b>	<b>2.00</b>	<b>1.08-3.71</b>	<b>0.028</b>
ISA: Time 2 vs. time 1	-	-	0.738
Main effect: Demerit point removal	-	-	0.303

Significant effects in bold

**Q1n. How often do you think factors associated, in general, with being young (e.g. inexperience, risk taking) contribute to road crashes?**



**Figure E.14 Responses across ISA groups and time for how often factors associated with being young contribute to crashes**

A GEE analysis was conducted to determine if the odds of answering Often/Very often (compared to Never/Rarely or Sometimes) were different for the ISA groups over time (Table E.15). There were no significant differences between groups or across time in terms of the proportion who believed that factors associated with being young often or very often contribute to road crashes.

**Table E.15** Item B1n GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	p-value
3 way interaction	0.558
ISA x time interaction	0.105
ISA main effect	0.988
Time main effect	0.175
Demerit point removal main effect	0.928



## **Part B Q2 – How dangerous is it to travel above speed limit**

Questions 2a to 2i of Part B of the questionnaire asked participants how dangerous it is to travel at various speeds above the speed limit in 50 km/h, 60 km/h and 100 km/h zones. For analysis, responses to the questions about driving 5 or 10 km/h over the limit were categorised as Dangerous (Very Dangerous/Dangerous/A Bit Dangerous) or Safe (Safe/Very Safe). Responses to the questions about driving 20 km/h over the limit were categorised as Dangerous/Very Dangerous or A Bit Dangerous/Safe/Very Safe; these were categorised differently because there were so few respondents who said it was safe or very safe that the analysis would not run with the original categorisation. Three full factorial GEEs (binomial error distribution, logit link and unstructured correlation matrix) were conducted to determine if the odds of believing that it was dangerous to travel 5 km/h, 10 km/h or 20 km/h above the speed limit were changed as a result of the ISA, and if this effectiveness differed according to demerit point removal and/or speed limit. Questions of particular interest were:

- 4-way ISA group by Time by Demerit point group by Speed zone interaction: Was ISA effective in changing opinions over time and did this differ by demerit point removal and speed zone?
- 3-way ISA group by Time by Speed Zone interaction: Was ISA effective in changing opinions over time and did this differ by speed zone (pooled over demerit point removal groups)?
- 3-way ISA group by Time by Demerit point group interaction: Was ISA effective in changing opinions over time and did this differ according to whether or not demerit points were removed (pooled over Speed zone)?
- 2-way ISA group by Time interaction: Was ISA effective in changing opinions over time (pooled over Demerit point removal group and Speed zone)?
- 2-way Demerit point removal by Speed zone interaction: Was demerit point removal more effective in changing opinions about how dangerous speeding is in some speed zones than others?
- Main effect of demerit point removal: Did demerit point removal lead to changed opinions about how dangerous speeding is?

Results are presented separately for 5 km/h, 10 km/h or 20 km/h above the speed limit below.

### **Travelling 5 km/h over the speed limit**

Figures E.15 to E.17 show the proportion of responses in each category for travelling 55 km/h in a 50 km/h zone, 65 km/h in a 60 km/h zone, and 105 km/h in a 100 km/h zone, respectively.

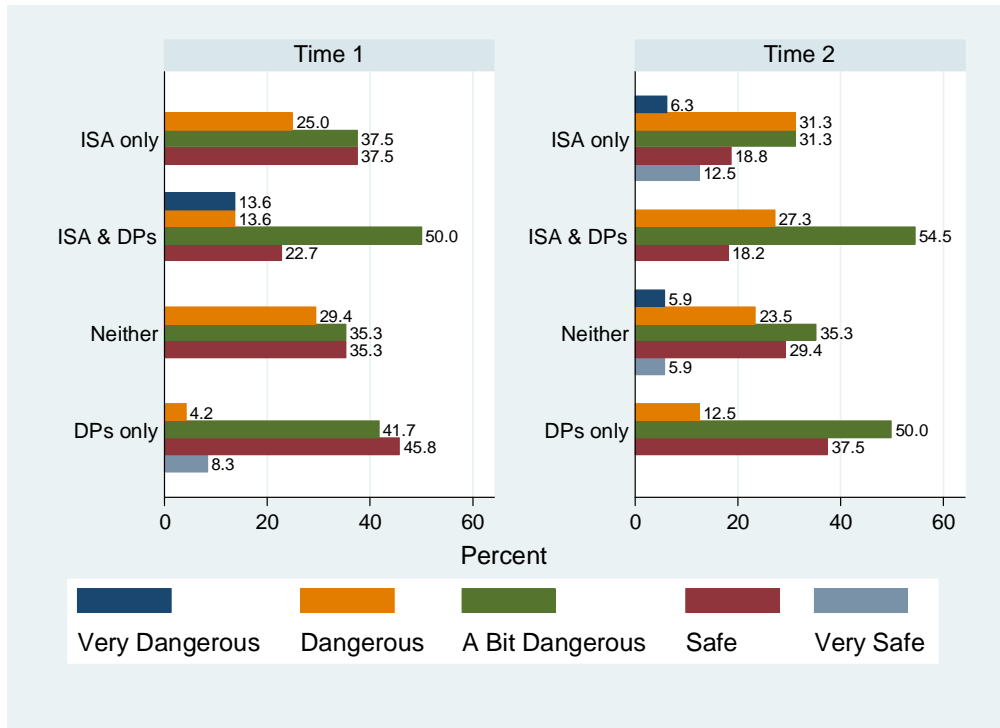


Figure E.15 Responses across ISA groups and time for how dangerous it is to travel 55 in a 50 km/h zone

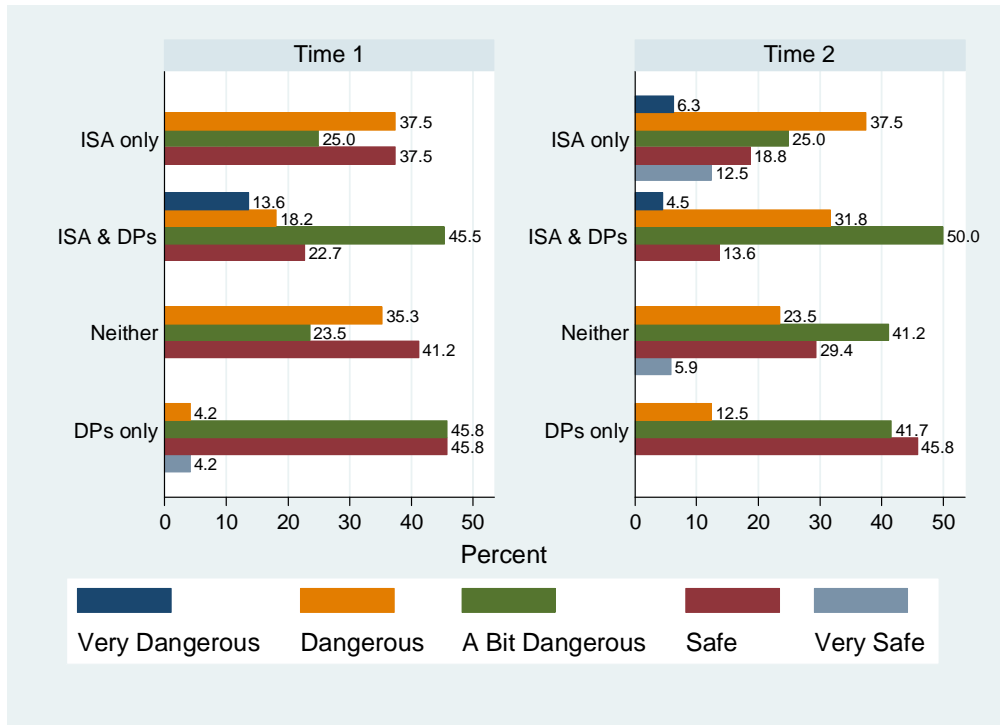
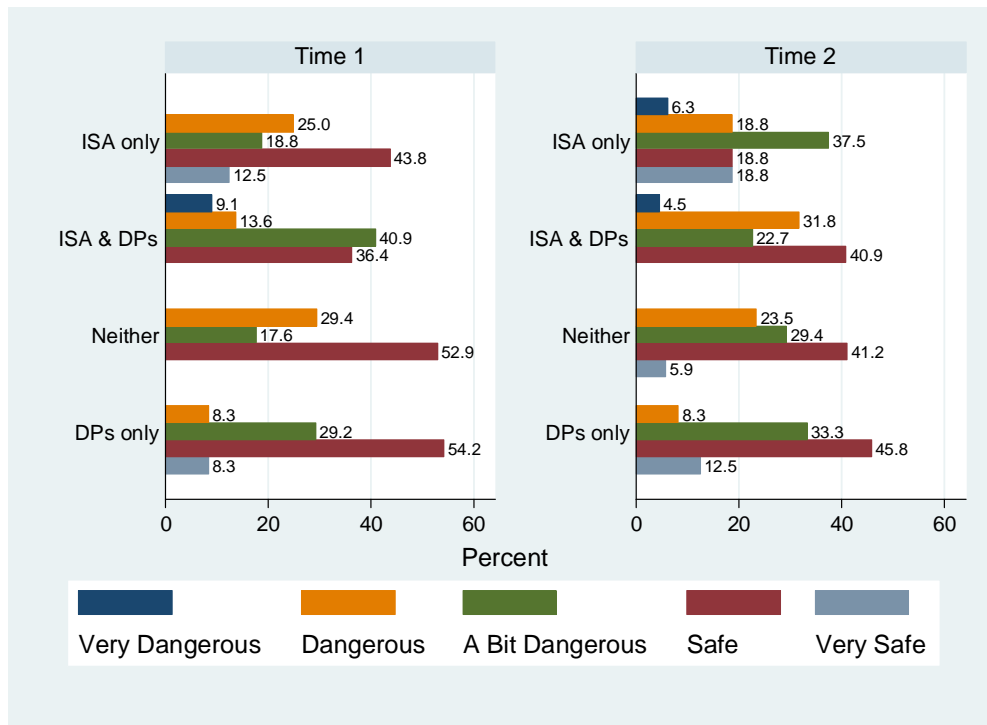


Figure E.16 Responses across ISA groups and time for how dangerous it is to travel 65 in a 60 km/h zone



**Figure E.17 Responses across ISA groups and time for how dangerous it is to travel 105 in a 100 km/h zone**

There were no significant interactions of any order. The lack of significant interactions involving ISA group and time indicate that experience of the ISA system did not lead to changes in opinion over time in terms of whether or not it is dangerous to travel more than 5 km/h over the limit in 50, 60 or 100 km/h speed zones. Demerit point removal was also not found to lead to changed opinions.

There was a main effect of speed zone (Table E.16). Respondents were much more likely to believe that travelling 5 km/h over the speed limit was dangerous in 50 km/h zones (OR=1.86, 95%CI 1.27-2.70, p=0.001) and 60 km/h zones (OR=1.84, 95%CI 1.32-2.57, p=0.000) compared to 100 km/h zones.

**Table E.16** Travelling 5 km/h above limit GEE results for effects of interest

<b>Outcome=Dangerous/Very Dangerous/A Bit Dangerous, vs. Safe/Very Safe</b>	<b>p-value</b>
4 way interaction	0.224
3 way ISA x time x speed zone interaction	0.678
3 way ISA x time x demerit point group interaction	0.587
2 way ISA x time interaction	0.803
2 way Demerit point by Speed zone	0.629
Main effect of ISA group	0.100
Main effect of Demerit point removal	0.896
Main effect of time	0.129
<b>Main effect of speed zone</b>	<b>0.002</b>

Significant effects in bold

#### **Travelling 10 km/h over the speed limit**

Figures E.18 to E.20 show the proportion of responses in each category for travelling 60 km/h in a 50 km/h zone, 70 km/h in a 60 km/h zone, and 110 km/h in a 100 km/h zone, respectively.

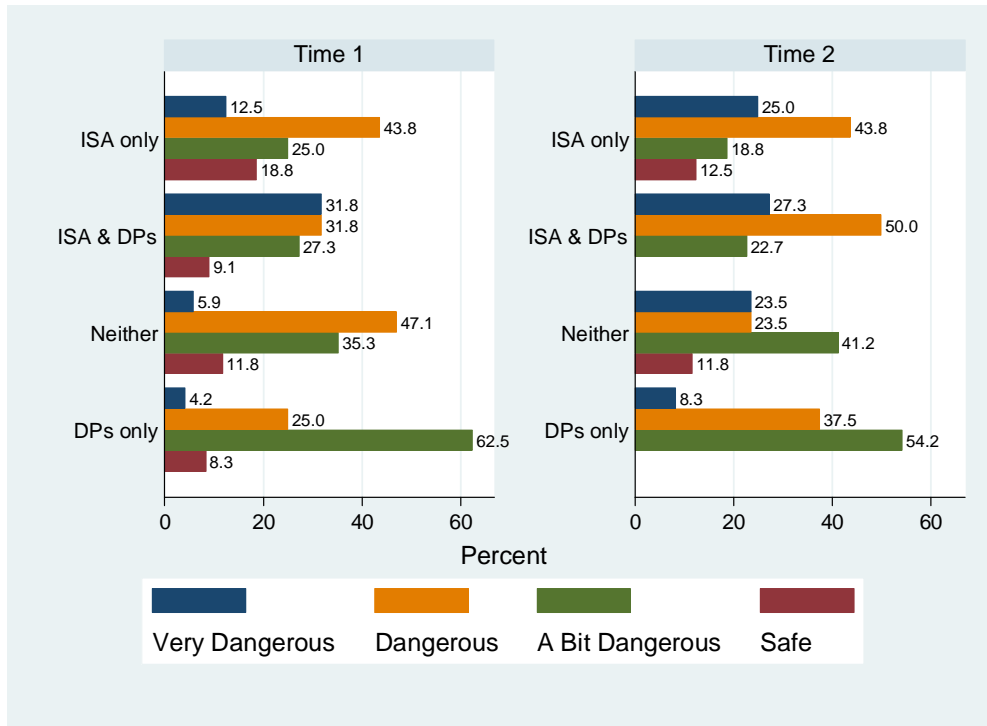


Figure E.18 Responses across ISA groups and time for how dangerous it is to travel 60 in a 50 km/h zone

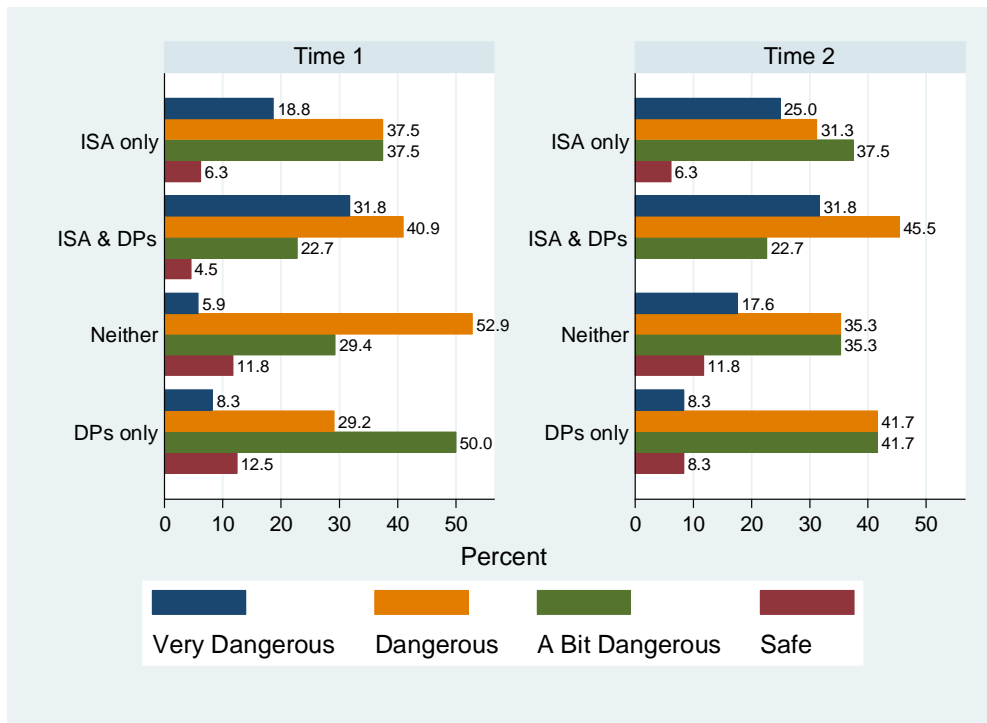
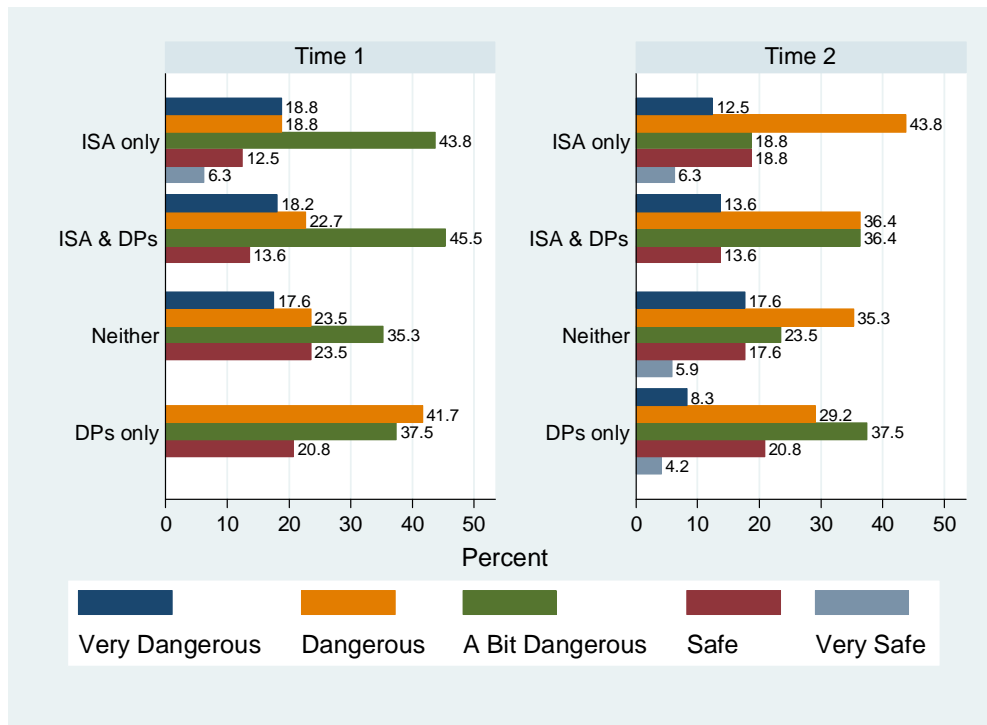


Figure E.19 Responses across ISA groups and time for how dangerous it is to travel 70 in a 60 km/h zone



**Figure E.20 Responses across ISA groups and time for how dangerous it is to travel 110 in a 100 km/h zone**

The full factorial model GEE model would not converge regardless of the choice of correlation structure. The convergence problems were due to issues estimating the parameters for the 4 way interaction. A simpler model was fitted, including only the main effects and 2 and 3 way interactions of interest.

None of the 2 or 3 way interactions of interest reached the level for statistical significance. The p-value for the Demerit point by Speed zone interaction was just under 0.10; however this was not investigated further. The lack of significant interactions involving ISA group and time indicate that experience of the ISA system did not lead to changes in opinion over time in terms of whether or not it is dangerous to travel more than 5 km/h over the limit in 50, 60 or 100 speed zones. Demerit point removal was also not found to lead to changed opinions.

There was a main effect of speed zone (Table E.17). Respondents were much more likely to believe that travelling 10 km/h over the speed limit was dangerous in 50 km/h zones (OR=2.77, 95%CI -1.13-6.80, p=0.026) and 60 km/h zones (OR=3.12, 95%CI 1.50-6.52, p=0.002) compared to 100 km/h zones.

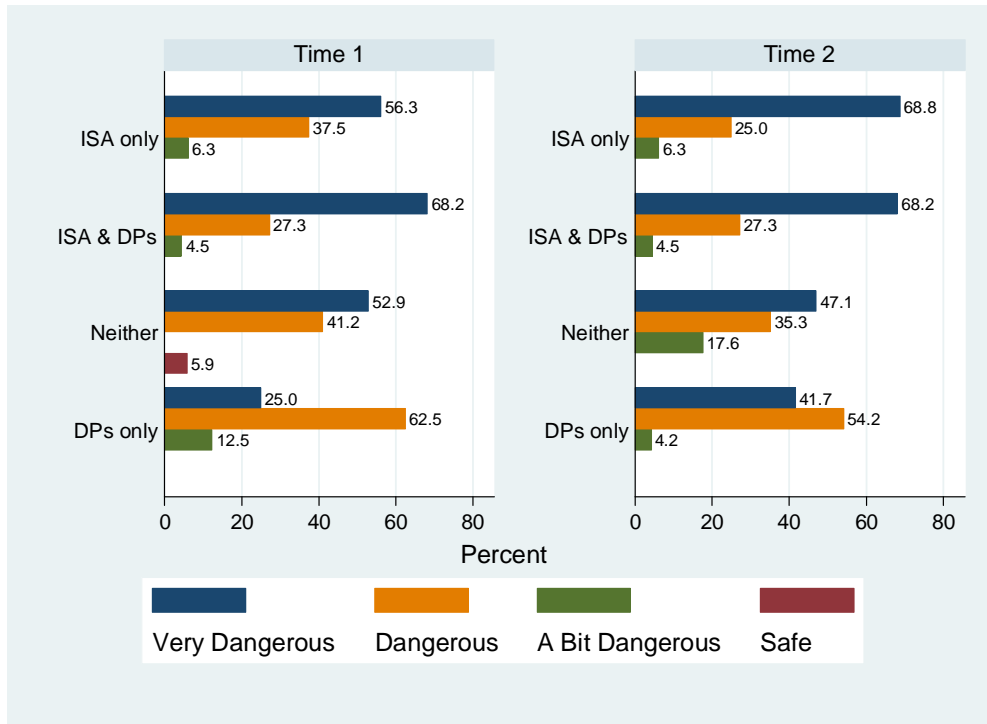
**Table E.17** Travelling 10 km/h above limit GEE results for effects of interest

<b>Outcome=Dangerous/Very Dangerous/A Bit Dangerous, vs. Safe/Very Safe</b>	<b>p-value</b>
4 way interaction	Could not be estimated
3 way ISA x time x speed zone interaction	0.125
3 way ISA x time x demerit point group interaction	0.808
2 way ISA x time interaction	0.589
<i>2 way Demerit point by Speed zone</i>	<i>0.097</i>
Main effect of ISA group	0.614
Main effect of Demerit point removal	0.311
Main effect of time	0.126
<b>Main effect of speed zone</b>	<b>0.000</b>

Significant effects in bold. Near significant effects in italics

**Travelling 20 km/h over the speed limit**

Figures E.21 to E.23 show the proportion of responses in each category for travelling 70 km/h in a 50 km/h zone, 80 km/h in a 60 km/h zone, and 120 km/h in a 100 km/h zone, respectively.



**Figure E.21 Responses across ISA groups and time for how dangerous it is to travel 70 in a 50 km/h zone**



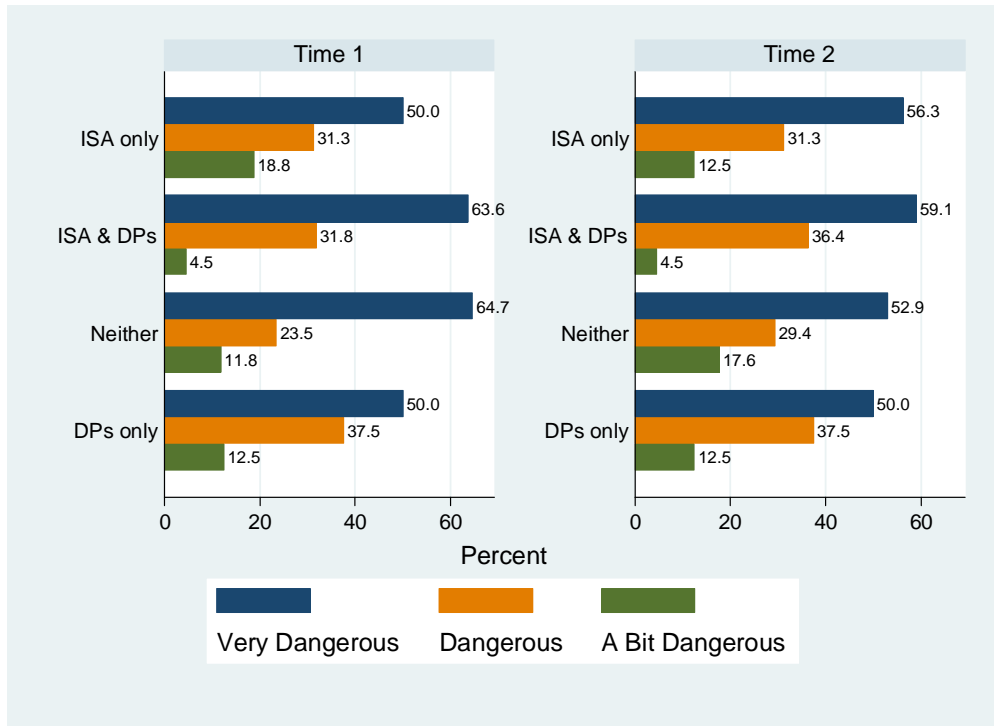


Figure E.22 Responses across ISA groups and time for how dangerous it is to travel 80 in a 60 km/h zone

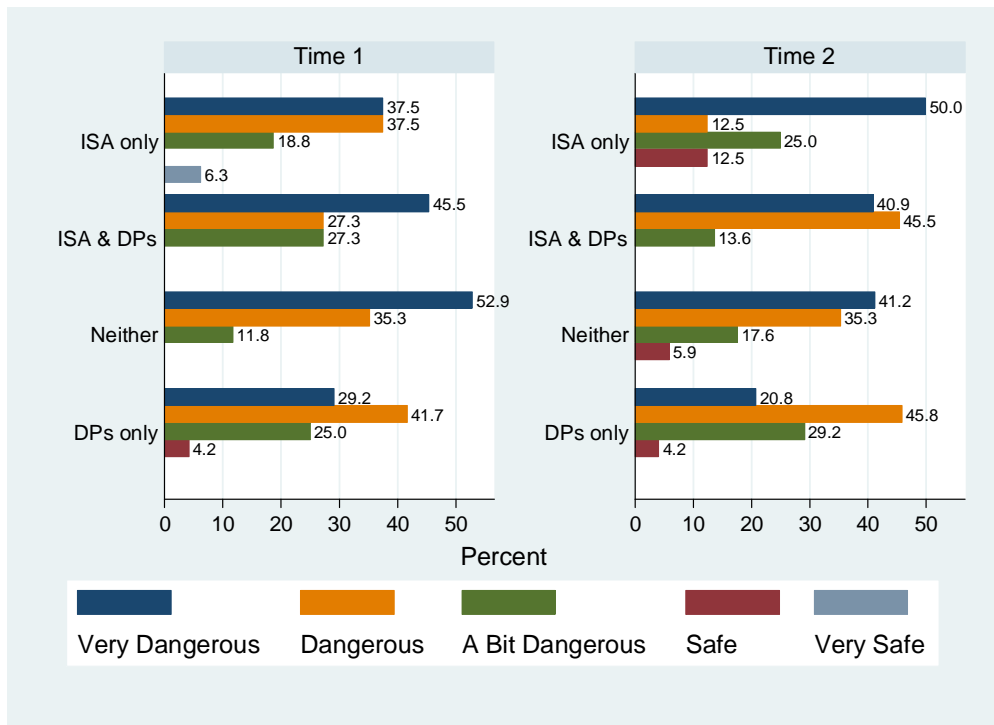


Figure E.23 Responses across ISA groups and time for how dangerous it is to travel 120 in a 100 km/h zone

There were no significant interactions of any order. The lack of significant interactions involving ISA group and time indicate that experience of the ISA system did not lead to changes in opinion over time in terms of whether or not it is dangerous or very dangerous to travel more than 20 km/h over the limit in 50, 60 or 100 speed zones. Demerit point removal was also not found to lead to changed opinions.

There was a main effect of speed zone (Table E.18). Respondents were much more likely to believe that travelling 20 km/h over the speed limit was dangerous in 50 km/h zones (OR=4.16, 95%CI 2.24-7.70, p=0.000) and 60 km/h zones (OR=2.63, 95%CI 1.65-4.21, p=0.000) compared to 100 km/h zones.

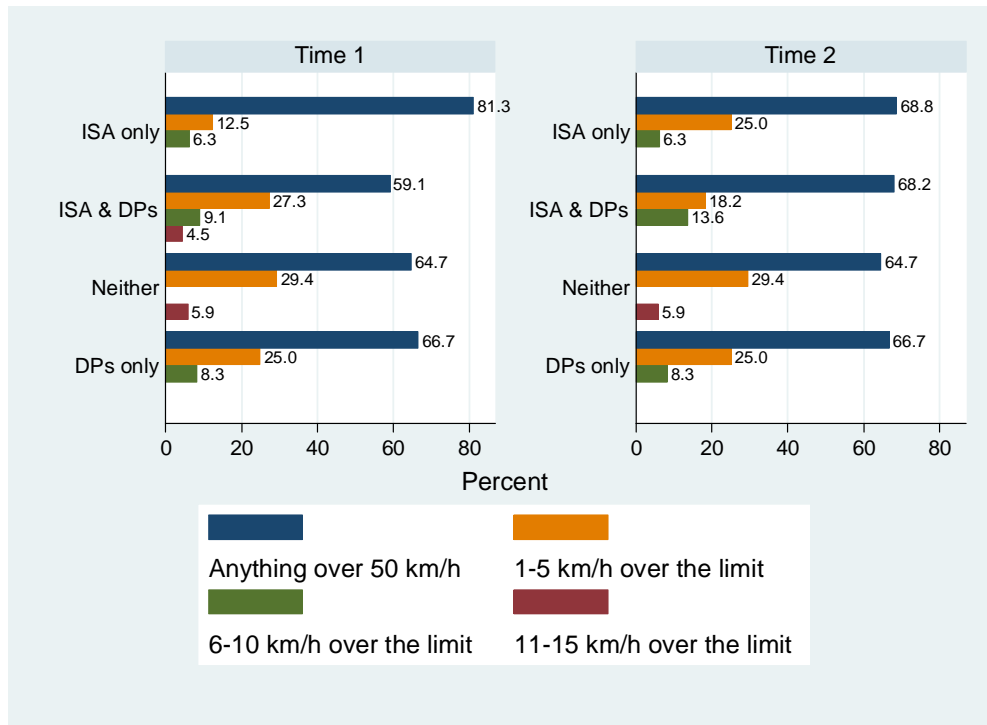
**Table E.18** Travelling 20 km/h above limit GEE results for effects of interest

<b>Outcome=Dangerous/Very Dangerous, vs. Safe/Very Safe/A Bit Dangerous</b>	<b>p-value</b>
4 way interaction	0.490
3 way ISA x time x speed zone interaction	0.904
3 way ISA x time x demerit point group interaction	0.472
2 way ISA x time interaction	0.518
2 way Demerit point by Speed zone	0.307
Main effect of ISA group	0.545
Main effect of Demerit point removal	0.520
Main effect of time	0.825
<b>Main effect of speed zone</b>	<b>0.000</b>

**Part B Q3 – Q5 – At how many kilometres over limit are drivers speeding?**

Questions 3 to 5 of Part B of the questionnaire asked respondents to indicate, for 50, 60 and 100 km/h zones, how many km/h over the limit a driver has to be before they are speeding. Nine response options were provided ranging from 1 to 5 km/h over the limit to more than 30 km/h over the limit, with a 'don't know' option also provided. A Generalised Estimating Equation (GEE) was used to examine how responses changed in each ISA group over time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix.

**In a 50 km/h zone, how many km/h over the limit do you have to be before you are speeding?**



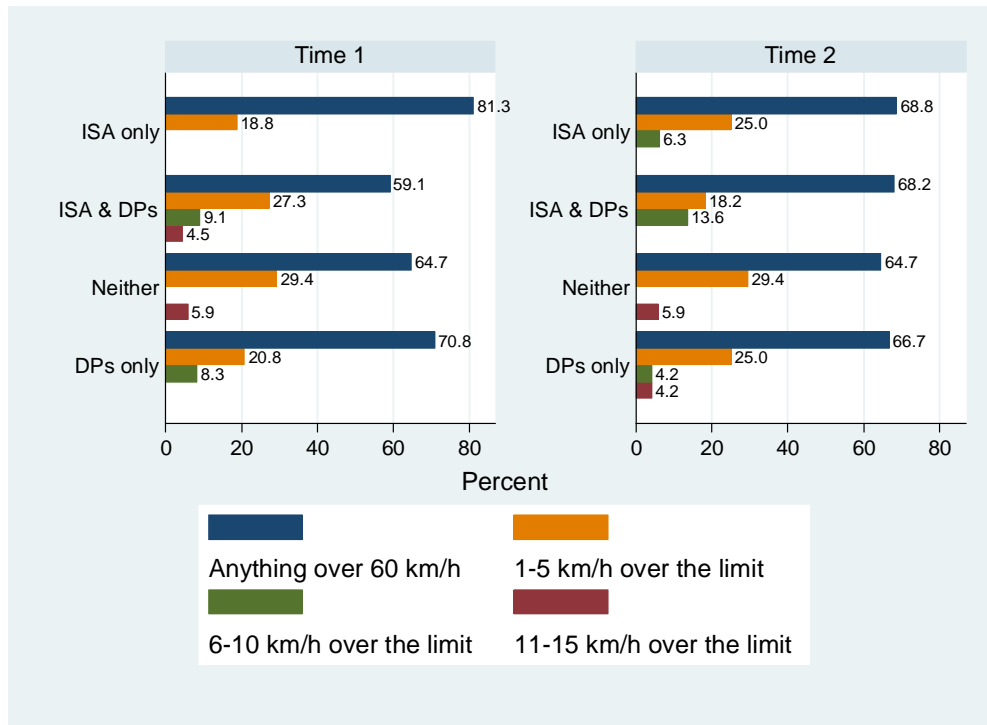
**Figure E.24 Responses across ISA groups and time for how many km/h over limit before speeding in 50 km/h zone**

The data were then recoded into binary form where a correct answer equals anything over 50 km/h, and an incorrect answer equals any other response. A GEE analysis was conducted to determine if the odds of answering correctly were different for the ISA groups over time (Table E.19). There were no significant differences between groups or across time in terms of the proportion who believed that anything over 50 km/h is speeding in a 50 km/h zone.

**Table E.19** Item B3 GEE results for effects of interest

Outcome= Anything over 50 km/h vs. other responses	p-value
3 way interaction	0.316
ISA x time interaction	0.418
ISA main effect	0.776
Time main effect	1.000
Demerit point removal main effect	0.622

**In a 60 km/h zone, how many km/h over the limit do you have to be before you are speeding?**



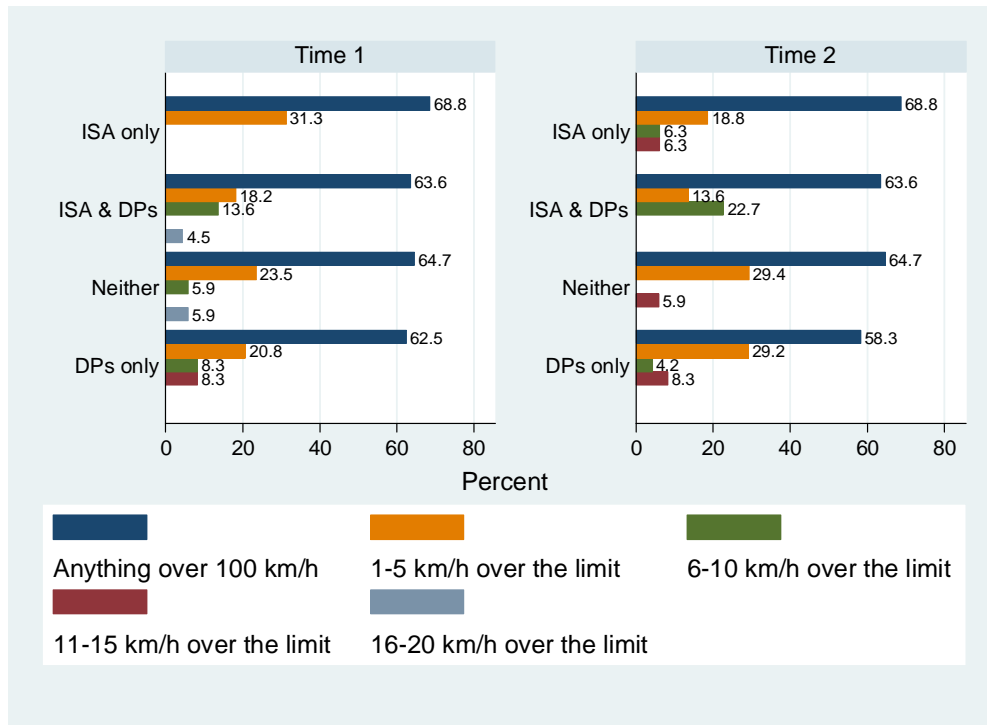
**Figure E.25 Responses across ISA groups and time for how many km/h over limit before speeding in 60 km/h zone**

The data were recoded into binary form where Correct = Anything over 60 km/h, and Incorrect = any other response. A GEE analysis was conducted to determine if the odds of answering correctly were different for the Groups over time. There were no significant differences between groups or across time in terms of the proportion who believed that anything over 60 km/h is speeding in a 60 km/h zone.

**Table E.20** Item B4 GEE results for effects of interest

Outcome= Anything over 60 km/h vs. other responses	p-value
3 way interaction	0.198
ISA x time interaction	0.377
ISA main effect	0.884
Time main effect	0.808
Demerit point removal main effect	0.719

**In a 100 km/h zone, how many km/h over the limit do you have to be before you are speeding?**



**Figure E.26 Responses across ISA groups and time for how many km/h over limit before speeding in 100 km/h zone**

The data were recoded into binary form where Correct = Anything over 100 km/h, and Incorrect = any other response. A GEE analysis was conducted to determine if the odds of answering correctly were different for the Groups over time. There were no significant differences between groups or across time in terms of the proportion who believed that anything over 60 km/h is speeding in a 60 km/h zone.

**Table E.21 Item B5 GEE results for effects of interest**

Outcome=Anything over 100 km/h vs. other responses	p-value
3 way interaction	0.842
ISA x time interaction	1.000
ISA main effect	0.710
Time main effect	0.797
Demerit point removal main effect	0.630

## Part B Q6 – Factors influencing speeding

Questions 6a and b of the questionnaire asked participants to tick the top three factors that influence whether they speed and the top three factors that stop them from speeding. These items were examined qualitatively (no statistical tests were performed). Table E.22 lists the factors along with the number of participants from each group who chose each factor across the two survey time points. As displayed, for the factors that influence whether drivers speed, the most common response was ‘losing track of my own speed’, followed by ‘the speed of other traffic’, ‘unaware of speed limit’ and ‘how much of a hurry I am in’. Responding patterns were consistent across ISA groups and across the two survey time points.

In terms of the factors that stop drivers from speeding, the most common response was ‘the road and weather conditions, followed by ‘the speed limit’, ‘my chances of being caught’ and ‘the volume of traffic on the particular road’. Again, response patterns were consistent across ISA groups and didn’t change appreciably across the two survey time points.

**Table E.22** Number of ISA participants who responded to each factor influencing decision to speed or not to speed

	Speed Alert (No Demerit Points Removed)		Speed Alert (Demerit Points Removed)		Speed Data (No Demerit Points Removed)		Speed Data (Demerit Points Removed)	
	S1	S2	S1	S2	S1	S2	S1	S2
<b>Factors that influence whether drivers speed</b>								
1. The road and weather conditions	4	6	5	7	7	5	7	7
2. My chances of having a crash	1	2	1	3	0	2	4	3
3. My chances of being caught	3	0	4	3	0	1	1	2
4. The speed of other traffic	6	8	12	8	11	6	13	13
5. The volume of traffic on the particular road	4	4	5	4	6	6	6	8
6. The speed limit	4	4	0	5	1	3	4	6
7. How much of a hurry I am in	4	5	9	10	7	8	10	10
8. Unaware of speed limit	6	5	12	10	6	7	11	5
9. Losing track of my own speed	12	13	17	12	12	12	16	15
<b>Factors that stop drivers from speeding</b>								
1. The road and weather conditions	13	14	19	14	14	11	20	19
2. My chances of having a crash	3	5	8	10	7	8	16	11
3. My chances of being caught	9	8	8	11	7	6	8	11
4. The speed of other traffic	4	0	2	8	8	4	5	7
5. The volume of traffic on the particular road	5	8	11	10	6	9	7	10
6. The speed limit	12	10	11	7	7	9	10	8
7. How much of a hurry I am in	0	0	2	4	0	1	3	0
8. Unaware of speed limit	2	3	4	2	1	2	2	1

S1 = Survey 1; S2 = Survey 2

## Part B Q7 & Q8 – Likelihood of being caught by police

In Question 7 of Part B of the questionnaire, respondents were asked by how much they can exceed the speed limit before being booked by police. Table E.23 displays responses for the ISA groups across the two survey time points. A Fisher's exact test was conducted to examine if there were differences in responses across groups and survey time points. There was no significant differences in the responses of the ISA groups at time 1 ( $p=0.580$ ) or at time 2 ( $p=0.117$ ).

**Table E.23** Percentage of ISA participants who indicated how much they can exceed the speed limit before being booked across survey points

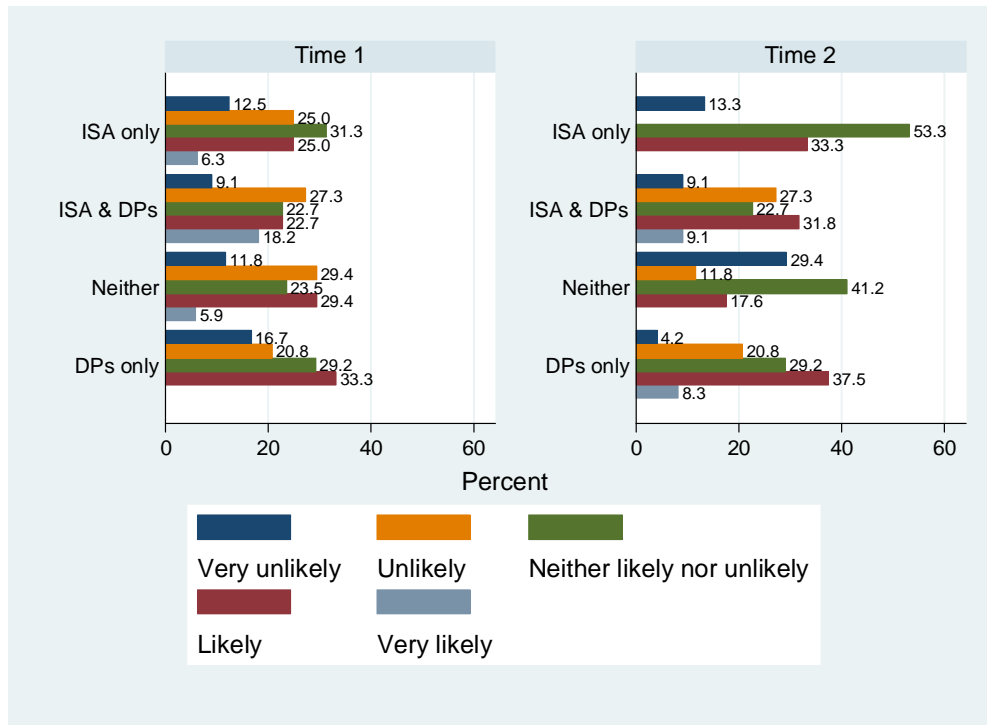
	Speed Alert (No Demerit Points Removed)		Speed Alert (Demerit Points Removed)		Speed Data (No Demerit Points Removed)		Speed Data (Demerit Points Removed)	
	S1	S2	S1	S2	S1	S2	S1	S2
1 km/h	18.75	37.50	18.18	18.18	17.65	17.65	8.33	0
Don't know	18.75	12.50	0	4.55	0	0	4.17	4.17
5% of speed limit	18.75	12.50	9.09	9.09	17.65	5.88	16.67	12.50
3 km/h	37.50	31.25	63.64	59.09	58.82	58.82	62.50	70.83
10 % of speed limit	0	0	9.09	0	5.88	11.76	4.17	4.17
Other	6.25	6.25	0	9.09	0	5.88	4.17	8.33

S1 = Survey 1; S2 = Survey 2

Participants were also asked to specify if they thought there was another amount that drivers could exceed the limit by before being booked by police. Responses to this question were mixed across groups and there was little consistency in responding across the two survey points. Responses included 0, 5 and 10 km/h over, while one driver from the Speed Data (Demerits removed) group responded that 'Depends on how they are feeling'.

The final question of Part B, Question 8 of the questionnaire, asked ISA respondents what the likelihood was of being caught by the police for travelling 5, 10 and 20 km/h above the speed limit. Responses were provided on a 5-point scale ranging from 'Very unlikely' to 'Very likely'. A Generalised Estimating Equation (GEE) was used to see how responses changed in each ISA group over time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix.

**What is the likelihood of being caught by the police for travelling 5 km/h over the speed limit?**



**Figure E.27 Responses across ISA groups and time for likelihood of being caught 5 km/h over limit**

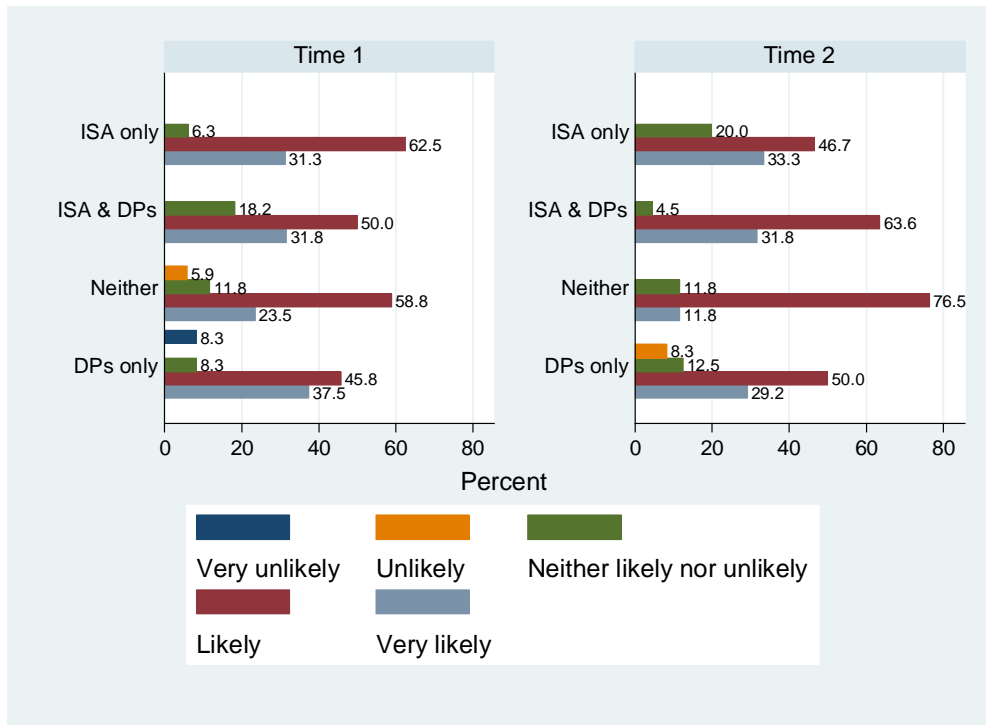
The data were recoded into two categories, with Neither Unlikely or Likely/Very Unlikely and Unlikely forming one category, and Very Likely and Likely forming the other. A GEE analysis was conducted to determine if the odds of thinking that being caught was likely or very likely were different for the ISA groups over time. There were no significant differences between groups or across time in terms of the proportion who believed it was likely or very likely to be caught for travelling 5 km/h over the speed limit.

**Table E.24 Item B8 5km/h GEE results for effects of interest**

Outcome= Likely/Very Likely, vs. Very Unlikely/Unlikely/Neither	p-value
3 way interaction	0.195
ISA x time interaction	0.274
ISA main effect	0.687
Time main effect	0.931
Demerit point removal main effect	0.210



**What is the likelihood of being caught by the police for travelling 10 km/h over the speed limit?**



**Figure E.28 Responses across ISA groups and time for likelihood of being caught 10 km/h over limit**

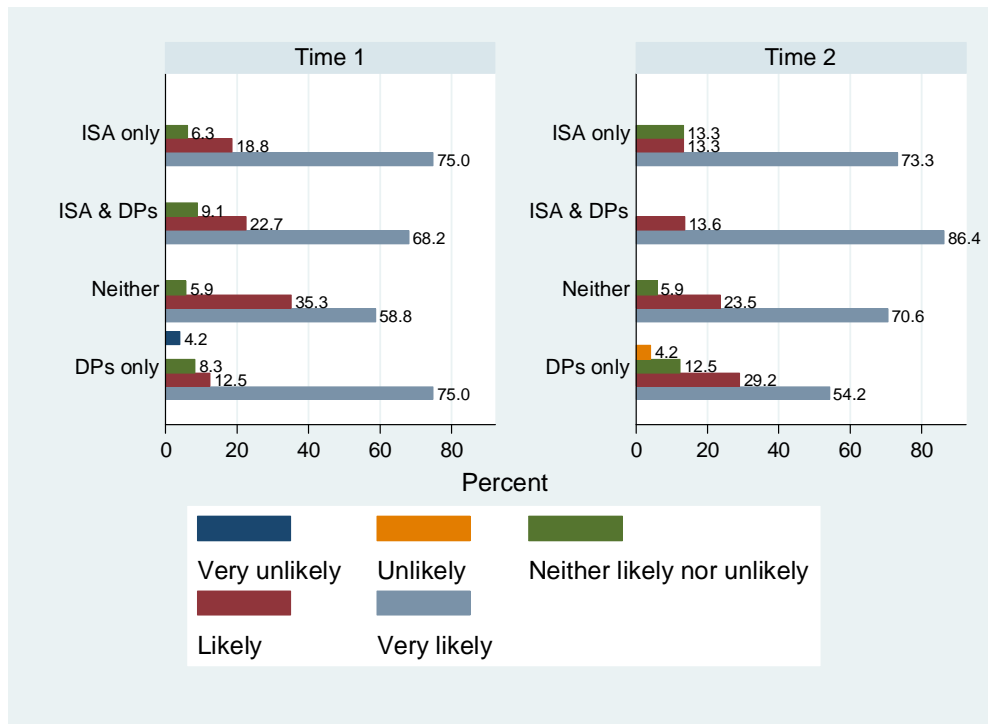
A GEE analysis was conducted to determine if the odds of thinking that being caught was likely or very likely were different for the ISA groups over time. There was a significant 3 way interaction, so the analyses of the ISA by time interaction was performed stratifying by demerit point removal groups. The ISA by time interaction was not significant for either demerit point removal group, nor were there any main effects of ISA group or time. Therefore, despite the significant 3 way interaction, it appears that the ISA was not effective in changing opinions over time, either with or without demerit point removal.

**Table E.25** Item B8 10 km/h GEE results for effects of interest

Outcome= Likely/Very Likely, vs. Very Unlikely/Unlikely/Neither	p-value
<b>3 way interaction</b>	<b>0.040</b>
Demerit points not removed	
ISA x time interaction	0.147
ISA main effect	0.895
Time main effect	0.626
Demerit points removed	
ISA x time interaction	0.134
ISA main effect	0.410
Time main effect	0.499

Significant effects in bold

**What is the likelihood of being caught by the police for travelling 20 km/h over the speed limit?**



**Figure E.29** Responses across ISA groups and time for likelihood of being caught 20 km/h over limit

A GEE analysis was conducted to determine if the odds of thinking that being caught was likely or very likely were different for the ISA groups over time. Convergence could not be achieved with the full factorial model, so the simpler model with all effects of interest apart from the 3 way interaction was fitted. There were no significant differences between groups or across time in terms of the proportion who believed it was likely or very likely to be caught for travelling 20 km/h over the speed limit.

**Table E.26** Item B8 20km/h GEE results for effects of interest

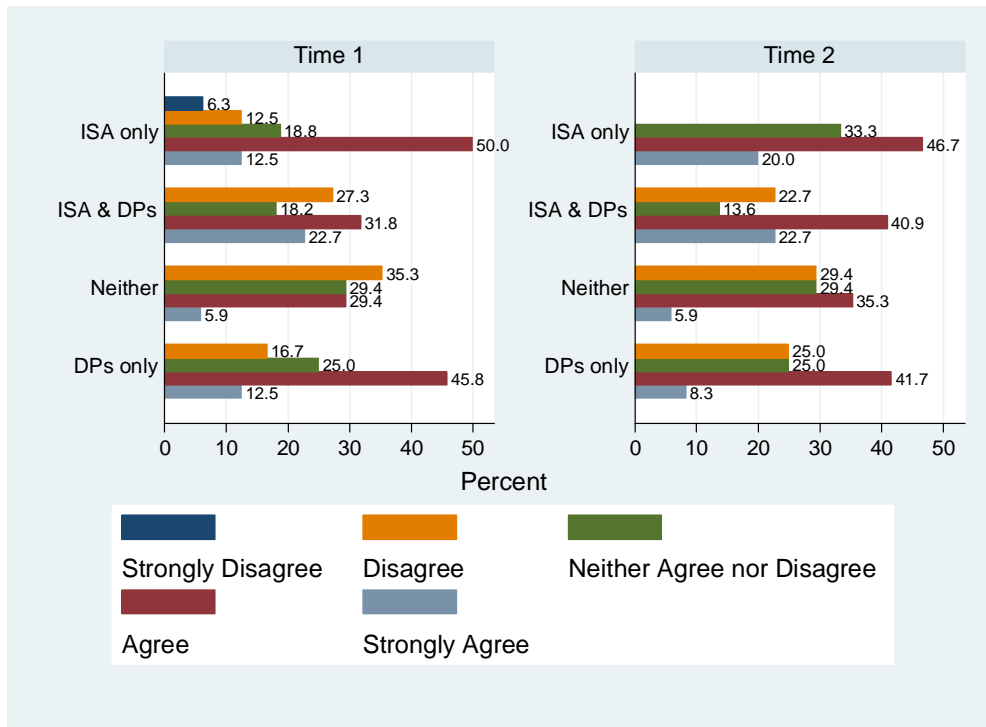
<b>Outcome= Likely/Very Likely, vs. Very Unlikely/Unlikely/Neither</b>	<b>p-value</b>
3 way interaction	could not be assessed
ISA x time interaction	0.473
ISA main effect	0.419
Time main effect	0.990
Demerit point removal main effect	0.694

## **ATTITUDES TOWARD DRIVING AND SPEEDING – PART C**

### **Part C Q1 – Attitudes towards speeding**

Question 1 of Part C of the questionnaire asked respondents to indicate if they agreed or disagreed with a range of statements regarding speeding. Items 1a to 1n dealt with attitudes towards speeding, while items 1o to 1w were the Stages of Change items. Responses were provided on a 5-point scale ranging from 'Strongly disagree' to 'Strongly agree'. The data for items 1a to 1n were recoded into two categories, with the desirable responses (either agree/strongly agree OR disagree/strongly disagree depending on the item) coded as one, and the undesirable responses coded as zero. A Generalised Estimating Equation (GEE) was then used to see how the odds of a desirable response changed according to ISA, Demerit point removal and time. The logistic GEE models were specified with a logit link function and unstructured correlation matrix. Items C1a to C1w are presented separately below followed by a summary of the Stages-of-change items.

**QC1a. To what extent do you agree or disagree that speeding is always wrong?**



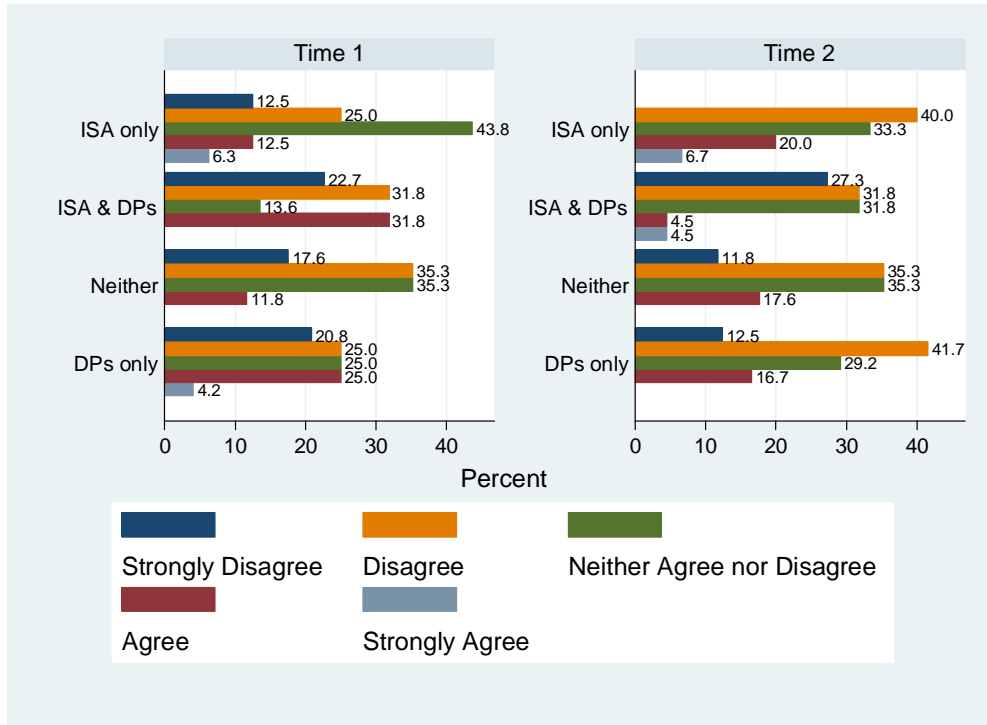
**Figure E.30 Responses across ISA groups and time for speeding is always wrong**

A GEE analysis was conducted to determine if the odds of providing a desirable response to speeding is always wrong were different for the ISA groups over time (Table E.27). There were no significant differences between groups or across time in terms of the proportion that agreed or strongly agreed that speeding is always wrong.

**Table E.27** Item C1a GEE results for effects of interest

Outcome= Agree/Strongly agree, vs. Strongly disagree/Disagree/Neither	p-value
3 way interaction	0.379
ISA x time interaction	0.997
ISA main effect	0.165
Time main effect	0.625
Demerit point removal main effect	0.604

**QC1b. To what extent do you agree or disagree that It makes sense to exceed speed limits to get ahead of slower drivers?**



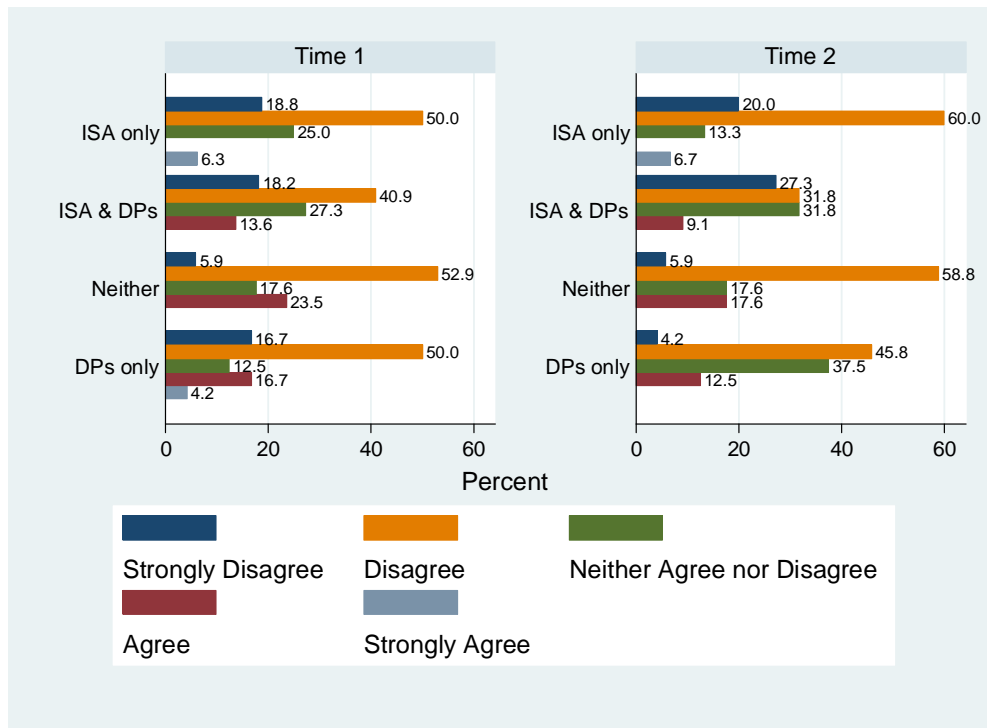
**Figure E.31 Responses across ISA groups and time for it makes sense to speed to get ahead**

A GEE analysis was conducted to determine if the odds of providing a desirable response to it makes sense to speed to get ahead were different for the ISA groups over time (Table E.28). There were no significant differences between groups or across time in terms of the proportion that disagreed or strongly disagreed that it makes sense to get exceed speed limits to get ahead of slower drivers.

**Table E.28** Item C1b GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	p-value
3 way interaction	0.580
ISA x time interaction	0.597
ISA main effect	0.972
Time main effect	0.578
Demerit point removal main effect	0.389

**QC1c. To what extent do you agree or disagree that it is OK to drive a little faster than the speed limit if you are a good driver?**



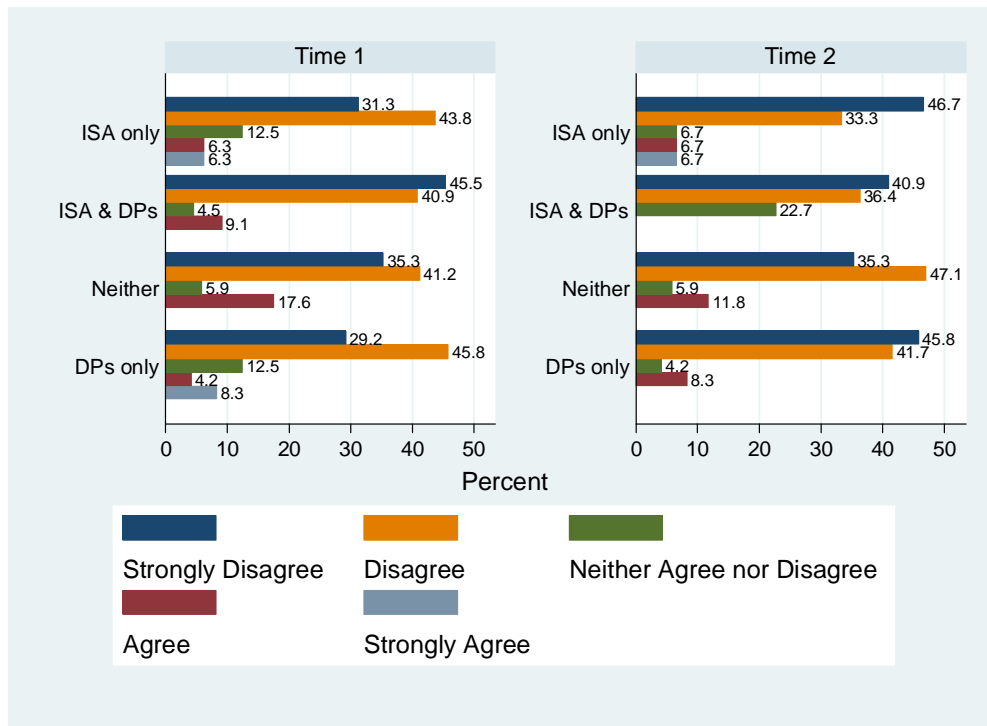
**Figure E.32 Responses across ISA groups and time for it is OK to drive faster if you are a good driver**

A GEE analysis was conducted to determine if the odds of providing a desirable response to it is Ok to drive faster if you are a good driver were different for the ISA groups over time (Table E.29). There were no significant differences between groups or across time in terms of the proportion that disagreed or strongly disagreed that it is OK to drive a little faster than the speed limit if you are a good driver.

**Table E.29** Item C1c GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	p-value
3 way interaction	0.772
ISA x time interaction	0.611
ISA main effect	0.535
Time main effect	0.792
Demerit point removal main effect	0.330

**QC1d. To what extent do you agree or disagree that driving at 100 km/h in an 80 km/h zone is OK if road conditions are good and there is no-one else around?**



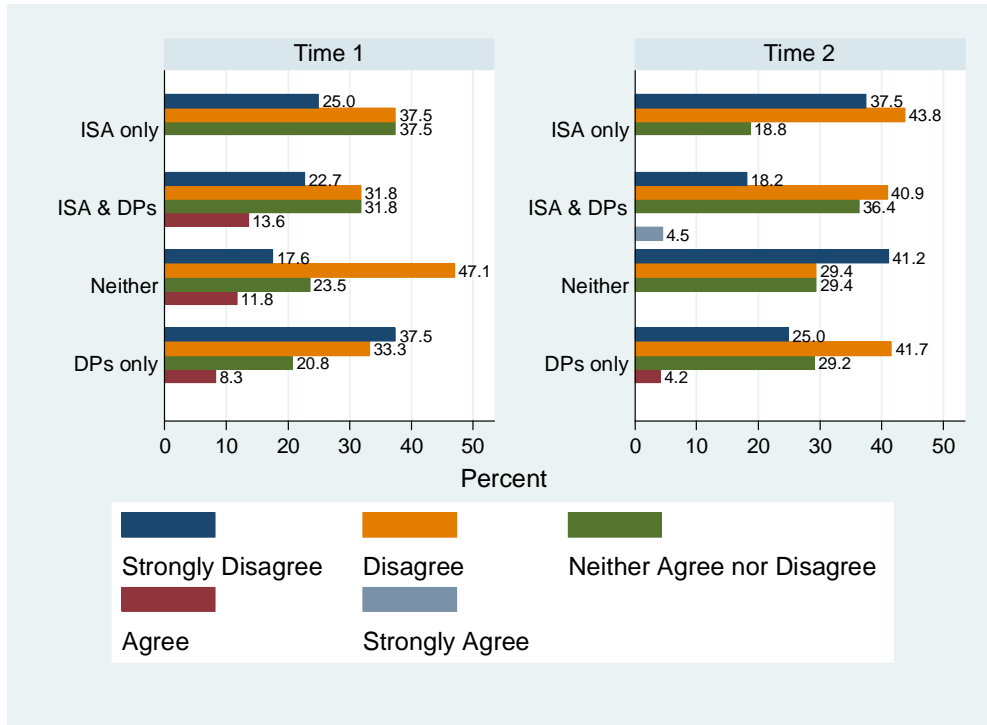
**Figure E.33 Responses across ISA groups and time for driving at 100 km/h in an 80 km/h zone is OK**

A GEE analysis was conducted to determine if the odds of providing a desirable response to driving at 100 km/h in an 80 km/h zone is OK were different for the ISA groups over time (Table E.30). There were no significant differences between groups or across time in terms of the proportion who disagreed or strongly disagreed that driving at 100 km/h in an 80 km/h zone is OK if road conditions are good and there is no-one else around.

**Table E.30** Item C1d GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	p-value
3 way interaction	0.224
ISA x time interaction	0.976
ISA main effect	0.990
Time main effect	0.425
Demerit point removal main effect	0.703

**QC1e. To what extent do you agree or disagree that I will ride as a passenger with a driver who speeds if other passengers are also in the car?**



**Figure E.34 Responses across ISA groups and time for I will ride as a passenger with a driver who speeds**

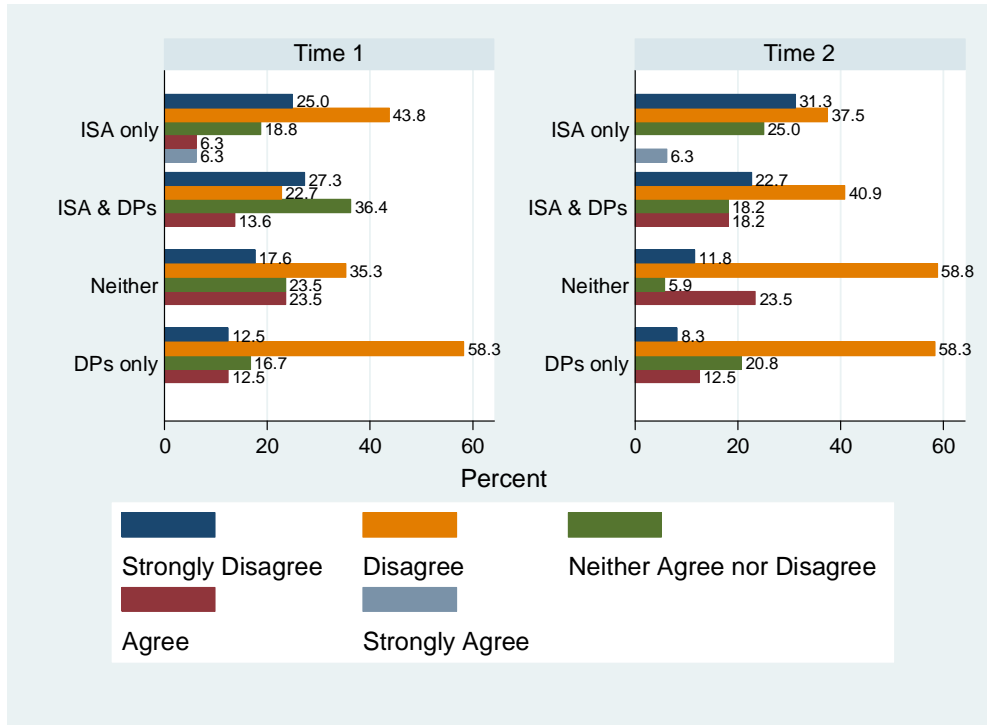
A GEE analysis was conducted to determine if the odds of providing a desirable response to they will ride as a passenger with a driver who speeds were different for the ISA groups over time (Table E.31). There were no significant differences between groups or across time in terms of the proportion that disagreed or strongly disagreed they would ride as a passenger with a driver who speeds if other passengers are also in the car.

**Table E.31** Item C1e GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	p-value
3 way interaction	0.791
ISA x time interaction	0.450
ISA main effect	0.543
Time main effect	0.413
Demerit point removal main effect	0.454



**QC1f. To what extent do you agree or disagree that it is OK to exceed the speed limit if you are driving safely?**



**Figure E.35 Responses across ISA groups and time for it is OK to exceed the limit if you drive safely**

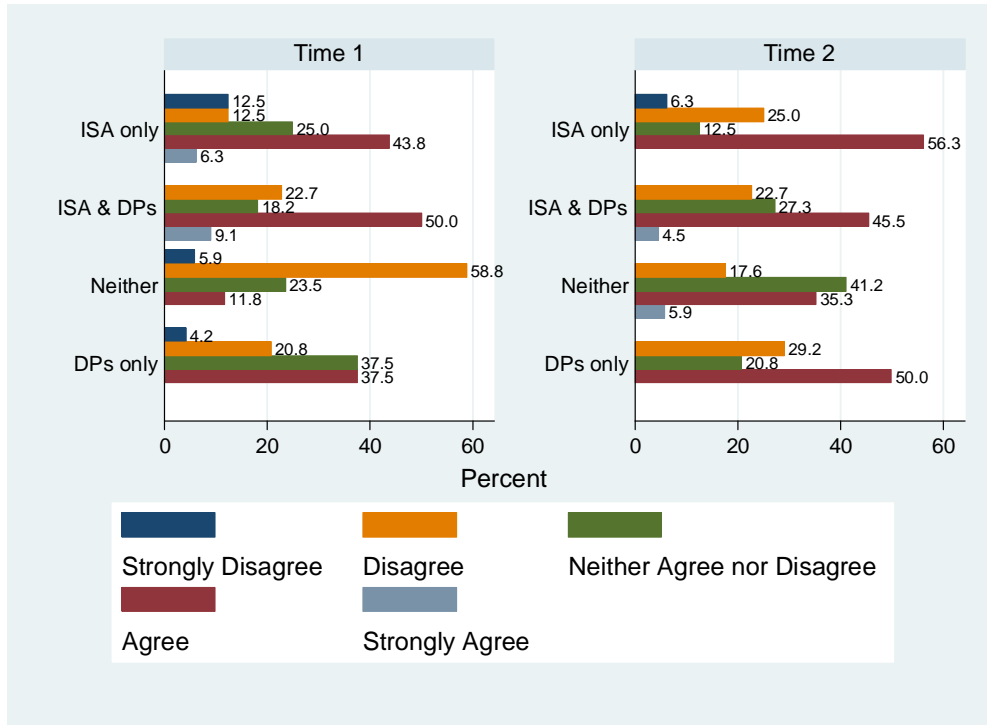
A GEE analysis was conducted to determine if the odds of providing a desirable response to it is OK to exceed the limit if you drive safely were different for the ISA groups over time (Table E.32). There was some evidence for a 3 way interaction ( $p < 0.10$ ), so the analyses of the ISA by time interaction was performed stratifying by demerit point removal groups. The ISA by time interaction was not significant for either demerit point removal group, nor were there any main effects of ISA group or time. Therefore, despite the significant 3 way interaction, it appears that the ISA was not effective in changing opinions over time, either with or without demerit point removal.

**Table E.32** Item C1f GEE results for effects of interest

<b>Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither</b>	<b>p-value</b>
<i>3 way interaction</i>	<i>0.097</i>
Demerit points not removed	
ISA x time interaction	0.343
ISA main effect	0.596
Time main effect	0.313
Demerit points removed	
ISA x time interaction	0.144
ISA main effect	0.342
Time main effect	0.467

Near significant effects in italics

**QC1g. To what extent do you agree or disagree that you are much more likely to be involved in a crash if you increase your driving speed by 5 km/h?**



**Figure E.36 Responses across ISA groups and time for you are more likely to be involved in a crash if you increase speed by 5 km/h**

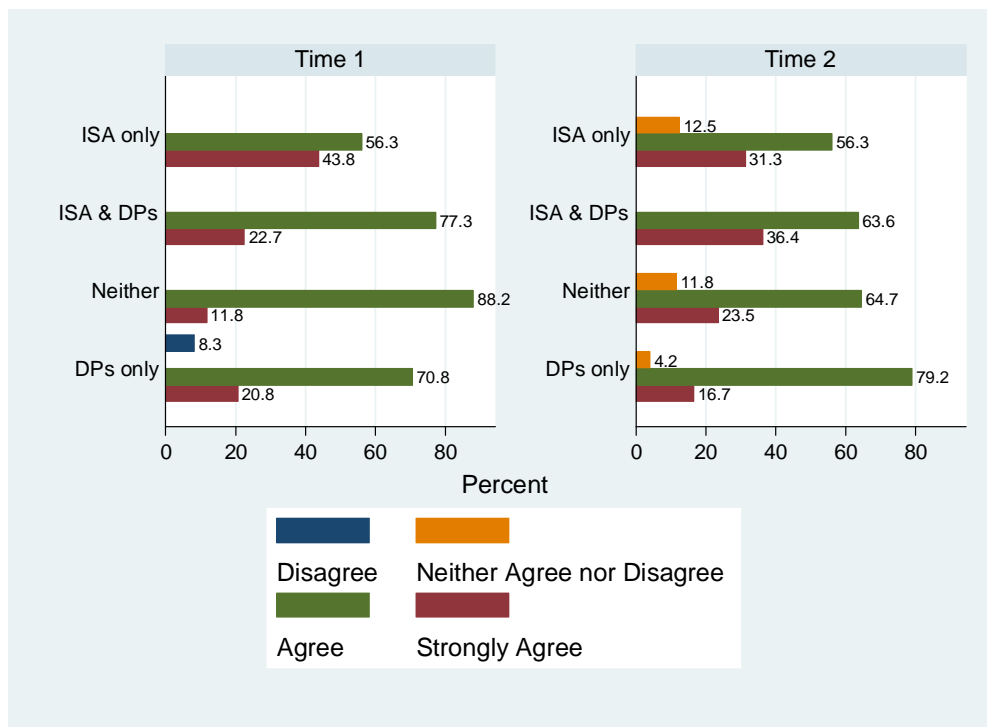
A GEE analysis was conducted to determine if the odds of providing a preferred response to you are more likely to be involved in a crash if you increase speed by 5 km/h were different for the ISA groups over time (Table E.33). There was no 3 way interaction or 2 way ISA by time interaction which indicates that experience of ISA did not change the participant’s opinions over time. There was no main effect of time, or of demerit point removal. There was, however, some evidence of a difference in opinion between the Speed Alert group and the Speed Data group (pooled over time and demerit point removal). The odds of the Speed Alert group believing that you are much more likely to be involved in a crash if you increase your driving speed by 5 km/h were just over the double the odds of the Speed Data group believing so.

**Table E.33** Item C1g GEE results for effects of interest

Outcome= Agree/Strongly agree, vs. Strongly Disagree/Disagree/Neither	OR	95% CI	p-value
3 way interaction	-	-	0.641
ISA x time interaction	-	-	0.125
<i>ISA main effect</i>	<i>2.05</i>	<i>0.97-4.32</i>	<i>0.059</i>
Time main effect	-	-	0.159
Demerit point removal main effect	-	-	0.298

Near significant effects in italics

**QC1h.** To what extent do you agree or disagree that a crash at 70 km/h will be a lot more severe than a crash at 60 km/h?



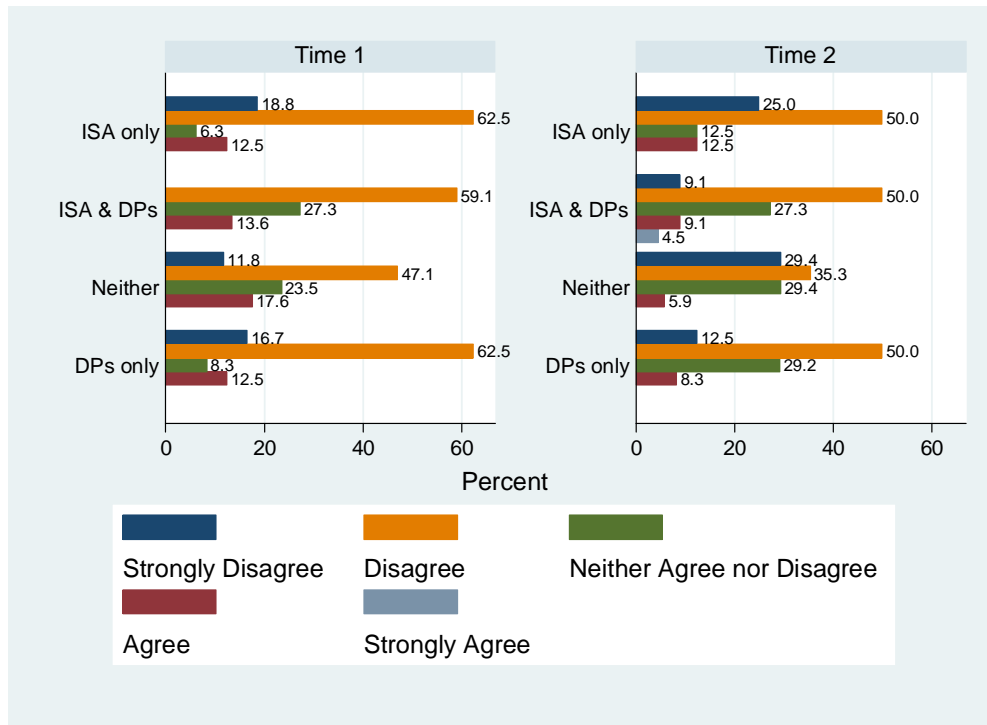
**Figure E.37** Responses across ISA groups and time for a crash at 70 km/h will be more severe than a crash at 60 km/h

A GEE analysis was conducted to determine if the odds of providing a desirable response to a crash at 70 km/h will be more severe than a crash at 60 km/h were different for the ISA groups over time (Table E.34). The full factorial model could not be assessed as not all cells in the 3 way interaction had observations. Instead, a simpler model with a 2 way ISA by time interaction and a main effect of demerit point removal was fitted. There were no significant differences between groups or across time in terms of the proportion that agreed or strongly agreed that a crash at 70 km/h will be a lot more severe than a crash at 60 km/h.

**Table E.34** Item C1h GEE results for effects of interest

Outcome= Agree/Strongly agree, vs. Strongly Disagree/Disagree/Neither	p-value
3 way interaction	could not be assessed
ISA x time interaction	0.990
ISA main effect	0.280
Time main effect	0.268
Demerit point removal main effect	0.407

**QC1i. To what extent do you agree or disagree that it is easy to avoid being caught for speeding?**



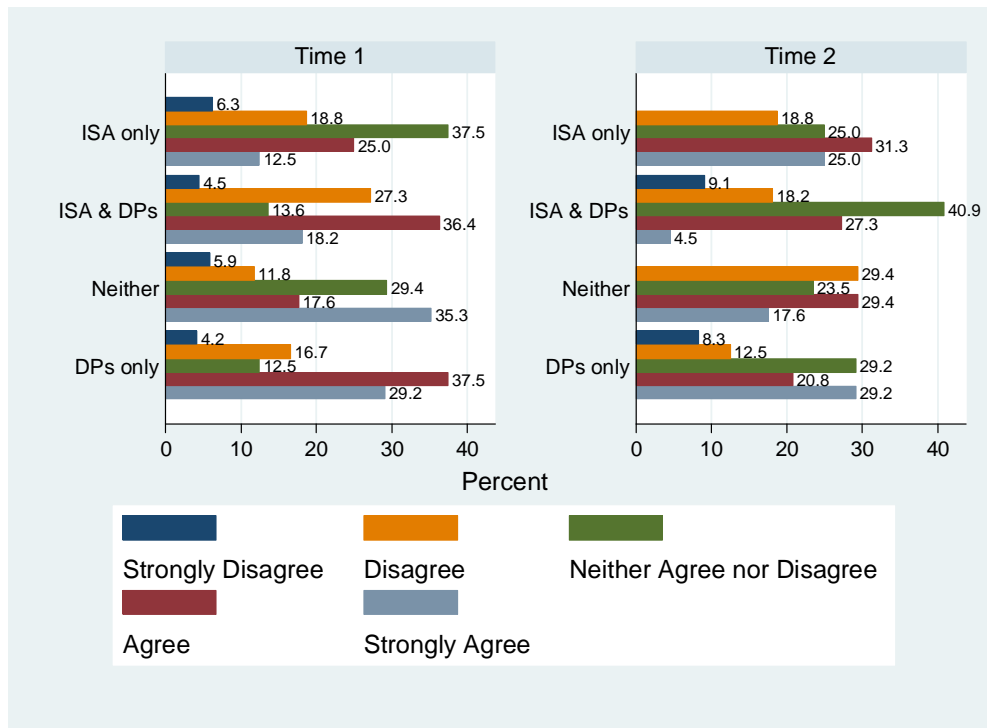
**Figure E.38 Responses across ISA groups and time for it is easy to avoid being caught speeding**

A GEE analysis was conducted to determine if the odds of providing a desirable response to it is easy to avoid being caught speeding were different for the ISA groups over time (Table E.35). There were no significant differences between groups or across time in terms of the proportion that disagreed or strongly disagreed it is easy to avoid being caught for speeding.

**Table E.35** Item C1i GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	p-value
3 way interaction	0.206
ISA x time interaction	0.486
ISA main effect	0.997
Time main effect	0.392
Demerit point removal main effect	0.606

**QC1j. To what extent do you agree or disagree that speeding enforcement is more for revenue raising than for safety?**



**Figure E.39 Responses across ISA groups and time for speeding enforcement is more for revenue raising than safety**

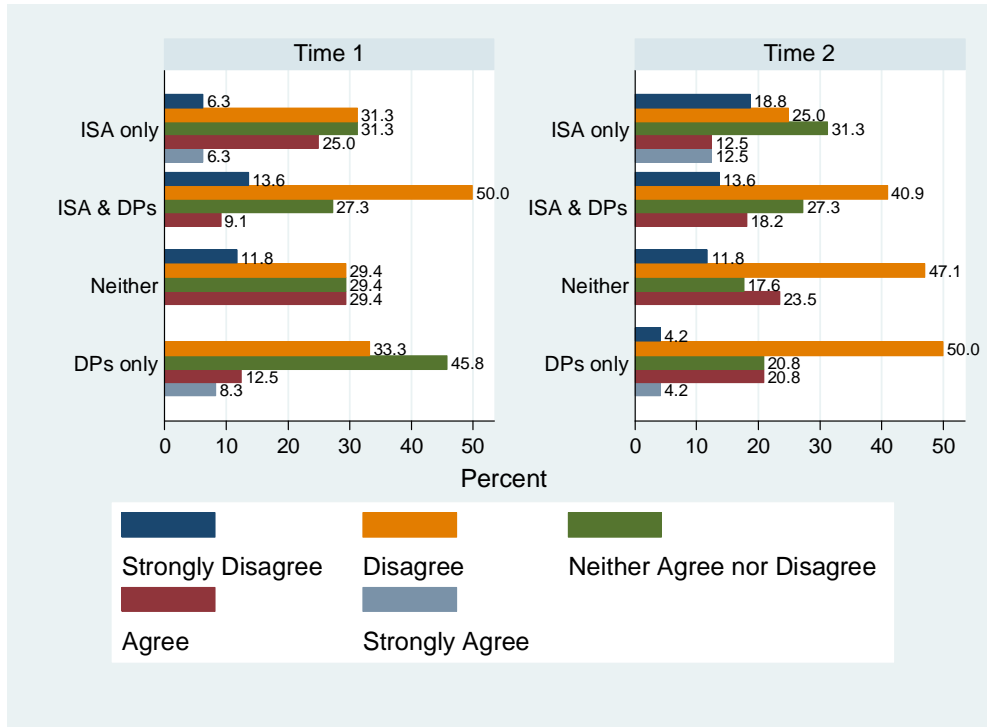
A GEE analysis was conducted to determine if the odds of providing a desirable response to speeding enforcement is more for revenue raising than safety were different for the ISA groups over time (Table E.36). There were no significant differences between groups or across time in terms of the proportion that disagreed or strongly disagreed that speeding enforcement is more for revenue raising than for safety.

**Table E.36** Item C1j GEE results for effects of interest

<b>Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither</b>	<b>p-value</b>
3 way interaction	0.477
ISA x time interaction	0.246
ISA main effect	0.593
Time main effect	1.000
Demerit point removal main effect	0.781

Significant effects in bold

**QC1k. To what extent do you agree or disagree that speed limits are too low – it is usually safe to drive faster than the speed limit?**



*Figure E.40 Responses across ISA groups and time for speed limits are too low*

A GEE analysis was conducted to determine if the odds of providing a desirable response to speed limits are too low were different for the ISA groups over time (Table E.37). There were no significant differences between groups in terms of the proportion who disagreed or strongly disagreed that speed limits are too low – it is usually safe to driver faster than the speed limit. There was some evidence for a change in opinion over time ( $p < 0.10$ ), where the odds of disagree or strongly disagreeing were 43% higher at time 2 than time 1.

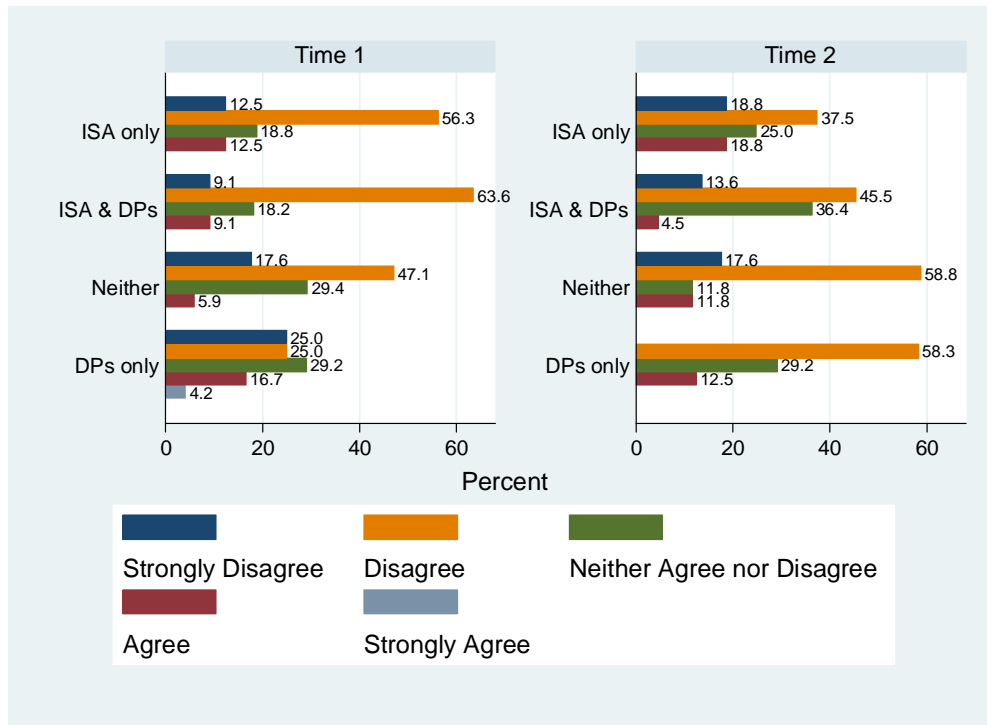


**Table E.37** Item C1k GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	OR	95% CI	p-value
3 way interaction	-	-	0.349
ISA x time interaction	-	-	0.475
ISA main effect	-	-	0.614
<i>Time main effect</i>	<i>1.43</i>	<i>0.95-2.15</i>	<i>0.085</i>
Demerit point removal main effect	-	-	0.572

Near significant effects in italics

**QC1I. To what extent do you agree or disagree that it doesn't bother you if other people speed?**



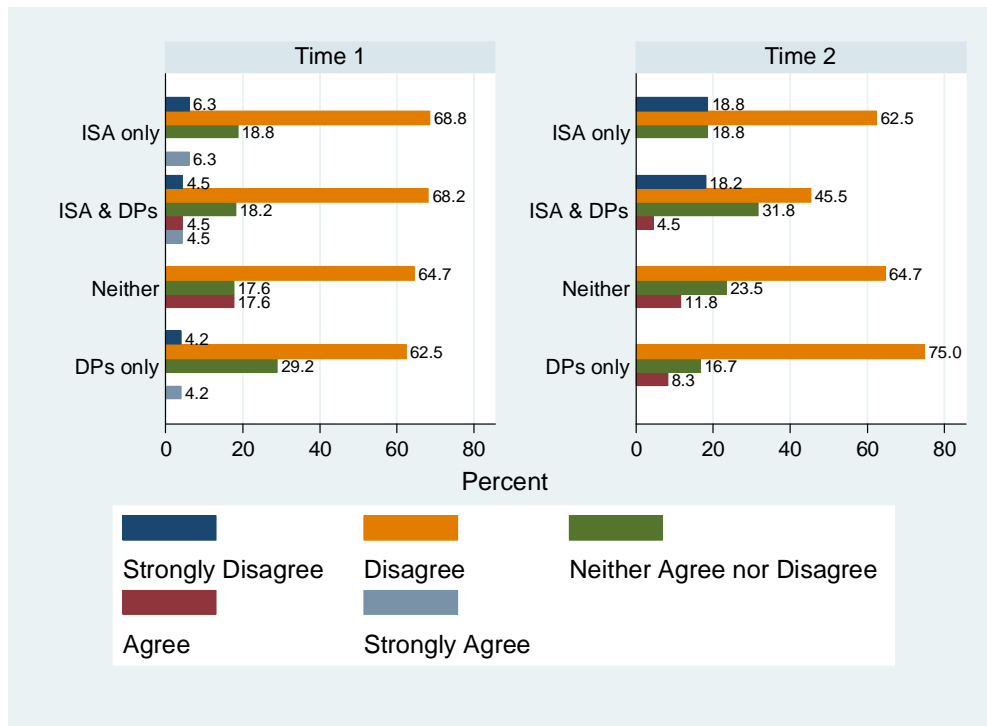
**Figure E.41 Responses across ISA groups and time for it does bother me if other people speed**

A GEE analysis was conducted to determine if the odds of providing a desirable response to it does bother them if other people speed were different for the ISA groups over time (Table E.38). There were no significant differences between groups or across time in terms of the proportion that disagreed or strongly disagreed that it doesn't bother them if other people speed.

**Table E.38** Item C1I GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	p-value
3 way interaction	0.886
ISA x time interaction	0.199
ISA main effect	0.699
Time main effect	0.841
Demerit point removal main effect	0.445

**QC1m. To what extent do you agree or disagree that it is safe to speed on roads that I am familiar with?**



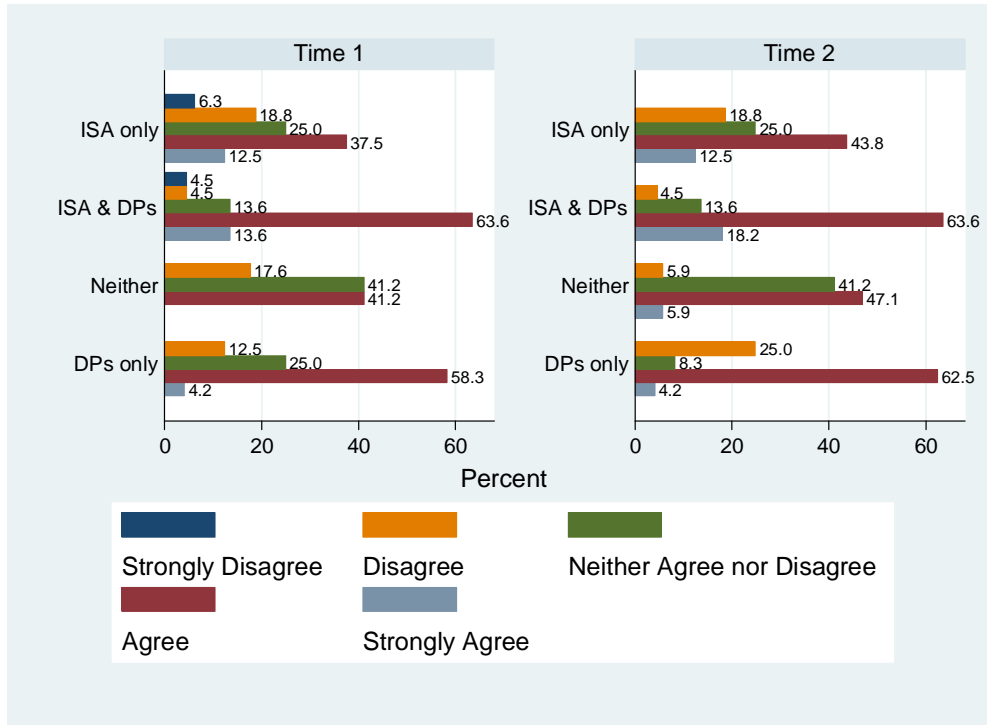
**Figure E.42 Responses across ISA groups and time for it is safe to speed on roads that I am familiar with**

A GEE analysis was conducted to determine if the odds of providing a desirable response to it is safe to speed on roads that I am familiar with were different for the ISA groups over time (Table E.39). There were no significant differences between groups or across time in terms of the proportion that disagreed or strongly disagreed that it is safe to speed on roads they are familiar with.

**Table E.39** Item C1m GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	p-value
3 way interaction	0.242
ISA x time interaction	0.642
ISA main effect	0.644
Time main effect	0.808
Demerit point removal main effect	0.859

**QC1n. To what extent do you agree or disagree that people who exceed speed limits are major contributors to crashes?**



**Figure E.43 Responses across ISA groups and time for people who exceed speed limits are major contributors to crashes**

A GEE analysis was conducted to determine if the odds of providing a preferred response to people who exceed speed limits are major contributors to crashes were different for the groups over time (Table E.40). There were no significant differences between Speed Alert and the Speed Data group or across time in terms of the proportion that disagreed or strongly disagreed that people who exceed speed limits are major contributors to crashes. There was a significant effect of demerit point removal – the odds of agreeing/strongly agreeing that people who exceed speed limits are major contributors to crashes was twice as high in the group that had demerit points removed than the group that did not have demerit points removed.

**Table E.40** Item C1n GEE results for effects of interest

Outcome= Disagree/Strongly disagree, vs. Strongly Agree/Agree/Neither	OR	95% CI	p-value
3 way interaction	-	-	0.720
ISA x time interaction	-	-	0.728
ISA main effect	-	-	0.236
Time main effect	-	-	0.190
<b>Demerit point removal main effect</b>	<b>2.60</b>	<b>1.12-6.03</b>	<b>0.026</b>

Significant effects in bold

### Part C Q1o to 1w – Stages-of-change

The Stages-of-change items are based on behaviour change models and are designed to examine respondents' motivation to change their behaviour, or their 'stage-of change' along a continuum from pre-contemplation to action. Three stages-of-change were examined in the surveys:

- **Pre-contemplation.** A higher score indicates that drivers are not considering changing their speed behaviour and are typically described as in denial about their behaviour being a problem (e.g. It's a waste of time thinking about my speeding behaviour).
- **Contemplation.** A higher score indicates that drivers are considering changing their speeding behaviour and are becoming more aware of the potential benefits of making a change (e.g. Sometimes I think I should limit my speeding behaviour).
- **Action.** A higher score indicates that drivers are beginning to take direct action in order to improve their speeding behavior (e.g. I am currently reducing my speeding).

The Stages-of-change items were scored on a five-point scale from 1 (strongly disagree) to 5 (strongly agree). Scores at each stage can indicate if use of ISA has been effective in bringing about positive behaviour change. If effective, scores on the Pre-contemplation scales would be expected to decrease, while scores on the Contemplation and, particularly, the Action scales would be expected to increase from Survey 1 to Survey 2.

#### **Pre-contemplation Score**

The ISA groups' scores of the Pre-contemplation sub-scale are displayed in Table E.41.

**Table E.41** Mean (SD) Pre-contemplation scores across ISA groups and survey time points

	Time 1	Time 2
<b>Speed Alert (No Demerit Points Removed)</b>	2.42 (0.46)	2.56 (0.47)
<b>Speed Alert (Demerit Points Removed)</b>	2.39 (0.58)	2.42 (0.54)
<b>Speed Data (No Demerit Points Removed)</b>	2.31 (0.65)	2.53 (0.53)
<b>Speed Data (Demerit Points Removed)</b>	2.46 (0.55)	2.57 (0.54)

A Generalised Estimating Equation (GEE) was used to examine how Pre-contemplation responses changed across each ISA group over time. The GEE models were specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was no 3 way interaction nor 2 way ISA by time interaction which indicates that experience of ISA did not cause a significant change in the participants' pre-contemplation score. There was also no main effect of ISA or Demerit point removal, which indicates no difference amongst groups. There was some evidence of a main effect of time ( $p=0.068$ ), with Pre-contemplation scores being slightly higher (by 0.11 points on a 5 point scale) at time 2 compared to time 1. This suggests that involvement in the ISA sub-trial did not motivate drivers to start thinking about changing their speeding behaviour.

**Table E.42** Pre-contemplation GEE results for effects of interest

	Parameter estimate	95% CI	p-value
3 way interaction	-	-	0.934
ISA x time interaction	-	-	0.593
ISA main effect	-	-	0.704
<i>Time main effect</i>	<i>0.11</i>	<i>-0.01 to 0.23</i>	<i>0.068</i>
Demerit point removal main effect	-	-	0.872

Near significant effects in italics

### Contemplation Score

The ISA groups' scores of the Contemplation sub-scale are displayed in Table E.43.

**Table E.43** Mean (SD) Contemplation scores across ISA groups and survey time points

	Time 1	Time 2
Speed Alert (No Demerit Points Removed)	3.60 (0.47)	3.19 (0.69)
Speed Alert (Demerit Points Removed)	3.42 (0.74)	3.58 (0.57)
Speed Data (No Demerit Points Removed)	3.55 (0.70)	3.22 (0.51)
Speed Data (Demerit Points Removed)	3.56 (0.55)	3.35 (0.72)

A Generalised Estimating Equation (GEE) was used to examine how Contemplation responses changed across each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was no 3 way interaction or 2 way ISA by time interaction which indicates that experience of ISA did not cause a significant change in the participants' contemplation score. There was also no main effect of ISA or demerit point removal, which indicates no difference amongst groups. There was some evidence of a main effect of time ( $p < 0.10$ ), with scores being slightly lower at time 2 compared to time 1.

**Table E.44** Contemplation GEE results for effects of interest

	Parameter estimate	95% CI	p-value
3 way interaction	-	-	0.213
ISA x time interaction	-	-	0.759
ISA main effect	-	-	0.751
<i>Time main effect</i>	<i>-0.18</i>	<i>-0.36 to 0.00</i>	<i>0.052</i>
Demerit point removal main effect	-	-	0.428

Near significant effects in italics

### Action Score

The ISA groups' scores of the Action sub-scale are displayed in Table E.45.

**Table E.45** Mean (SD) Action scores across ISA groups and survey time points

	Time 1	Time 2
Speed Alert (No Demerit Points Removed)	3.83 (0.38)	3.92 (0.52)
Speed Alert (Demerit Points Removed)	3.74 (0.58)	3.68 (0.53)
Speed Data (No Demerit Points Removed)	3.80 (0.71)	3.65 (0.58)
Speed Data (Demerit Points Removed)	3.90 (0.72)	3.92 (0.47)

A Generalised Estimating Equation (GEE) was used to examine how Action responses changed across each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There were no significant differences between groups or across time in terms of the Stages-of-change Action score.

**Table E.46** Action GEE results for effects of interest

	p-value
3 way interaction	0.296
ISA x time interaction	0.296
ISA main effect	0.614
Time main effect	0.693
Demerit point removal main effect	0.873

In summary, there was no evidence to suggest that use of ISA or demerit point removal were effective in changing drivers' motivation to speed or their speed behaviour. There was no significant reduction in the Pre-contemplation score, nor a significant increase in the Action score for the Speed Alert group over time, which would have been indicative of ISA having an effect on behaviour change. Indeed, there was a non-significant trend for drivers to increase the Pre-contemplation scores of all four ISA groups over time, suggesting that involvement in the ISA sub-trial may have cemented drivers' unwillingness to change their speed behaviour.

### Part C Q2 – Speeding Attitudes Scale (SAS)

Question 2 of Part C of the questionnaire comprised the Speeding Attitudes Scale (SAS) and asked respondents to indicate if they agreed or disagreed with a range of statements regarding speeding. This scale was used to assess changes in drivers' attitudes toward speeding as a result of using ISA.



Responses were provided on a 7-point scale ranging from ‘Strongly disagree’ (1) to ‘Strongly agree’ (7). Higher scores indicate less positive and safe attitudes towards speeding. The mean SAS scores for the four ISA groups across the two survey points are contained in Table E.47. All four ISA groups scored low to moderate on the SAS, suggesting that they held fairly safe attitudes towards speeding.

**Table E.47** Mean (SD) SAS scores across ISA groups and survey time points

	Time 1	Time 2
Speed Alert (No Demerit Points Removed)	3.03 (1.23)	2.98 (1.05)
Speed Alert (Demerit Points Removed)	2.51 (1.06)	2.39 (0.98)
Speed Data (No Demerit Points Removed)	2.73 (0.78)	2.61 (0.96)
Speed Data (Demerit Points Removed)	2.63 (0.84)	2.62 (0.90)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There were no significant differences between ISA groups or across time in terms of the Speeding Attitude Scale score, suggesting that use of ISA or demerit point removal did not improve drivers’ attitudes toward speeding.

**Table E.48** SAS GEE results for effects of interest

	p-value
3 way interaction	0.489
ISA x time interaction	0.720
ISA main effect	0.845
Time main effect	0.261
Demerit point removal main effect	0.163

### Part C Q3 – Driver Behaviour Questionnaire (DBQ)

Question 3 of the questionnaire comprised the Driver Behaviour Questionnaire (DBQ). The DBQ is a well-researched instrument designed to assess driver experiences with, and reactions to, a range of situations encountered in everyday driving. As well as a total score, the DBQ provides scores on four sub-scales: *violations*, *mistakes*, *lapses due to inattention* and *lapses due to inexperience*.

Respondents were asked to indicate how often various driving situations happened to them in the preceding four weeks. Responses were provided on a 6-point scale ranging from ‘Never’ (1) to ‘Very often’ (6). The total DBQ scores and sub-scales were analysed.

## Total DBQ Score

The total DBQ scores for the four ISA groups across the two survey points are contained in Table E.49.

**Table E.49** Mean total DBQ scores across ISA groups and survey time points

	Time 1	Time 2
<b>Speed Alert (No Demerit Points Removed)</b>	1.78 (0.42)	1.58 (0.49)
<b>Speed Alert (Demerit Points Removed)</b>	1.63 (0.33)	1.53 (0.36)
<b>Speed Data (No Demerit Points Removed)</b>	1.77 (0.56)	1.67 (0.61)
<b>Speed Data (Demerit Points Removed)</b>	1.73 (0.39)	1.54 (0.32)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was no 3 way interaction or 2 way ISA by time interaction which indicates that experience of ISA did not cause a significant change in the participants' total DBQ score. There was also no main effect of ISA or demerit point removal, which indicates no difference amongst groups. There was, however, a significant main effect of time, with scores being slightly lower (by 0.15 points) at time 2 compared to time 1. These results suggest that use of ISA or demerit point removal did not result in drivers experiencing fewer violations, mistakes, and lapses due to inattention and inexperience over the course of the trial. While reported DBQ behaviours did decrease over the course of the trial, this was found for all groups and, as such, these improvements were not related to use of ISA or demerit point removal, but may have resulted from drivers' being more cautious in their driving behaviour as a result of being monitored during the trial.

**Table E.50** Total DBQ GEE results for effects of interest

	Parameter estimate	95% CI	p-value
3 way interaction	-	-	0.179
ISA x time interaction	-	-	0.315
ISA main effect	-	-	0.581
<b>Time main effect</b>	<b>-0.15</b>	<b>-0.22 to -0.08</b>	<b>0.000</b>
Demerit point removal main effect	-	-	0.295

Significant effects in bold

### Violations sub-scale

The Violations sub-scale refers to deliberate behaviours such as speeding, tailgating and risky overtaking manoeuvres. Higher scores are indicative of more violations being committed. The DBQ Violations sub-scale scores for the ISA groups across the two survey points are contained in Table E.51.

**Table E.51** DBQ Violations scores across ISA groups and survey time points

	Time 1	Time 2
Speed Alert (No Demerit Points Removed)	2.23 (0.61)	1.88 (0.68)
Speed Alert (Demerit Points Removed)	2.32 (0.82)	2.09 (0.76)
Speed Data (No Demerit Points Removed)	2.23 (0.70)	2.15 (0.85)
Speed Data (Demerit Points Removed)	2.33 (0.71)	2.05 (0.68)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant group by time interaction (Table E.52). There was no 3 way interaction or 2 way ISA by time interaction which indicates that experience of ISA did not cause a significant change in the participants' DBQ violations score. There was also no main effect of ISA or Demerit point removal, which indicates no difference amongst groups. There was a significant main effect of time, with scores being lower (by 0.24 points) at time 2 compared to time 1. These results suggest that use of ISA or demerit point removal did not result in drivers experiencing fewer violations. While reported violations did decrease over the course of the trial, this was found for all groups and, as such, these improvements may have resulted from drivers' being more cautious in their volitional behaviour as a result of being monitored during the trial.

**Table E.52** DBQ Violations GEE results for effects of interest

	Parameter estimate	95% CI	p-value
3 way interaction	-	-	0.175
ISA x time interaction	-	-	0.147
ISA main effect	-	-	0.753
<b>Time main effect</b>	<b>-0.24</b>	<b>-0.35 to -0.12</b>	<b>0.000</b>
Demerit point removal main effect	-	-	0.627

Significant effects in bold

### ***Mistakes Sub-scale***

The DBQ Mistakes sub-scale concerns misjudgements while driving and includes behaviours such as misjudging distance and speed, and misreading road signs. Higher scores are indicative of more mistakes being committed. The Mistakes sub-scale scores for the ISA groups across the two survey points are contained in Table E.53.

**Table E.53** DBQ Mistakes sub-scale scores across ISA groups and survey time points

	<b>Time 1</b>	<b>Time 2</b>
<b>Speed Alert (No Demerit Points Removed)</b>	1.28 (0.37)	1.24 (0.43)
<b>Speed Alert (Demerit Points Removed)</b>	1.22 (0.20)	1.19 (0.31)
<b>Speed Data (No Demerit Points Removed)</b>	1.38 (0.44)	1.40 (0.58)
<b>Speed Data (Demerit Points Removed)</b>	1.31 (0.40)	1.28 (0.32)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There were no significant differences between groups or across time in terms of the mean DBQ Mistakes score.

**Table E.54** DBQ Mistakes GEE results for effects of interest

	<b>p-value</b>
3 way interaction	0.594
ISA x time interaction	0.503
ISA main effect	0.161
Time main effect	0.566
Demerit point removal main effect	0.328

### ***Inattention Sub-scale***

The DBQ Inattention sub-scale refers to behaviours such as failing to notice road signs and traffic signals. Higher scores are indicative of more lapses due to inattention. The Inattention sub-scale scores for the ISA groups across the two survey points are contained in Table E.55.

**Table E.55** DBQ Inattention sub-scale scores across ISA groups and survey time points

	Time 1	Time 2
Speed Alert (No Demerit Points Removed)	1.80 (0.59)	1.78 (0.81)
Speed Alert (Demerit Points Removed)	1.69 (0.62)	1.50 (0.42)
Speed Data (No Demerit Points Removed)	1.90 (0.68)	1.59 (0.66)
Speed Data (Demerit Points Removed)	1.71 (0.61)	1.39 (0.37)

A Generalised Estimating Equation (GEE) was used to see how responses changed in each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was no 3 way interaction or 2 way ISA by time interaction which indicates that experience of ISA did not cause a significant change in the participants' DBQ Inattention score. There was also no main effect of ISA. There was a significant main effect of time, with scores being lower at time 2 compared to time 1. These results suggest that use of ISA did not result in drivers experiencing fewer lapses due to inattention. The reported decrease in inattention-based lapses may have resulted from drivers' being more cautious in their behaviour as a result of being monitored during the trial.

There was also some evidence for an effect of demerit point removal ( $p < 0.10$ ), with reported lapses due to inattention being lower for the group that had demerit points removed compared to the group who did not have demerit points removed.

**Table E.56** DBQ Inattention GEE results for effects of interest

	Parameter estimate	95% CI	p-value
3 way interaction	-	-	0.475
ISA x time interaction	-	-	0.110
ISA main effect	-	-	0.693
<b>Time main effect</b>	<b>-0.22</b>	<b>-0.34 to -0.10</b>	<b>0.000</b>
<i>Demerit point removal main effect</i>	<i>-0.19</i>	<i>-0.42 to 0.03</i>	<i>0.094</i>

Significant effects in bold. Near significant effects in italics

### ***Inexperience Sub-scale***

The DBQ Inexperience sub-scale refers to behaviours such as shifting into the wrong gear and forgetting to remove the parking brake. Higher scores are indicative of more lapses due to being inexperienced. The Inexperience sub-scale scores for the ISA groups across the two survey points are contained in Table E.57.

**Table E.57** DBQ Inexperience sub-scale scores across ISA groups and survey time points

	Time 1	Time 2
<b>Speed Alert (No Demerit Points Removed)</b>	1.82 (0.67)	1.41 (0.50)
<b>Speed Alert (Demerit Points Removed)</b>	1.30 (0.33)	1.33 (0.52)
<b>Speed Data (No Demerit Points Removed)</b>	1.56 (0.70)	1.55 (0.64)
<b>Speed Data (Demerit Points Removed)</b>	1.55 (0.45)	1.44 (0.48)

A Generalised Estimating Equation (GEE) was used to examine how lapses due to inexperience changed in each ISA group over time. The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There was a significant 3 way interaction between ISA, demerit removal and time, so the results were stratified by Demerit point group to determine if the effectiveness of ISA in changing the mean DBQ inexperience score differed according to whether or not demerit points were removed.

In the group that did not have demerit points removed, there was a significant ISA x time interaction. At neither time point was there a difference between the Speed Alert and Speed Data groups in the mean inexperience score. There was no change in mean inexperience score over time for the Speed Data group; however, the Speed Alert group displayed a significant reduction in inexperience scores over time.

In the group that did have demerit points removed, there was no significant ISA x Time interaction, nor was there a main effect of time. There was some evidence ( $p < 0.10$ ) for a main effect of Speed Alert group, where the Speed Alert group had a lower mean inexperience score relative to the Speed Data group.

Taken together, these results suggest that use of ISA may have resulted in drivers in the Speed Alert group experiencing fewer lapses due to inexperience over the course of the trial. However, demerit point removal appeared to only have a positive effect on lapses due to inexperience for the Speed Data group.

**Table E.58** DBQ Inexperience GEE results for effects of interest

Outcome=Often/Very Often, vs. Never/Rarely/Sometimes	OR	95% CI	p-value
<b>3 way interaction</b>	-	-	<b>0.005</b>
Demerit points not removed			
<b>ISA x time interaction</b>	-	-	<b>0.005</b>
Time 1: ISA vs. control	-	-	0.220
Time 2: ISA vs. control	-	-	0.496
Control: Time 2 vs. time 1	-	-	0.942
<b>ISA: Time 2 vs. time 1</b>	<b>-0.41</b>	<b>-0.62 to -0.21</b>	<b>0.000</b>
Demerit points removed			
ISA x time interaction	-	-	0.274
<i>ISA main effect</i>	<i>-0.18</i>	<i>-0.40 to 0.03</i>	<i>0.099</i>
Time main effect	-	-	0.536

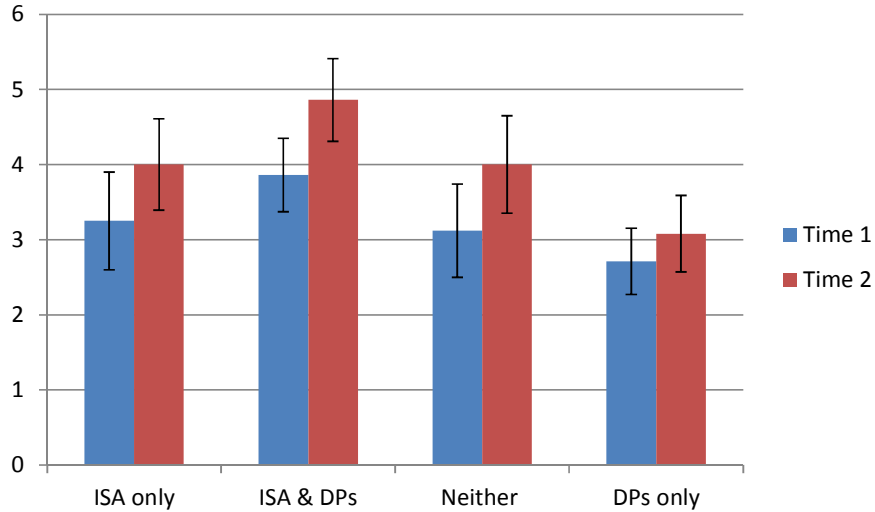
Significant effects in bold. Near significant effects in italics

#### **Part C Q4 – Speeding behaviour during last 10 trips**

Question 4 of the questionnaire asked respondents in their last ten driving trips, how often they engaged in a range of eight different speeding behaviours. Respondents answered from 0 trips up to 10 trips. A Generalised Estimating Equation (GEE) was conducted on each of the speeding behaviours to see how responses changed in each ISA group over time, and whether this differed by demerit point removal. The GEE model was specified with a negative binomial error distribution and an unstructured correlation matrix. The results for each of the eight speeding behaviours are presented separately below.

##### **4a. In how many of your last ten driving trips would you have accidentally driven over the speed limit?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having accidentally driving over the speed limit for the two survey points is shown in Figure E.44.



**Figure E.44 Mean (std error) no of times participants reported having accidentally driven over the speed limit in the last 10 trips, across ISA groups and time**

There was no 3 way interaction or 2 way ISA by time interaction which indicates that experience of ISA did not cause a significant change in the number of the last ten driving trips in which they accidentally drove over the speed limit. There was also no main effect of ISA or demerit point removal, which indicates no difference amongst groups. There was some evidence for a main effect of time ( $p < 0.10$ ), with the number of trips in which they reported accidentally driving over the speed limit being 23% higher at time 2 than time 1.

**Table E.59 QC4a GEE results for effects of interest**

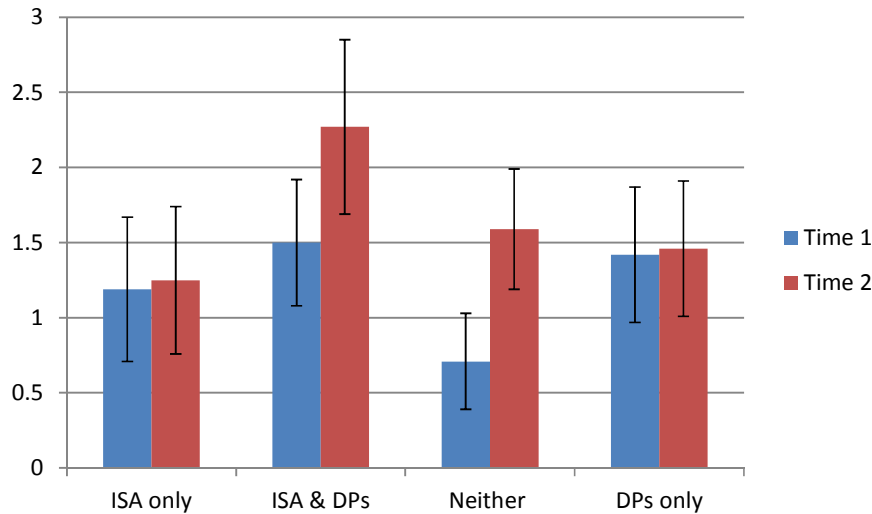
	Incidence rate ratio	95% CI	p-value
3 way interaction	-	-	0.763
ISA x time interaction	-	-	0.908
ISA main effect	-	-	0.951
<i>Time main effect</i>	<i>1.23</i>	<i>0.97-1.54</i>	<i>0.084</i>
Demerit point removal main effect	-	-	0.951

Near significant effects in italics



**4b. In how many of your last ten driving trips would you have intentionally driven over the speed limit?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having intentionally driving over the speed limit for the two survey points is shown in Figure E.45.



**Figure E.45 Mean (std error) no of times participants reported having intentionally driven over the speed limit in the last 10 trips, across ISA groups and time**

There was a significant 3 way interaction between ISA, demerit removal and time, so the results were stratified by Demerit point group to determine if the effectiveness of ISA in changing self-reported intentional speeding behaviour according to whether or not demerit points were removed.

In the group that did not have demerit points removed, there was a significant ISA x Time interaction. At neither survey time was there was a difference between the Speed Alert and Speed Data groups in terms of the number of times they reported speeding intentionally during their last 10 driving trips. Looking over time, there was a significant change for the Speed Data group with the rate of intentional speeding at time 2 being 2.25 times higher than at time 1. This result may suggest that drivers in the Speed Data group forgot that they were being monitored as the trial progressed so they increased their speeding behaviour. There was no such change over time in intentional speeding behaviour for the Speed Alert group.

In the group that did have demerit points removed, there was no significant ISA x Time interaction, nor was there any difference between ISA groups, or over time.

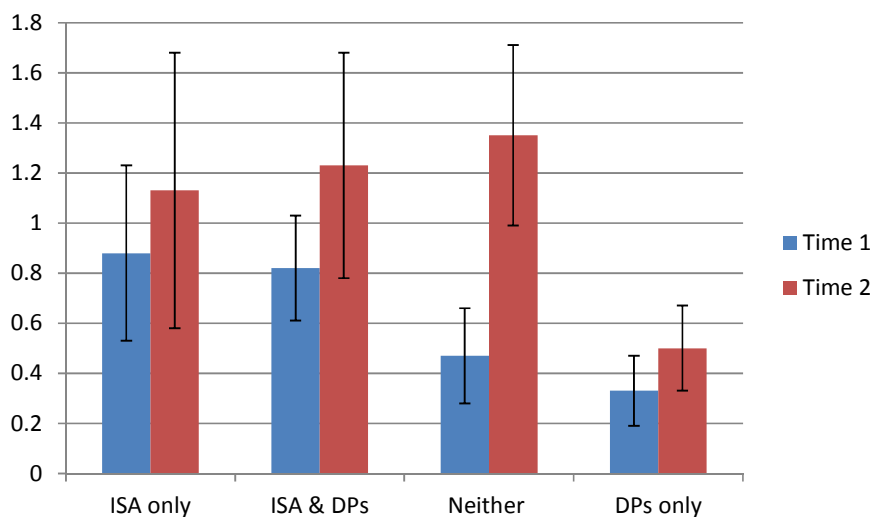
**Table E.60** QC4b GEE results for effects of interest

	Incidence rate ratio	95% CI	p-value
<b>3 way interaction</b>	-	-	<b>0.012</b>
Demerit points not removed			
<b>ISA x time interaction</b>	-	-	<b>0.016</b>
Time 1: ISA vs. control	-	-	0.305
Time 2: ISA vs. control	-	-	0.600
<b>Control: Time 2 vs. time 1</b>	<b>2.25</b>	<b>1.44-3.53</b>	<b>0.000</b>
ISA: Time 2 vs. time 1			0.813
Demerit points removed			
ISA x time interaction	-	-	0.204
ISA main effect	-	-	0.881
Time main effect	-	-	0.893

Significant effects in bold

**4c. In how many of your last ten driving trips would you have driven well over the speed limit and didn't realise?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having driven well over the speed limit and not realised it for the two survey points is shown in Figure E.46.



**Figure E.46** Mean (std error) no of times participants reported having intentionally driven well over the speed limit and didn't realise in the last 10 trips, across ISA groups and time

There was no 3 way interaction or 2 way ISA by time interaction which indicates that the use of ISA did not cause a significant change in the number of the last ten driving trips in which participants drove well over the speed limit and didn't realise. There was also no main effect of demerit point removal. There was some evidence for a main effect of ISA group ( $p < 0.10$ ), with the Speed Alert group reporting an incidence rate of 67% higher than the Speed Data group, however this did not vary over time and is unlikely to be due to the ISA system itself. There was a significant main effect of time in that the reported incidence rate was 69% higher at time 2 compared to time 1, pooled across group. This reported increase in unintentional speeding may reflect that drivers forgot that they were being monitored as the trial progressed and thus may have been less vigilant in their speed monitoring than they were at the start of the trial.

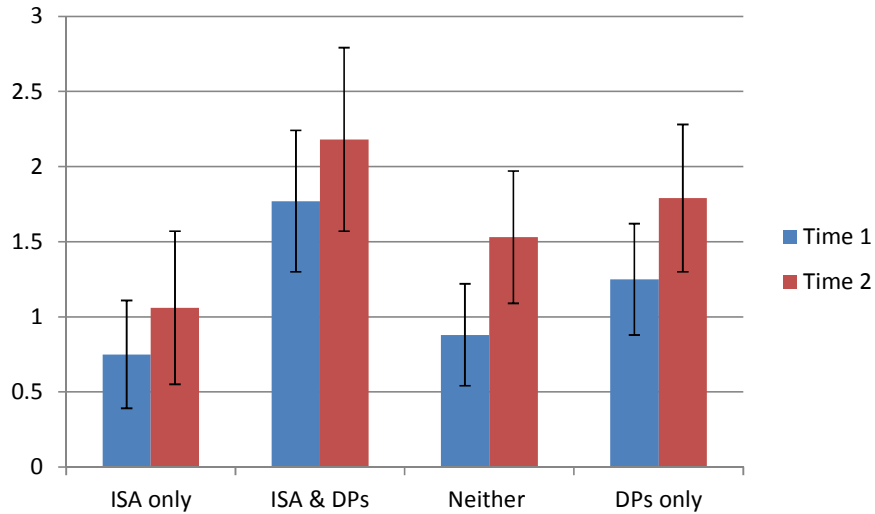
**Table E.61** QC4c GEE results for effects of interest

	<b>Incidence rate ratio</b>	<b>95% CI</b>	<b>p-value</b>
3 way interaction	-	-	0.248
ISA x time interaction	-	-	0.114
<i>ISA main effect</i>	<i>1.67</i>	<i>0.93-2.99</i>	<i>0.085</i>
<b>Time main effect</b>	<b>1.69</b>	<b>1.21-2.37</b>	<b>0.002</b>
Demerit point removal main effect	-	-	0.233

Significant effects in bold. Near significant effects in italics

**4d. In how many of your last ten driving trips would you have been in a hurry and drove over the speed limit to get to your destination?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having been in a hurry and driven over the speed limit for the two survey points is shown in Figure E.47.



**Figure E.47 Mean (std error) no of times participants reported having been in a hurry and driven over the speed limit to get to their destination in the last 10 trips, across ISA groups and time**

There was no 3 way interaction or 2 way ISA by time interaction which indicates that experience of ISA did not cause a significant change in the number of the last ten driving trips in which they were in a hurry and drove over the speed limit. There was also no main effect of ISA group. There was some evidence ( $p < 0.10$ ) for an difference between the demerit removal groups, with the group that had demerit points removed having an incidence rate 64% higher than the group that did not have demerits removed. There was a significant main effect of time, with the incidence rate at time 2 was 41% higher than at time 1.

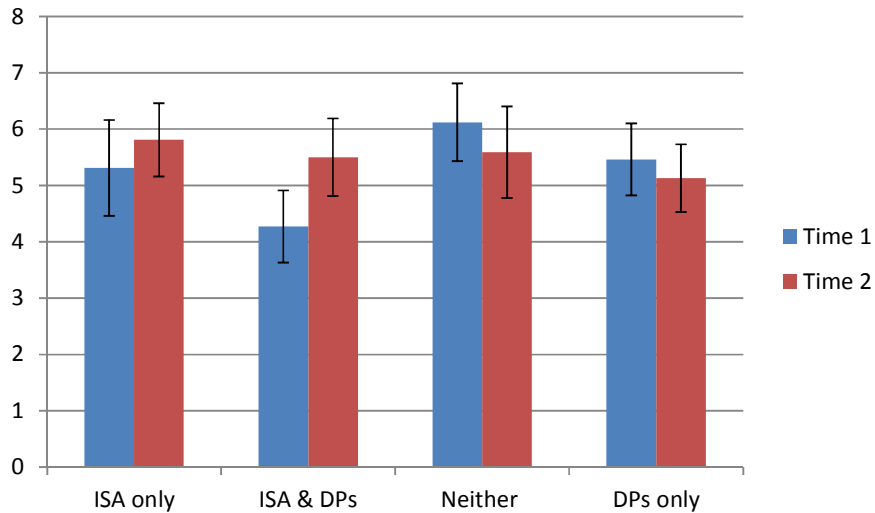
**Table E.62 QC4d GEE results for effects of interest**

	<b>Incidence rate ratio</b>	<b>95% CI</b>	<b>p-value</b>
3 way interaction	-	-	0.936
ISA x time interaction	-	-	0.681
ISA main effect	-	-	0.797
<b>Time main effect</b>	<b>1.41</b>	<b>1.05-1.91</b>	<b>0.023</b>
<i>Demerit point removal main effect</i>	<i>1.64</i>	<i>0.98-2.74</i>	<i>0.061</i>

Significant effects in bold. Near significant effects in italics

**4e. In how many of your last ten driving trips would you have kept at a safe speed even though people were driving faster than you?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having kept at a safe speed even though people were driving faster than them for the two survey points is shown in Figure E.48.



**Figure E.48** Mean (std error) no of times participants reported having been kept at a safe speed even though people were driving faster than them in the last 10 trips, across ISA groups and time

There were no significant differences between groups or across time in terms of the number of the last 10 driving trips in which participants reported driving at a safe speed even though people were driving faster than them.

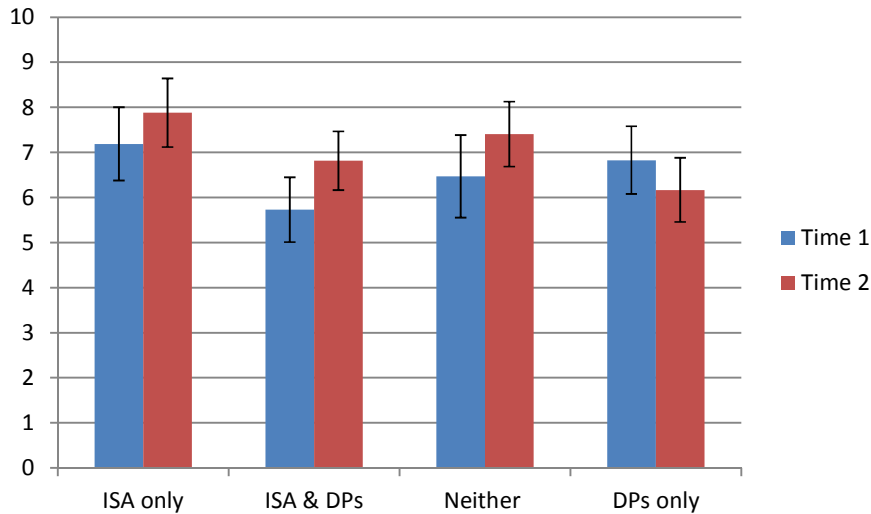
**Table E.63** QC4e GEE results for effects of interest

	<b>p-value</b>
3 way interaction	0.803
ISA x time interaction	0.661
ISA main effect	0.733
Time main effect	0.722
Demerit point removal main effect	0.576

Significant effects in bold

**4f. In how many of your last ten driving trips would you have made a real effort to look out for speed signs?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having made a real effort to look out for speed signs for the two survey points is shown in Figure E.49.



**Figure E.49 Mean (std error) no of times participants reported having made a real effort to look out for speed signs in the last 10 trips, across ISA groups and time**

There were no significant differences between groups or across time in terms of the number of the last 10 driving trips in which participants reported making a real effort to look out for speed signs.

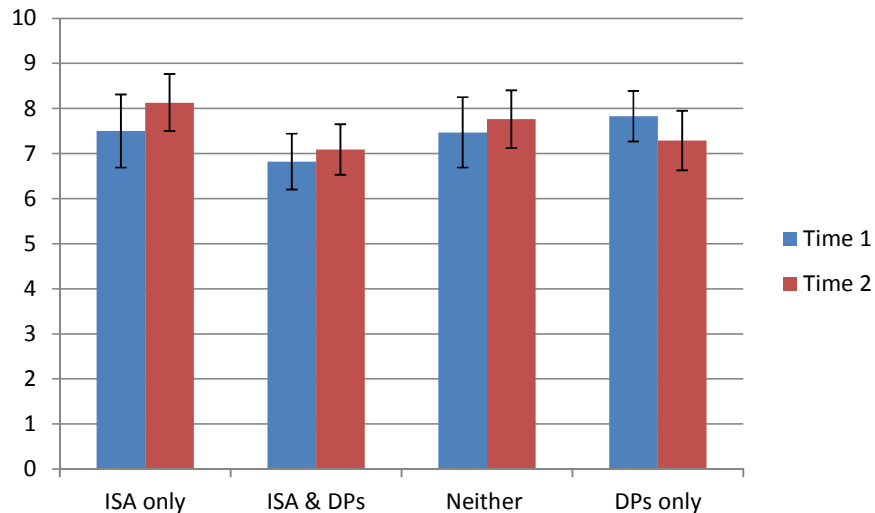
**Table E.64 QC4f GEE results for effects of interest**

	<b>p-value</b>
3 way interaction	0.488
ISA x time interaction	0.900
ISA main effect	0.954
Time main effect	0.587
Demerit point removal main effect	0.570

Significant effects in bold

**4g. In how many of your last ten driving trips would you have made a real effort to look at your speedometer?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having made a real effort to look at their speedometer for the two survey points is shown in Figure E.50.



**Figure E.50** Mean (std error) no of times participants reported having made a real effort to look at their speedometer in the last 10 trips, across ISA groups and time

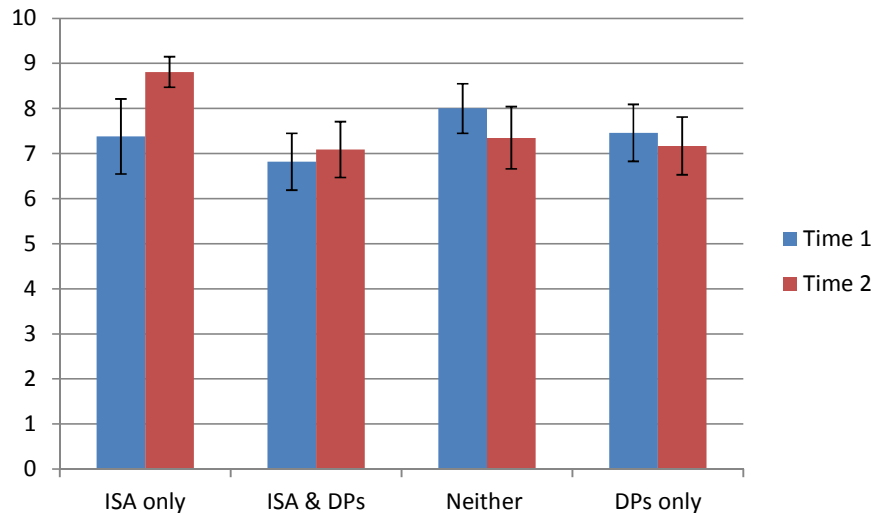
There were no significant differences between groups or across time in terms of the number of the last 10 driving trips in which participants reported making a real effort to look at their speedometer.

**Table E.65** QC4g GEE results for effects of interest

	p-value
3 way interaction	0.886
ISA x time interaction	0.911
ISA main effect	0.854
Time main effect	0.913
Demerit point removal main effect	0.776

**4h. In how many of your last ten driving trips would you have made a real effort to stay within the speed limit?**

The mean (and standard error) of how many of the last ten driving trips participants in each group reported having made a real effort to stay within the speed limit for the two survey points is shown in Figure E.51.



**Figure E.51** Mean (std error) no of times participants reported having made a real effort to stay within the speed limit in the last 10 trips, across ISA groups and time

There were no significant differences between groups or across time in terms of the number of the last 10 driving trips in which participants reported making a real effort to stay within the speed limit.

**Table E.66** QC4h GEE results for effects of interest

	p-value
3 way interaction	0.693
ISA x time interaction	0.457
ISA main effect	0.972
Time main effect	0.878
Demerit point removal main effect	0.643

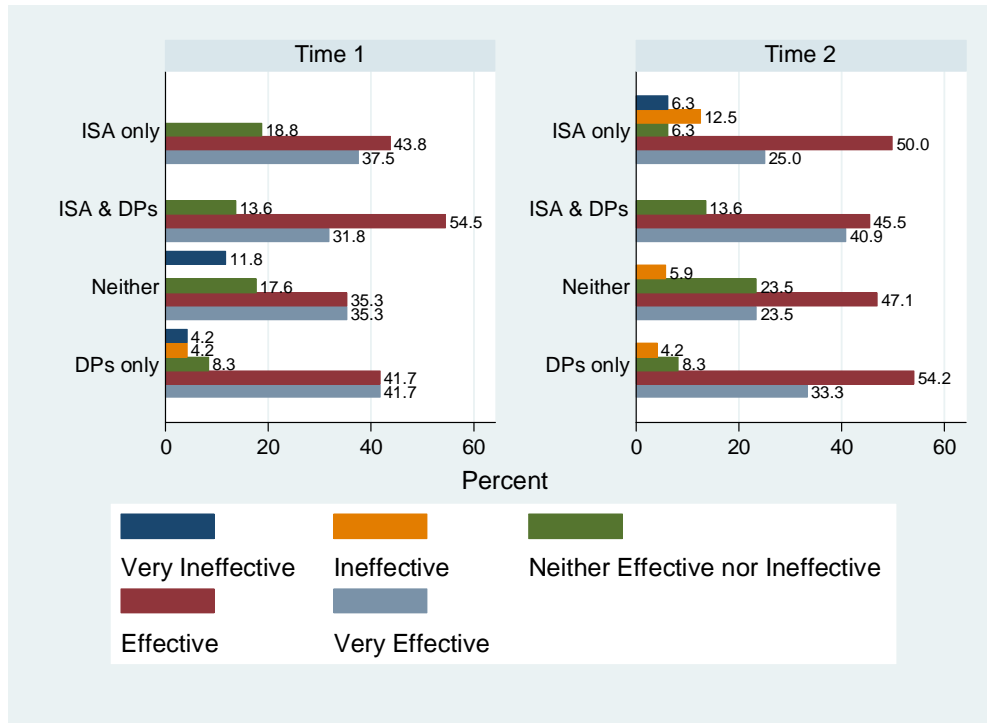
### Part C Q5 – Perceived effectiveness of road safety measures

The final question in Part C, Question 5 of the questionnaire, asked respondents to indicate how effective they thought a range of 10 road safety measures are in helping drivers to keep to the speed limit. Respondents answered on a 5 point scale ranging from 'Very ineffective' (1) to 'Very effective' (5). A Generalised Estimating Equation (GEE) was conducted on each of the speeding behaviours to see how responses changed in each ISA group over time. A GEE analysis was conducted to determine if the odds of answering Effective/Very effective (compared to Very ineffective/ineffective/neither effective nor ineffective) were different for the ISA groups over time. The logistic GEE models were



specified with a logit link function and unstructured correlation matrix. The results for each of the 10 measures are presented separately below.

**a) Penalties (e.g. fines, demerit points)**



**Figure E.52 Responses across ISA groups and time for effectiveness of penalties**

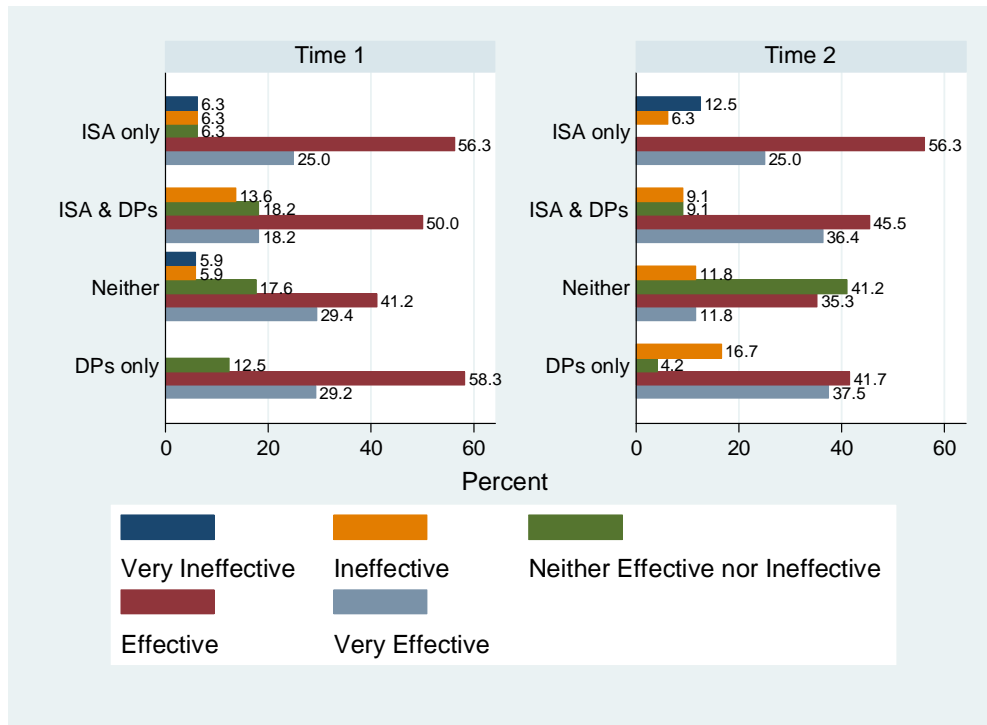
There were no significant differences between groups or across time in terms of the proportion who felt that penalties were effective in helping them keep the speed limit.

**Table E.67 C5a GEE results for effects of interest**

	<b>p-value</b>
3 way interaction	0.960
ISA x time interaction	0.869
ISA main effect	0.875
Time main effect	0.996
Demerit point removal main effect	0.633

Significant effects in bold

**b) Speed cameras**



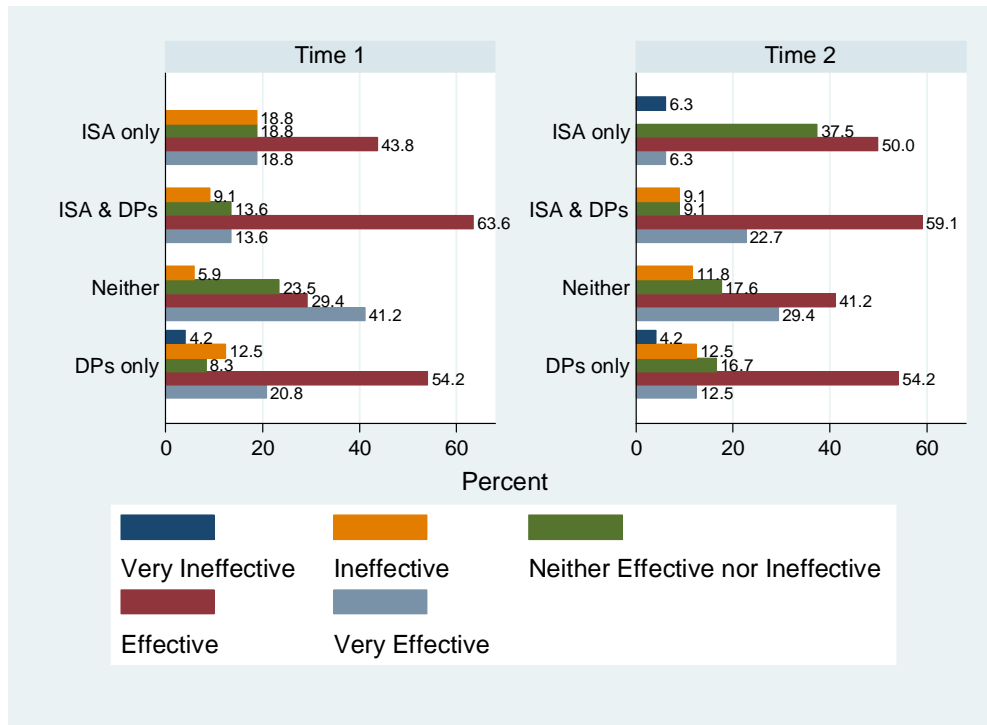
**Figure E.53 Responses across ISA groups and time for effectiveness of speed cameras**

There were no significant differences between groups or across time in terms of the proportion who felt that speed cameras were effective in helping them keep the speed limit.

**Table E.68** C5b GEE results for effects of interest

	<b>p-value</b>
3 way interaction	0.872
ISA x time interaction	0.496
ISA main effect	0.819
Time main effect	0.768
Demerit point removal main effect	0.651

### c) Speed humps



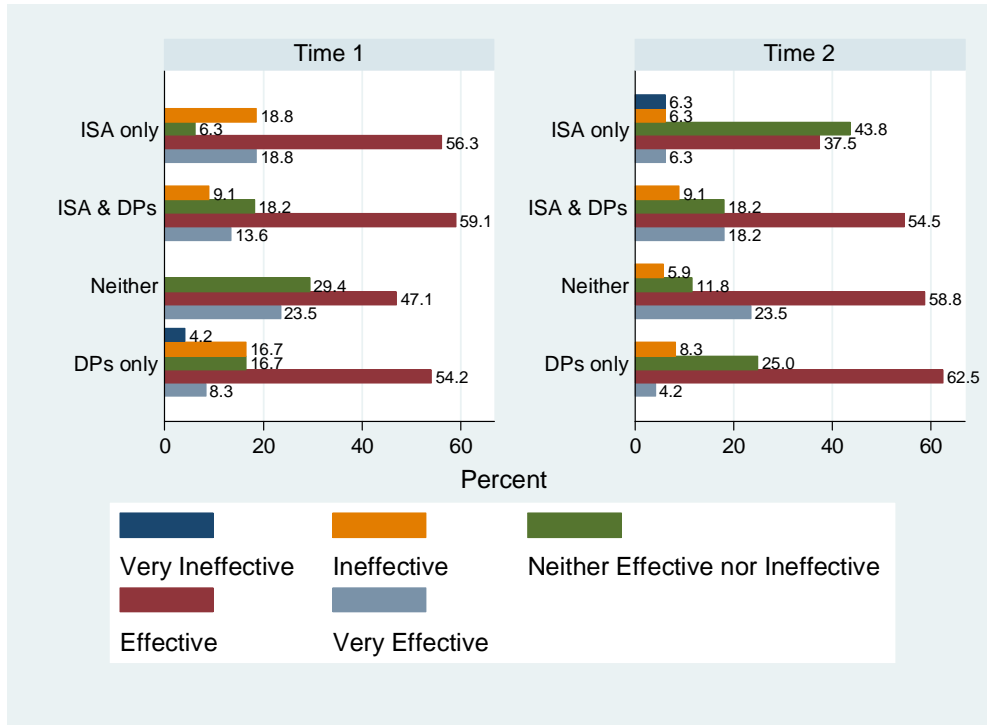
**Figure E.54 Responses across ISA groups and time for effectiveness of speed humps**

There were no significant differences between groups or across time in terms of the proportion who felt that speed humps were effective in helping them keep the speed limit.

**Table E.69 C5c GEE results for effects of interest**

	p-value
3 way interaction	0.708
ISA x time interaction	0.856
ISA main effect	0.996
Time main effect	0.844
Demerit point removal main effect	0.644

**d) Roundabouts**



**Figure E.55 Responses across ISA groups and time for effectiveness of roundabouts**

There were no significant differences between groups or across time in terms of the proportion who felt that roundabouts were effective in helping them keep the speed limit.

**Table E.70 C5d GEE results for effects of interest**

	p-value
3 way interaction	0.428
ISA x time interaction	0.256
ISA main effect	0.905
Time main effect	0.842
Demerit point removal main effect	0.986

e) Speed signs

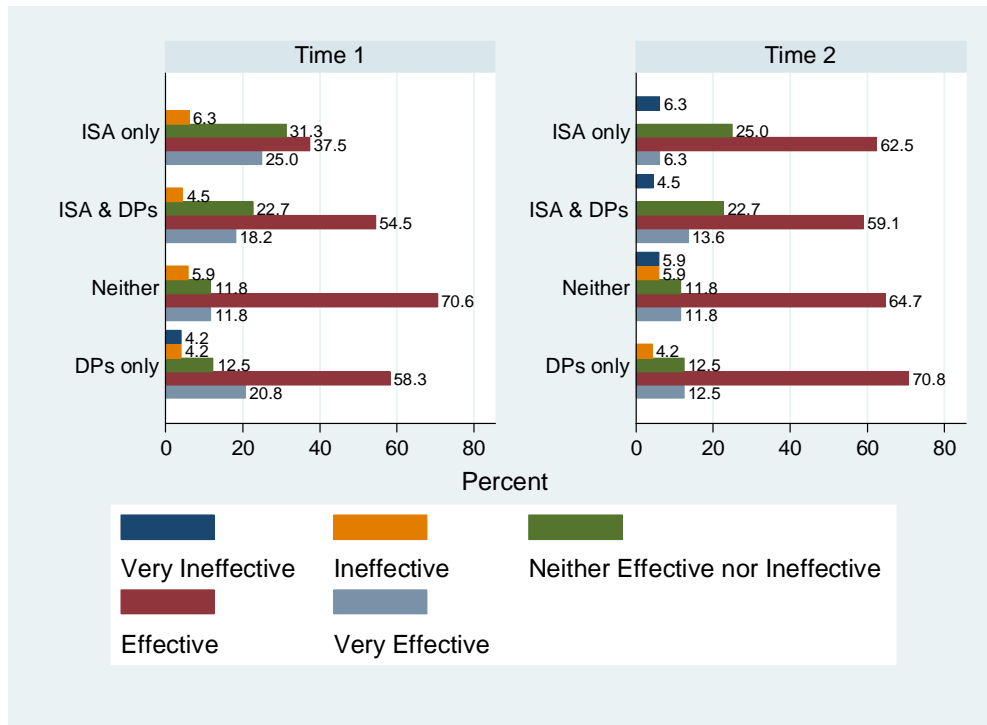


Figure E.56 Responses across ISA groups and time for effectiveness of speed signs

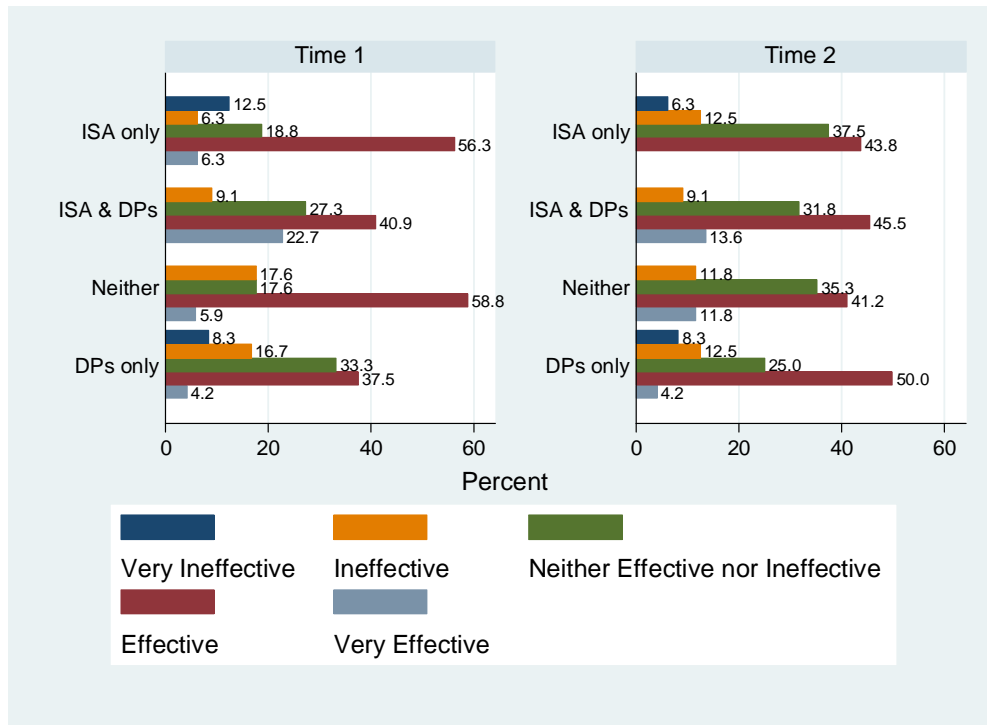
There were no significant differences between groups or across time in terms of the proportion who felt that speed signs were effective in helping them keep the speed limit.

Table E.71 C5e GEE results for effects of interest

	<b>p-value</b>
3 way interaction	0.760
ISA x time interaction	0.760
ISA main effect	0.627
Time main effect	0.922
Demerit point removal main effect	0.842

Significant effects in bold

**f. Road safety advertising**



**Figure E.57 Responses across ISA groups and time for effectiveness of road safety advertising**

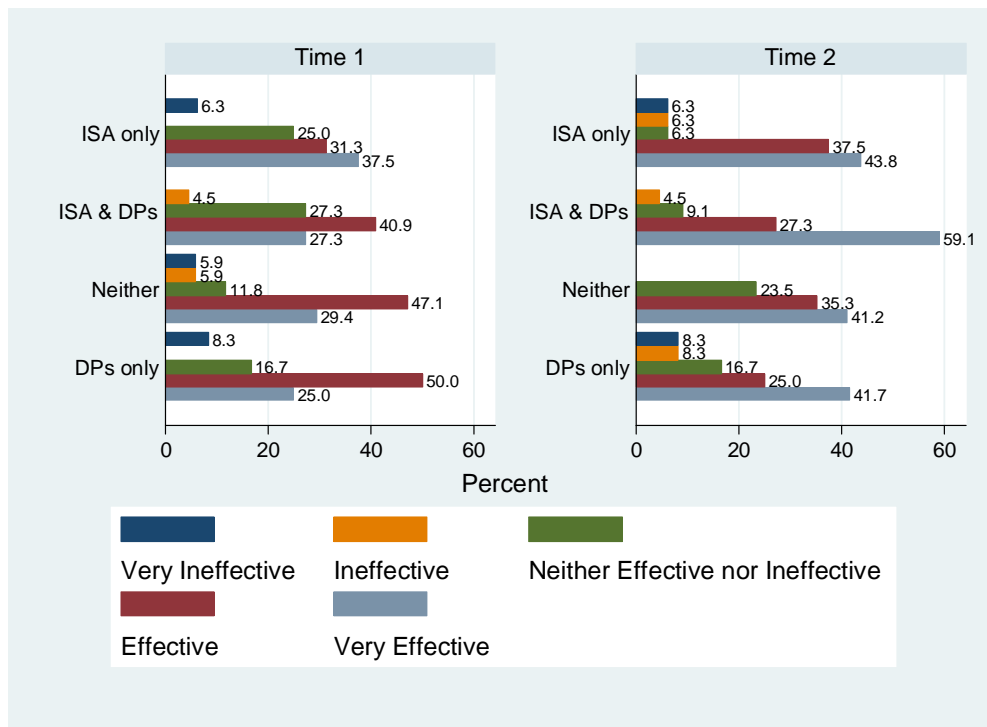
There were no significant differences between groups or across time in terms of the proportion who felt that road safety advertising was effective in helping them keep the speed limit.

**Table E.72 C5f GEE results for effects of interest**

	<b>p-value</b>
3 way interaction	0.824
ISA x time interaction	0.800
ISA main effect	0.755
Time main effect	0.738
Demerit point removal main effect	0.916

Significant effects in bold

**g. In-car technologies that warn you if you are exceeding the speed limit**



**Figure E.58 Responses across ISA groups and time for effectiveness of in-car technologies**

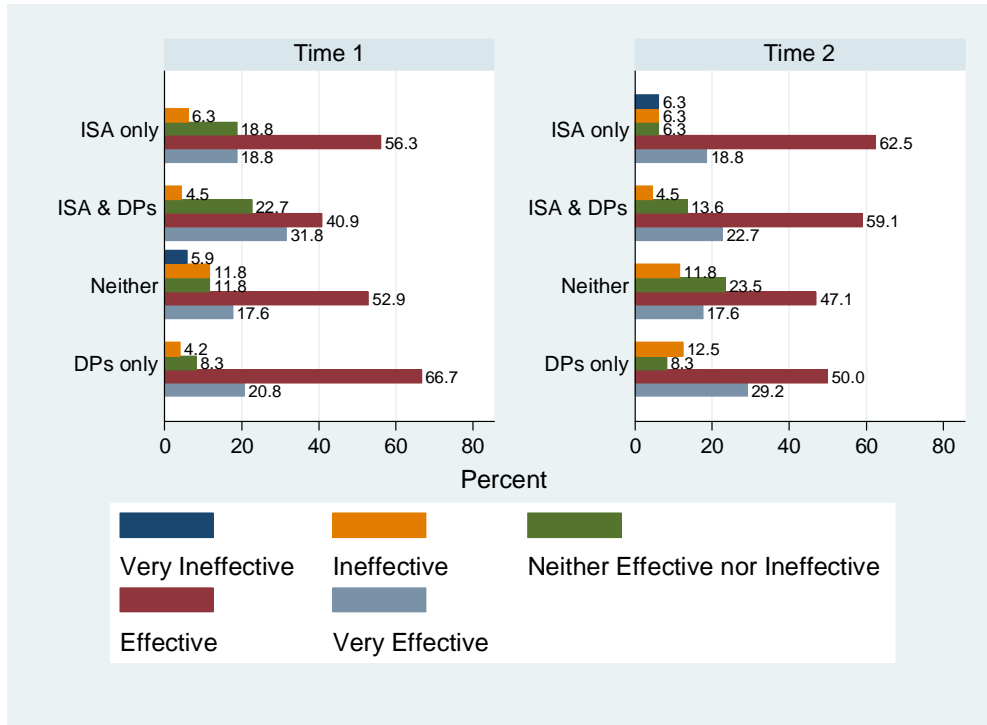
There were no significant differences between groups or across time in terms of the proportion who felt that in-car technologies that warn you if you are exceeding the speed limit were effective in helping them keep the speed limit. Considering this was the intervention that the ISA group experienced, a difference might be expected. The data were also analysed to determine if the proportion who thought these technologies were very effective (compared to other responses) differed across groups or over time, but no differences were found (results not shown).

**Table E.73 C5g GEE results for effects of interest**

	<b>p-value</b>
3 way interaction	0.814
ISA x time interaction	0.783
ISA main effect	0.883
Time main effect	0.736
Demerit point removal main effect	0.931

Significant effects in bold

**h) Speed radar/detection guns**



**Figure E.59 Responses across ISA groups and time for effectiveness of speed/radar guns**

There were no significant differences between groups or across time in terms of the proportion who felt that speed radar/detection guns were effective in helping them keep the speed limit.

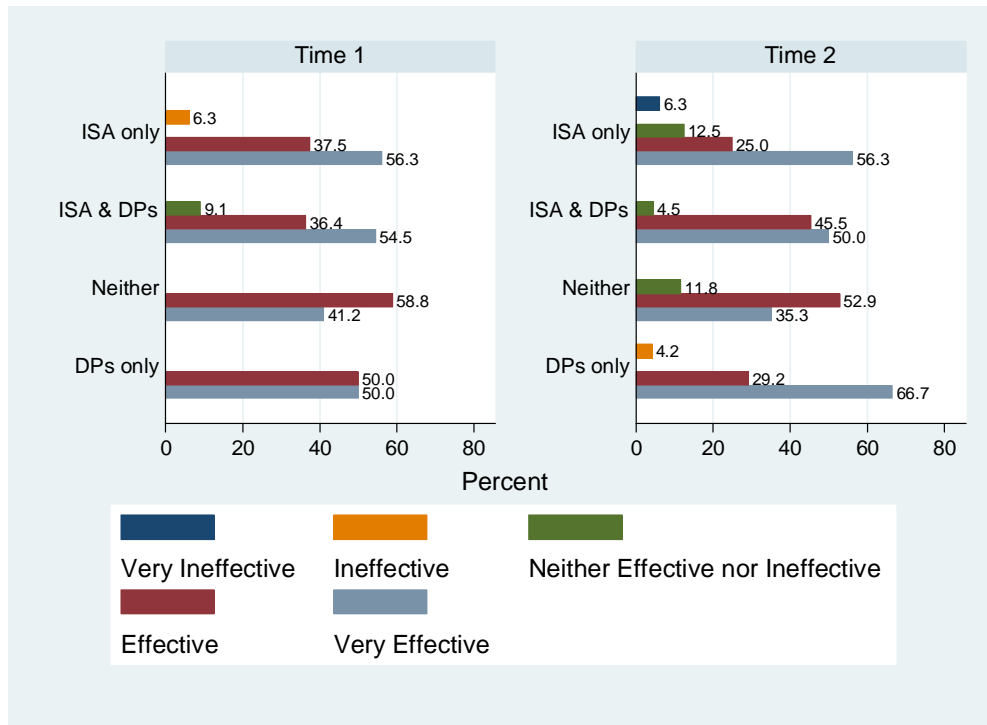
**Table E.74 C5h GEE results for effects of interest**

	<b>p-value</b>
3 way interaction	0.942
ISA x time interaction	0.755
ISA main effect	0.964
Time main effect	0.999
Demerit point removal main effect	0.736

Significant effects in bold



**i. Police car presence**



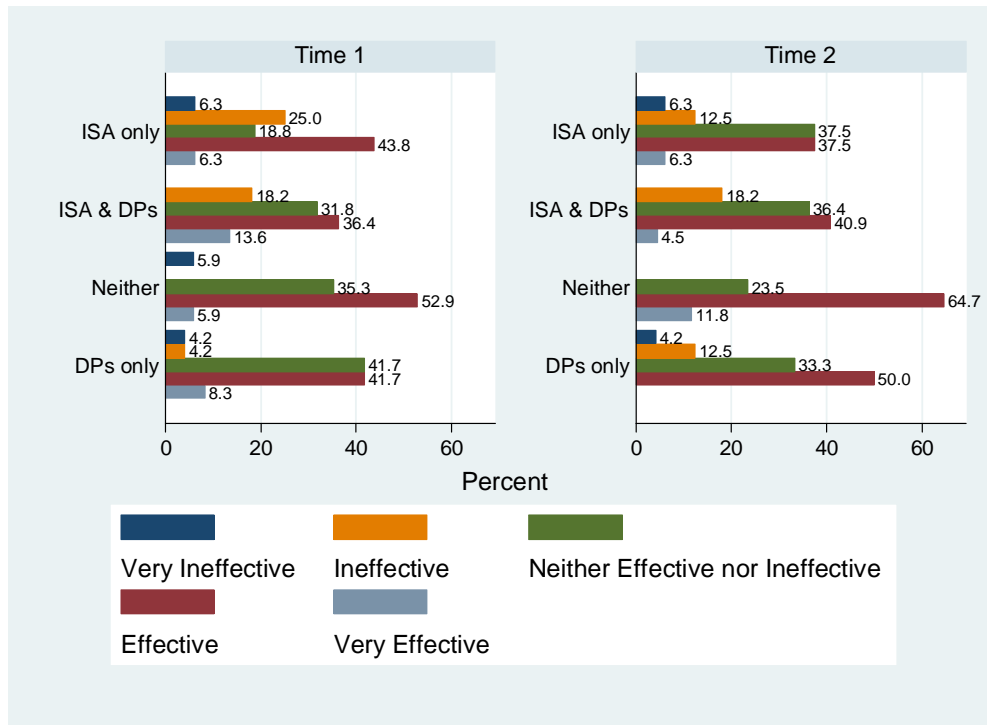
**Figure E.60 Responses across ISA groups and time for effectiveness of police car presence**

There were no significant differences between groups or across time in terms of the proportion who felt that police car presence was effective in helping them keep the speed limit.

**Table E.75 C5i GEE results for effects of interest**

	p-value
3 way interaction	0.899
ISA x time interaction	0.978
ISA main effect	0.809
Time main effect	0.798
Demerit point removal main effect	0.835

**j. Traffic Islands**



**Figure E.61 Responses across ISA groups and time for effectiveness of traffic islands**

There were no significant differences between groups or across time in terms of the proportion who felt that traffic islands were effective in helping them keep to the speed limit.

**Table E.76** C5j GEE results for effects of interest

	<b>p-value</b>
3 way interaction	0.694
ISA x time interaction	0.491
ISA main effect	0.577
Time main effect	0.923
Demerit point removal main effect	0.636

Significant effects in bold

## INTERESTS AND PERSONALITY STYLE – PART D

### Sensation Seeking

Items on sensation seeking were a combination of the 10-item ‘Thrill and Adventure Seeking (TAS)’ sub-scale of Zuckerman’s (1994) Sensation-Seeking Scale (Version V). According to Zuckerman (1994), items on the TAS express “a desire to engage in sports or other physically risky activities that provide unusual sensations of speed or defiance of gravity”. Significant relationships between driving speed and sensation seeking have been reported in a number of studies and may moderate the effectiveness of the speed behaviour program. The maximum score is 10, with higher scores indicating higher sensation seeking. The mean sensation seeking scores are contained in Table E.77 for the ISA groups across survey times. All groups displayed moderate levels of sensation seeking.

**Table E.77** Mean (SD) sensation seeking scores across groups and survey time

	Time 1	Time 2
<b>Speed Alert (No Demerit Points Removed)</b>	5.69 (2.52)	5.31 (2.30)
<b>Speed Alert (Demerit Points Removed)</b>	4.18 (3.26)	4.14 (3.23)
<b>Speed Data (No Demerit Points Removed)</b>	3.76 (3.11)	3.47 (2.27)
<b>Speed Data (Demerit Points Removed)</b>	4.96 (3.25)	4.58 (2.86)

A Generalised Estimating Equation (GEE) was used to see how sensation seeking changed in each ISA group over time (Table E.78). The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There were no significant differences between groups or across time in terms of the total sensation seeking score.

**Table E.78** Sensation seeking GEE results for effects of interest

	p-value
3 way interaction	0.568
ISA x time interaction	0.883
ISA main effect	0.496
Time main effect	0.135
Demerit point removal main effect	0.939

Significant effects in bold

### Marlowe Crowne Social Desirability Scale

The 8-item short form of the Marlowe-Crowne social desirability scale (developed originally by Greenwald & Satow, 1970) was used to measure participants' level of social desirability. Social desirability concerns the propensity for participants to answer survey items in an overly positive, or socially desirable manner, rather than in a manner that reflects their true feelings or behaviour. The short-form has a maximum score of 8, with higher scores indicating a greater level of social desirability and that participants may have been answering survey items in an overly positive way. The mean social desirability scores are contained in Table E.79 for the ISA groups across survey times. Participants in all groups scored low on social desirability at both survey time points, suggesting that ISA participants are likely to have answered the survey items truthfully even if their answers might not be socially acceptable.

**Table E.79** Mean (SD) social desirability scores across group and survey time

	Time 1	Time 2
<b>Speed Alert (No Demerit Points Removed)</b>	3.38 (1.41)	3.50 (1.67)
<b>Speed Alert (Demerit Points Removed)</b>	2.73 (2.43)	2.82 (2.20)
<b>Speed Data (No Demerit Points Removed)</b>	2.88 (2.03)	2.94 (2.14)
<b>Speed Data (Demerit Points Removed)</b>	2.71 (1.88)	3.00 (2.17)

A Generalised Estimating Equation (GEE) was used to see how social desirability changed in each ISA group over time (Table E.80). The GEE model was specified with a normal error distribution, an identity link function and unstructured correlation matrix. There were no significant differences between groups or across time in terms of the Marlowe-Crowne social desirability score.

**Table E.80** Social desirability GEE results for effects of interest

	p-value
3 way interaction	0.703
ISA x time interaction	0.901
ISA main effect	0.678
Time main effect	0.379
Demerit point removal main effect	0.404

Significant effects in bold

## DATA LOGGER

Two questions in the ISA sub-trial Survey 2 asked participants whether the presence of the data logger affected their speed behaviour throughout the trial and if they had ever forgotten that the data logger was in their car. The number of participants in each ISA group who answered affirmative to each response category is displayed in Table E.81. The majority of participants in each group indicated that they slowed down in response to the data logger being in their car. A Chi-square test was conducted for each question to examine if there were differences in responses across the Speed Alert and Speed Data groups (responses were pooled into these two groups due to low numbers in some cells). No significant differences were found across groups in response to the question about the data logger affecting speed behaviour ( $\chi^2(3)=5.61, p = .132$ ) or to the question about forgetting about the data logger ( $\chi^2(4)= 1.44, p = .838$ ).

**Table E.81** Responses to Survey 2 data logger questions

Item	Speed Alert (No Demerit Points Removed)	Speed Alert (Demerit Points Removed)	Speed Data (No Demerit Points Removed)	Speed Data (Demerit Points Removed)
<b>To what extent has the data logger changed your driving speed to date?</b>				
I slowed down considerably	7	6	1	5
I slowed down a bit	7	11	9	16
No change	1	5	7	3
I sped up a bit	1	0	0	0
I sped up considerably	0	0	0	0
<b>Up to this point in the trial, how often (if at all) have you forgotten that the logger is in the car?</b>				
Never	2	4	1	4
Seldom	4	2	2	3
Rather seldom	1	2	1	3
Sometimes	4	11	6	8
Very often	5	3	7	6

## OPEN-ENDED QUESTION: TRIAL EXPERIENCE

Survey 2 included an open-ended question asking participants to comment on their experiences participating in the trial activities. The top 10 most common responses are included in Table E.82 for each ISA sub-group. As displayed, the most common comments were positive, with many participants stating that the trial was an excellent experience and that being involved has had a positive influence on their speeding behaviour and has made them more aware of their travel speed and speed limits. These positive comments were mentioned by drivers in all ISA groups, not just those who experienced ISA. A small number of Speed Alert participants reported that the ISA device was annoying, distracting or inaccurate and that the warning threshold was too low. A couple of comments were also made about the trial process, with a small number of participants stating that the trial was too long and that their calls to the hotline were not returned.

**Table E.82** Top 10 responses to open-ended question on ‘experience participating in the trial’ (number of participants)

Item	Speed Alert (No Demerit Points Removed)	Speed Alert (Demerit Points Removed)	Speed Data (No Demerit Points Removed)	Speed Data (Demerit Points Removed)
Has made me change my speed behaviour positively	5	3	3	1
Trial was excellent experience	4	5	0	3
Has made me more aware of my speed/speed limits	3	3	3	1
ISA device annoying/too loud	1	2	-	-
Phone calls to hotline not returned	0	1	1	1
ISA device distracting	1	1	-	-
ISA device inaccurate	1	2	-	-
I miss having ISA in my car	1	1	-	-
ISA warning threshold too low	1	0	-	-
The trial was too long	1	1	-	-

Note: participants may have stated more than one option

## APPENDIX F MEAN, MAXIMUM AND 85<sup>TH</sup> PERCENTILE SPEED DISTRIBUTIONS

### MAXIMUM SPEED DISTRIBUTIONS

The maximum speed distributions (up to 30 km/h over limit) were also graphed for the four ISA groups to gain further insight into how the use of ISA (and its subsequent removal) and demerit point removal change the maximum speed distribution. The maximum speed distribution graphs for each speed zone examined are contained in Figures F.1 to F.6. In all speed zones, a high percentage of the participants reached a maximum speed that was 30 km/h above the speed limit (speed in excess of 30 km/h over the speed limit were removed as part of the filtering process). In the lower speed zones, the majority of participants reached maximum speeds in excess of 20 km/h above the speed limit. This pattern occurred even when ISA was active in the Speed Alert group. In 80 and 100 km/h zones, the maximum speeds reached for the majority of drivers tended to be closer to, although still above, the speed limit.

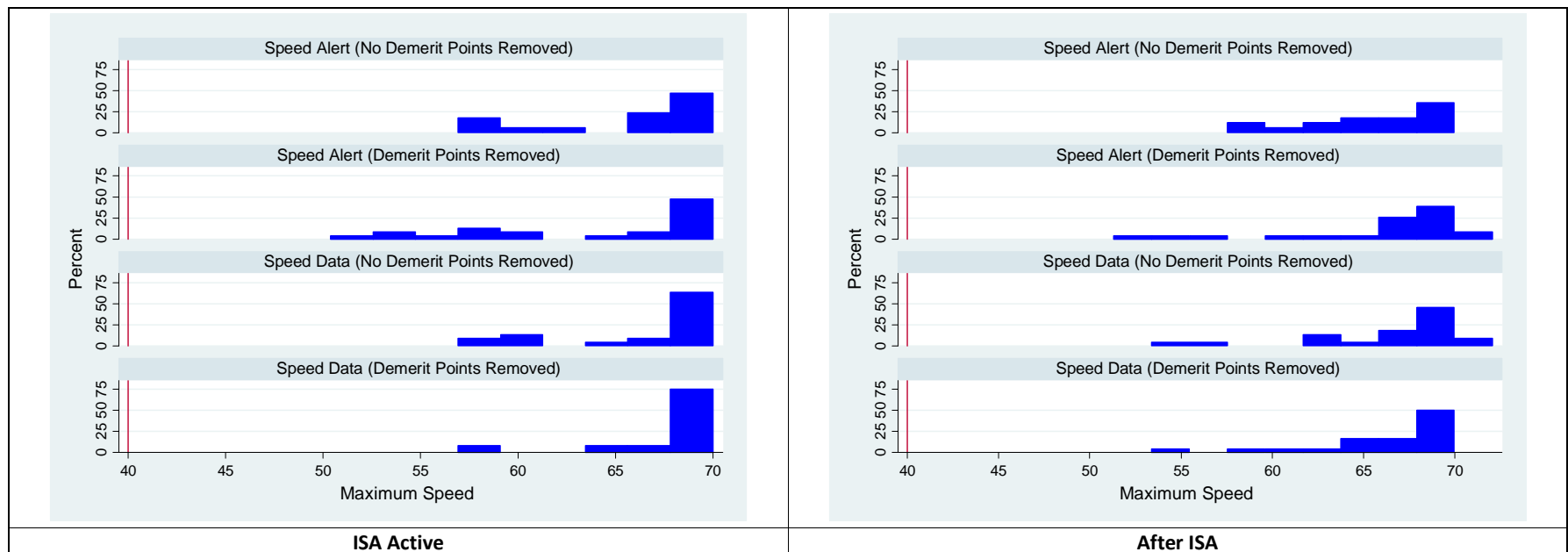


Figure F.1 Distribution of maximum speed for 40 km/h speed zones

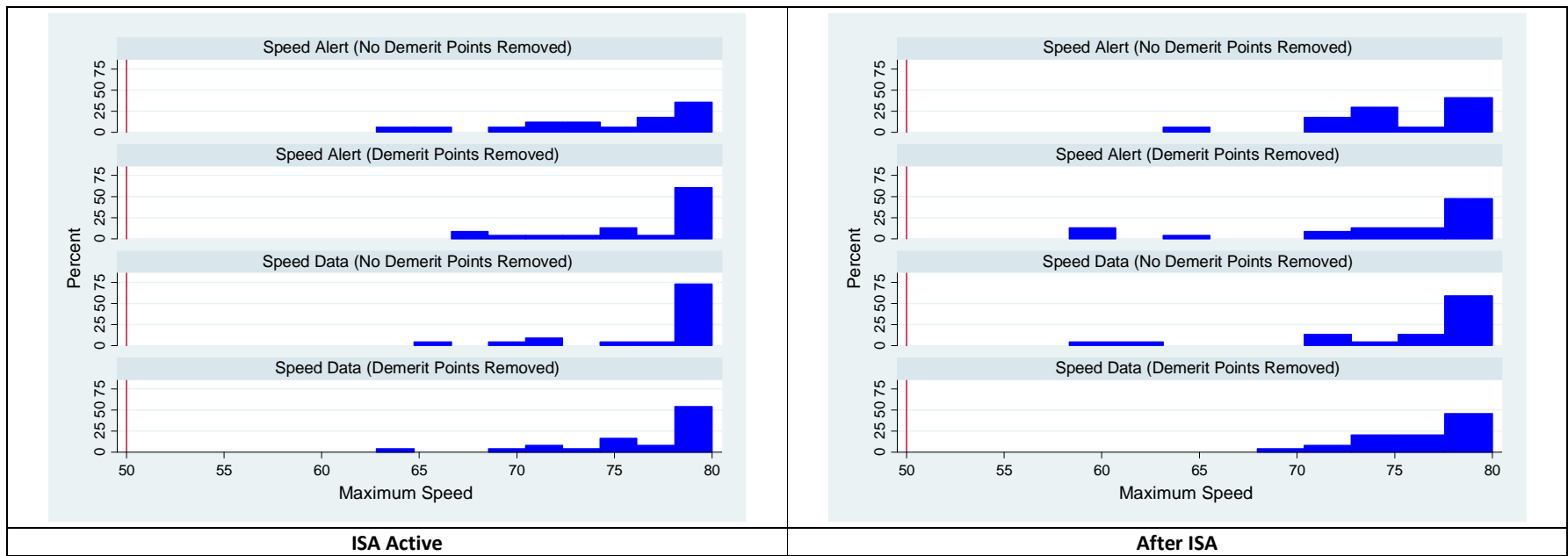


Figure F.2 Distribution of maximum speed for 50 km/h speed zones



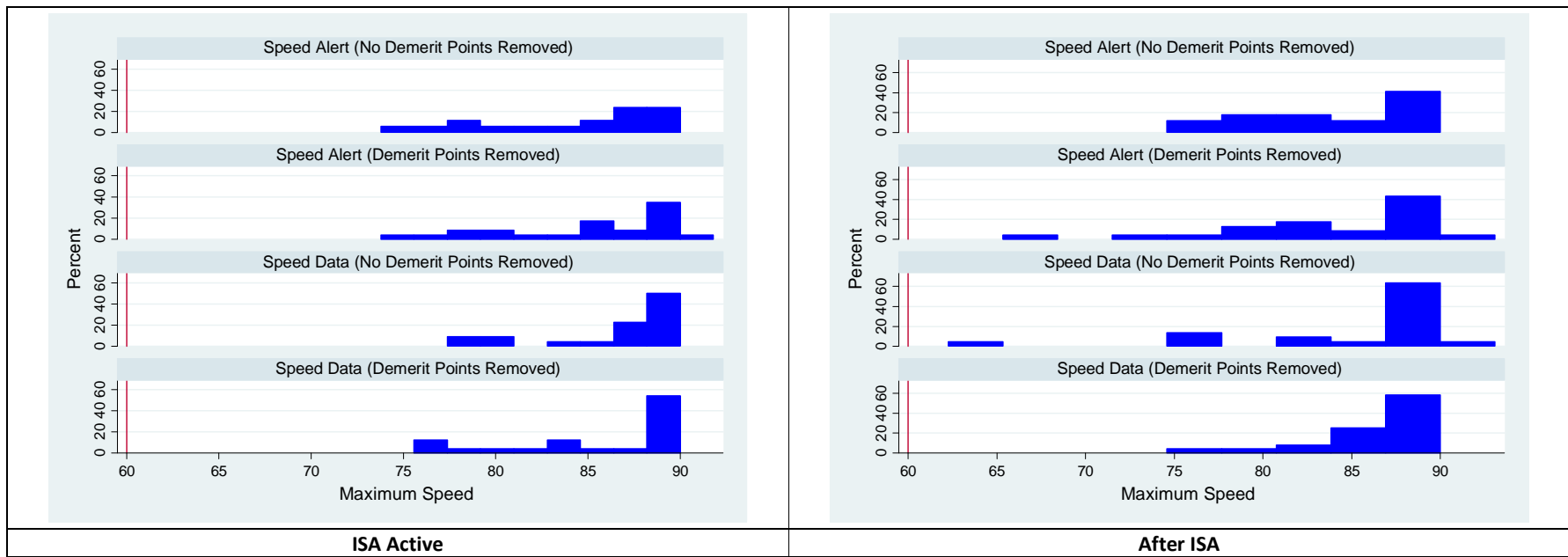


Figure F.3 Distribution of maximum speed for 60 km/h speed zones

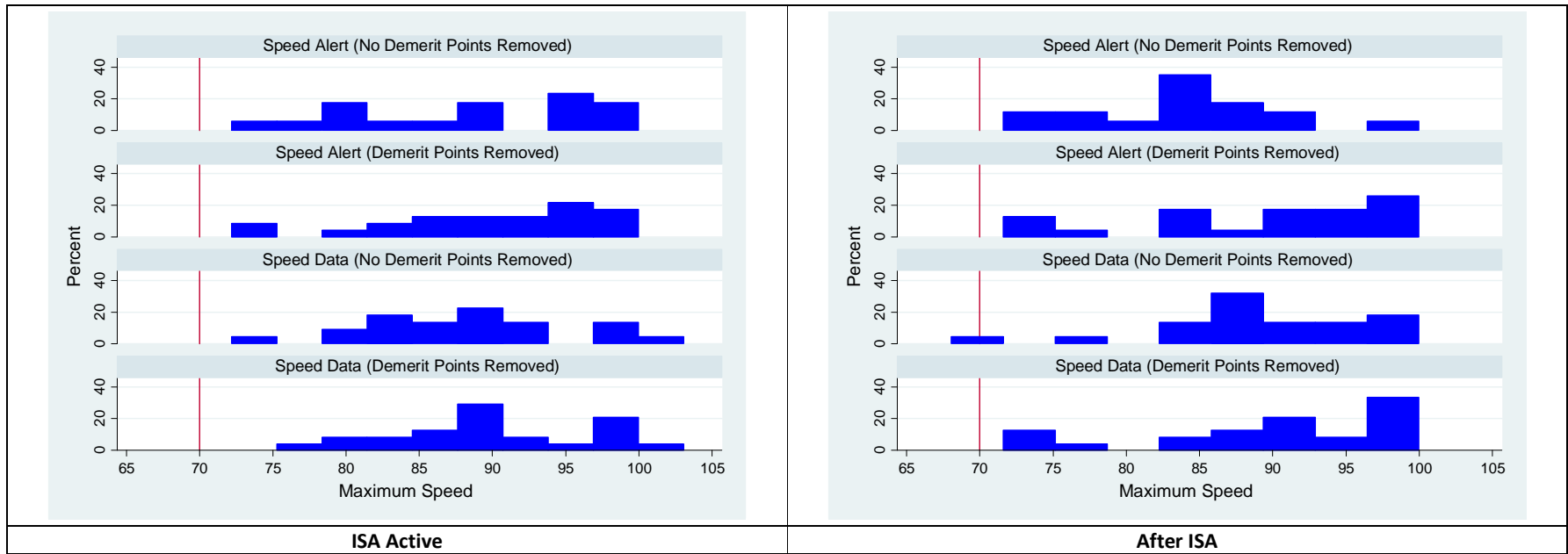


Figure F.4 Distribution of maximum speed for 70 km/h speed zones

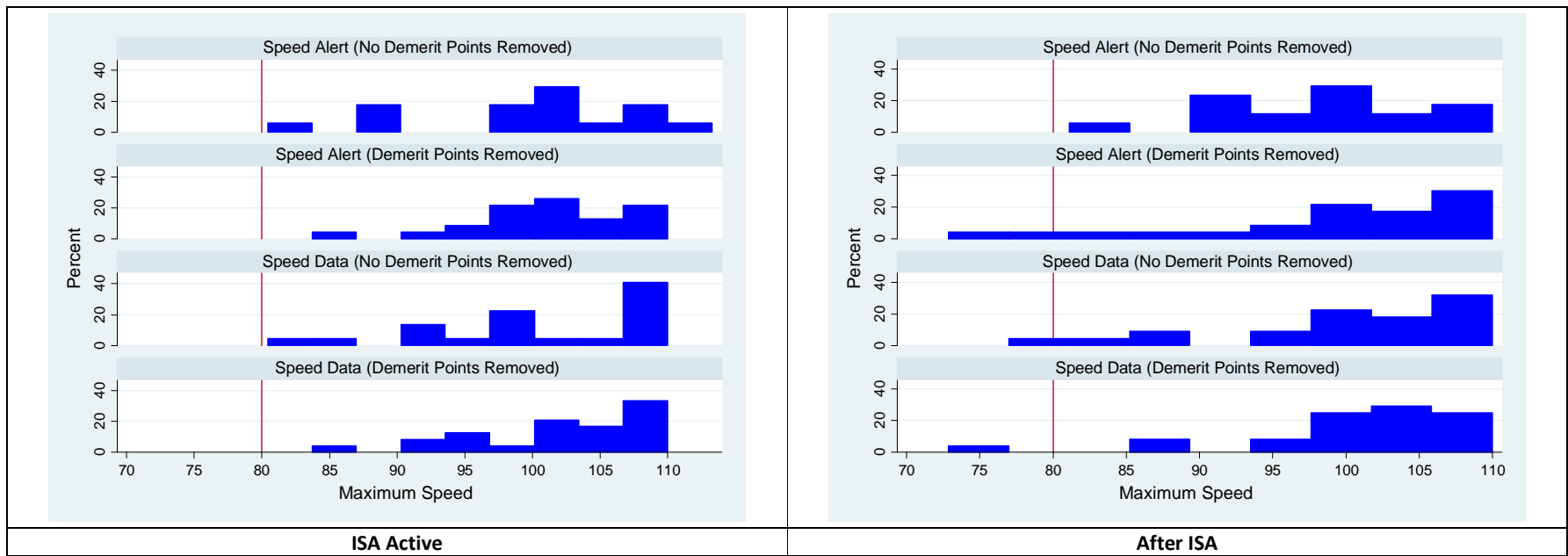


Figure F.5 Distribution of maximum speed for 80 km/h speed zones

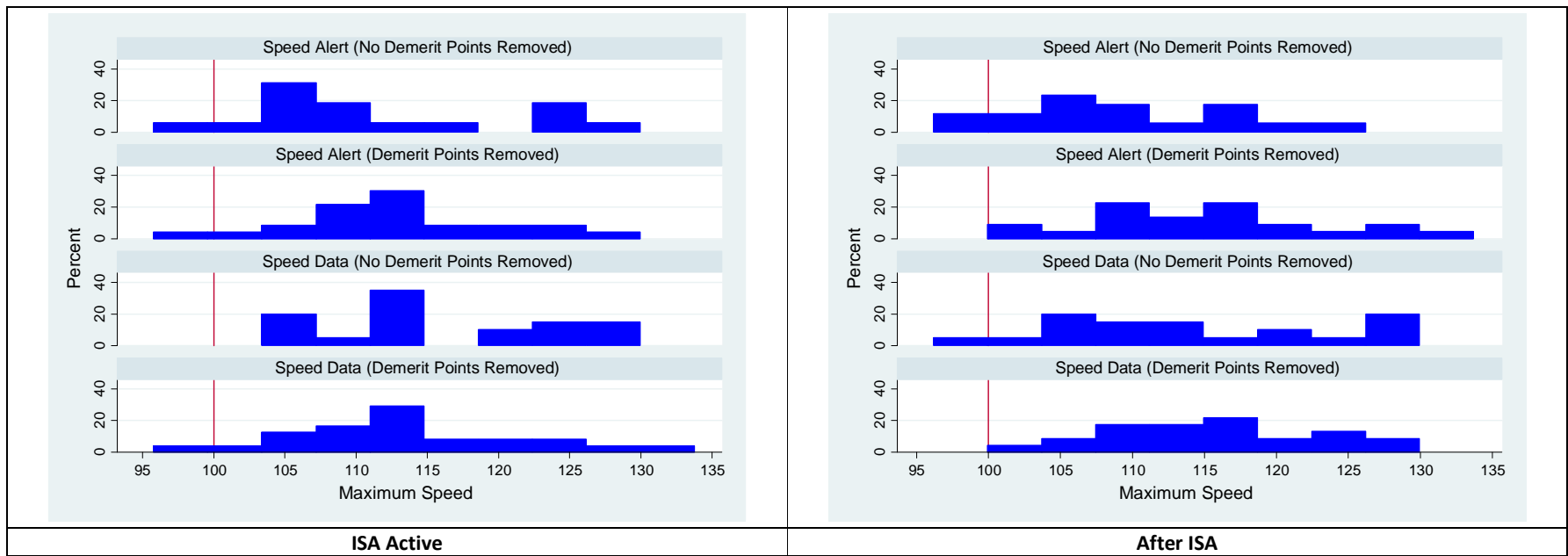


Figure F.6 Distribution of maximum speed for 100 km/h speed zones

## MEAN SPEED DISTRIBUTIONS

The mean speed distributions were also graphed for the four ISA groups to gain further insight into how the use of ISA (and its subsequent removal) and demerit point removal change the mean speed distribution. The mean speed distribution graphs for each speed zone examined are contained in Figures F.7 to F.12. In all speed zones, mean speed for the majority of participants was 5 to 10 km/h below the speed limit. This pattern was found when ISA was active, as well as after its removal, although after its removal the mean speed distribution did tend to shift towards the right to the higher speeds for all speed zones.

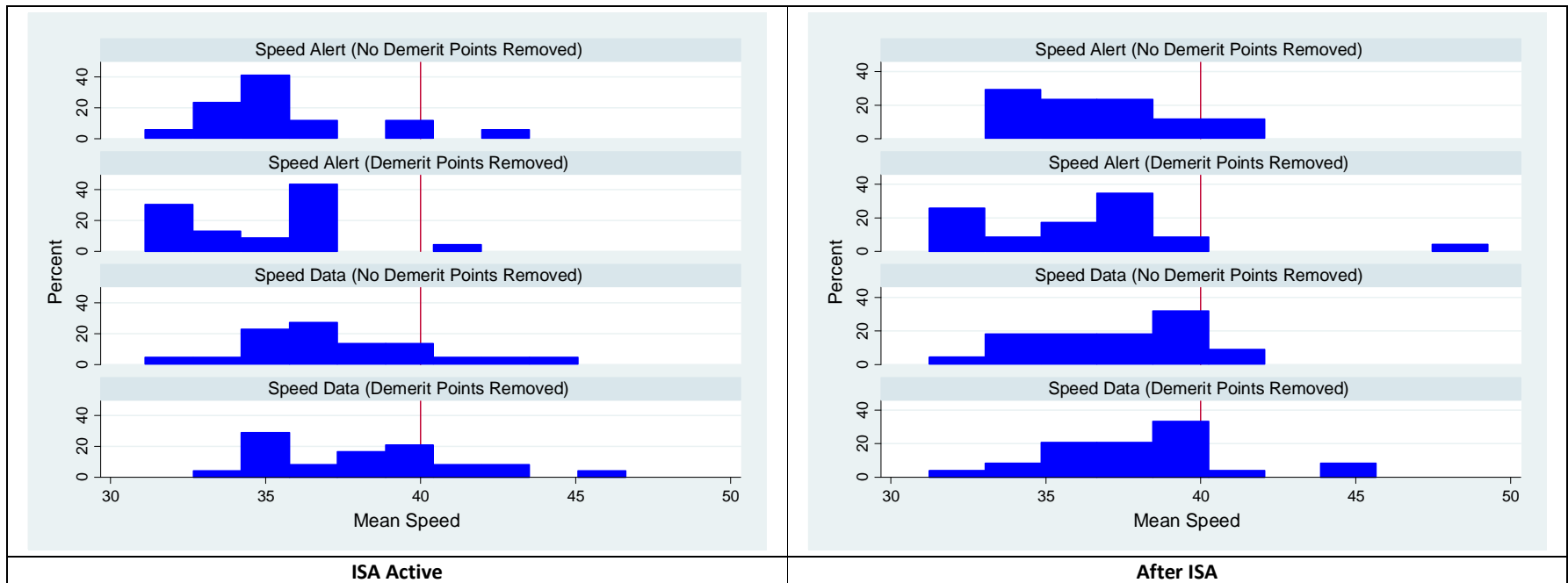


Figure F.7 Distribution of mean speed for 40 km/h speed zones

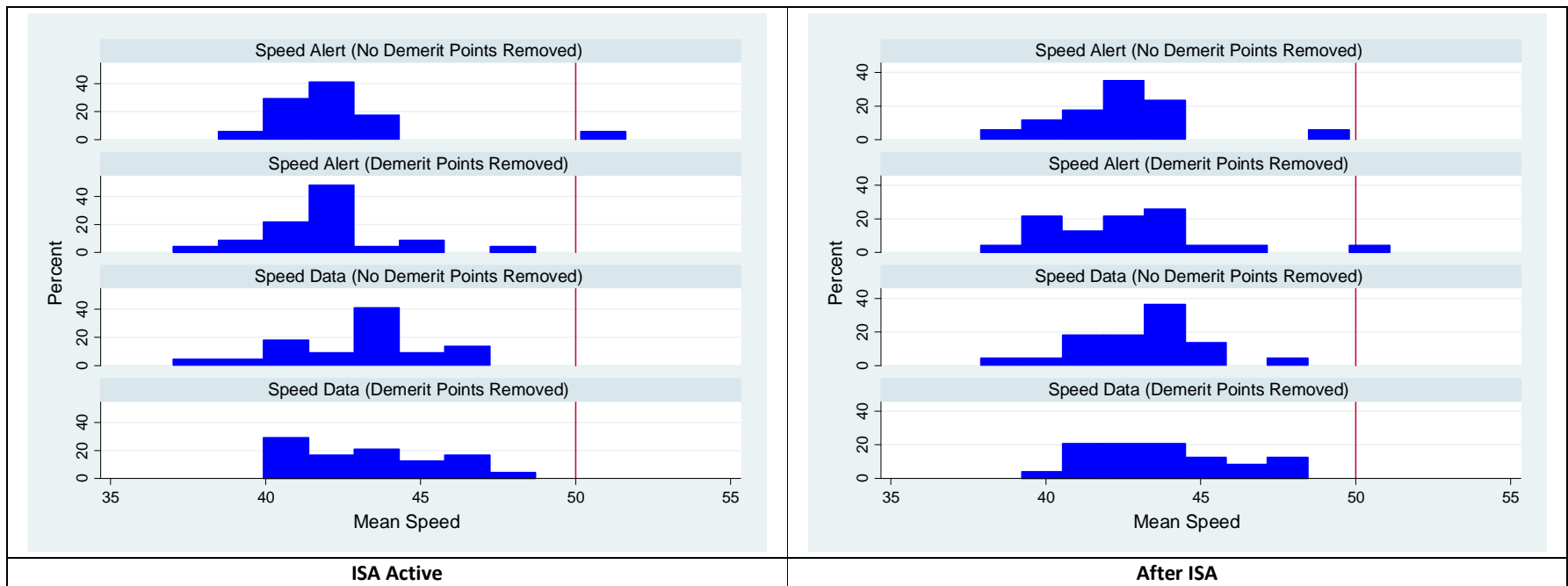


Figure F.8 Distribution of mean speed for 50 km/h speed zones

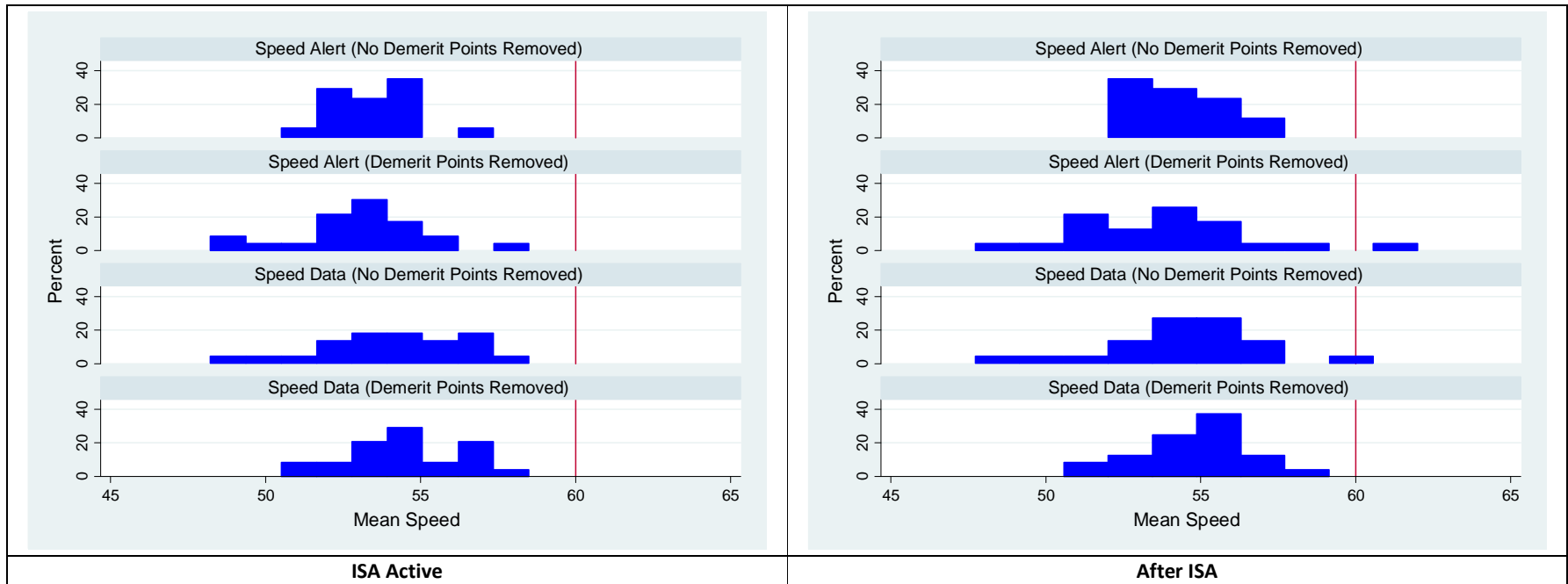


Figure F.9 Distribution of mean speed for 60 km/h speed zones

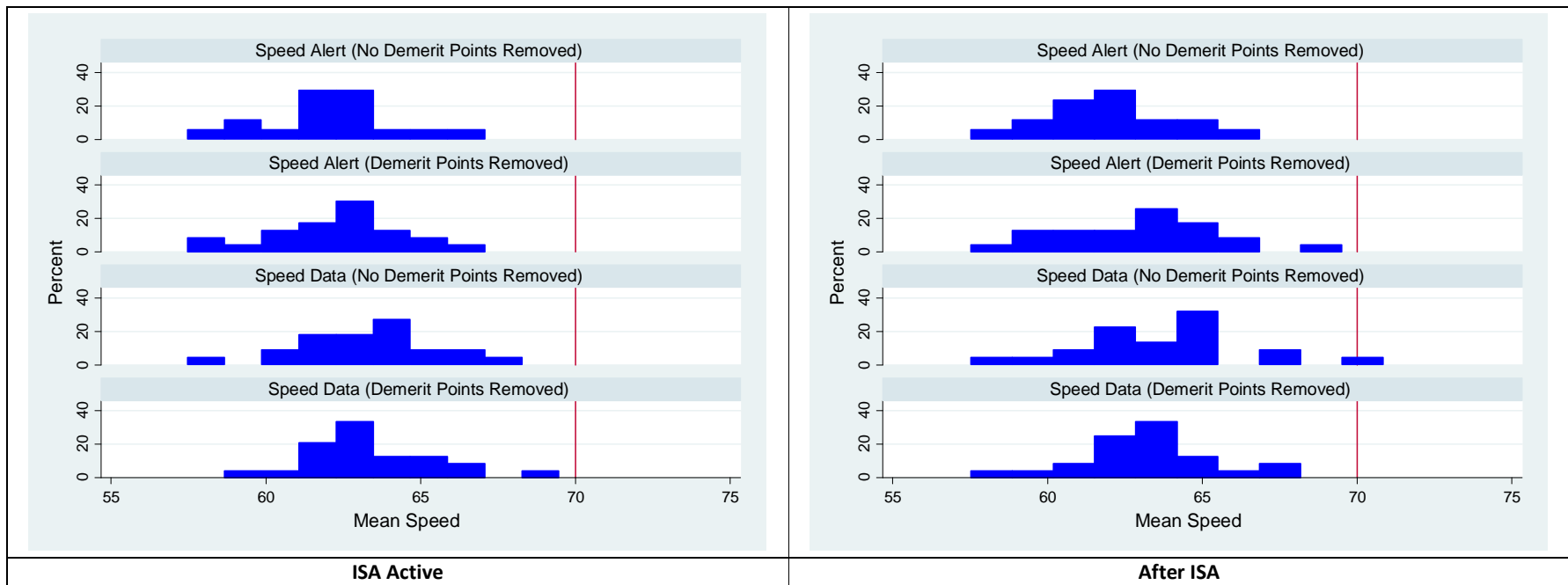


Figure F.10 Distribution of mean speed for 70 km/h speed zones



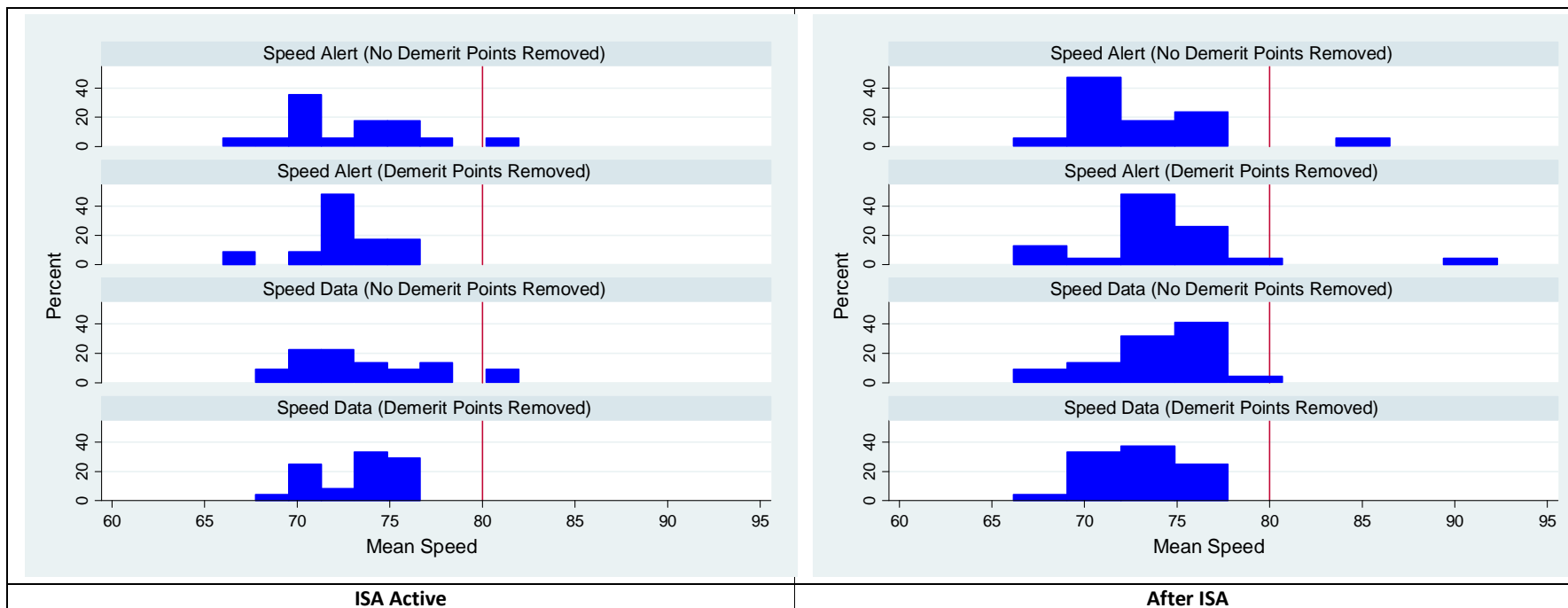


Figure F.11 Distribution of mean speed for 80 km/h speed zones

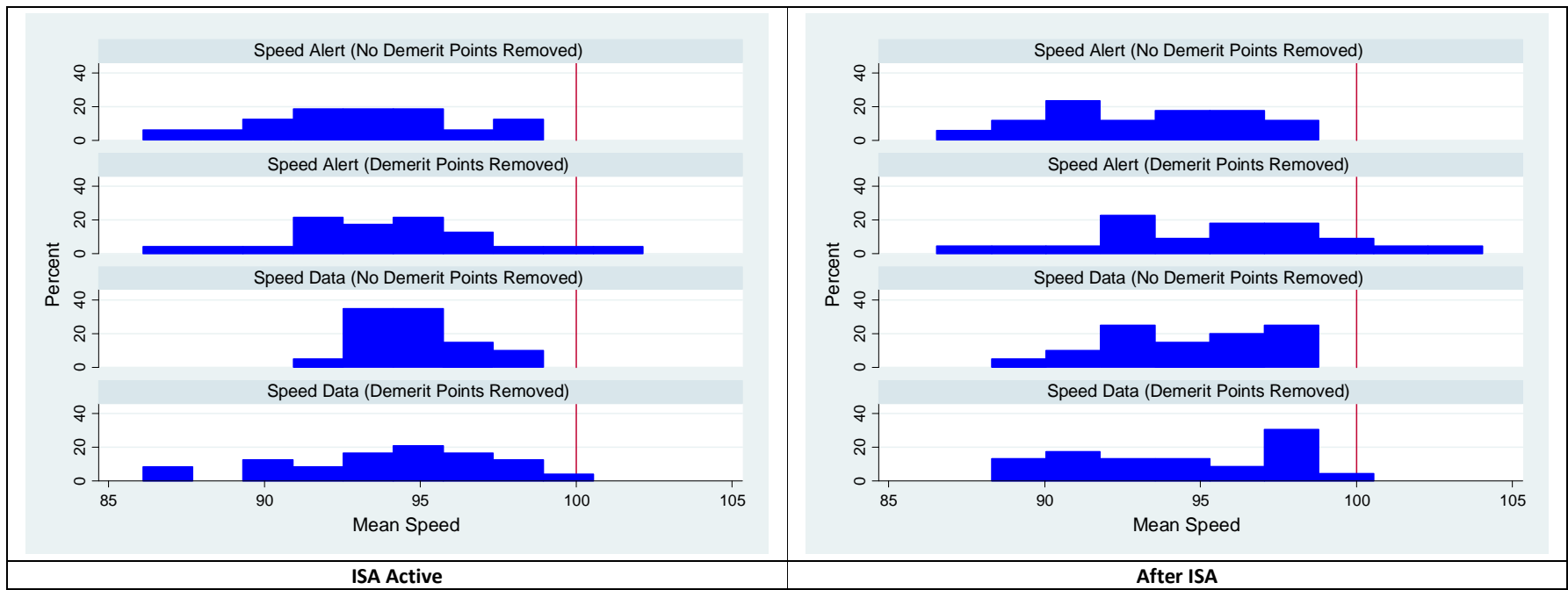


Figure F.12 Distribution of mean speed for 100 km/h speed zones

## 85<sup>TH</sup> PERCENTILE SPEED DISTRIBUTIONS

The 85<sup>th</sup> percentile speed distributions were also graphed for the four ISA groups to gain further insight into how the use of ISA (and its subsequent removal) and demerit point removal change the 85<sup>th</sup> percentile speed distribution. The 85<sup>th</sup> percentile speed distribution graphs for each speed zone examined are contained in Figures F.13 to F.18. In 40 km/h zones, the majority of participants' 85<sup>th</sup> percentile speed was above the speed limit, particularly after ISA was removed for the Speed Alert group. As the speed zone increased, the 85<sup>th</sup> percentile speeds reached for the majority of drivers tended to be at or below the speed limit, particularly when ISA was active. For the Speed Alert group, the 85<sup>th</sup> percentile speed distribution tended to shift right towards higher speeds after ISA was removed.



Figure F.13 Distribution of 85th percentile speed for 40 km/h speed zones

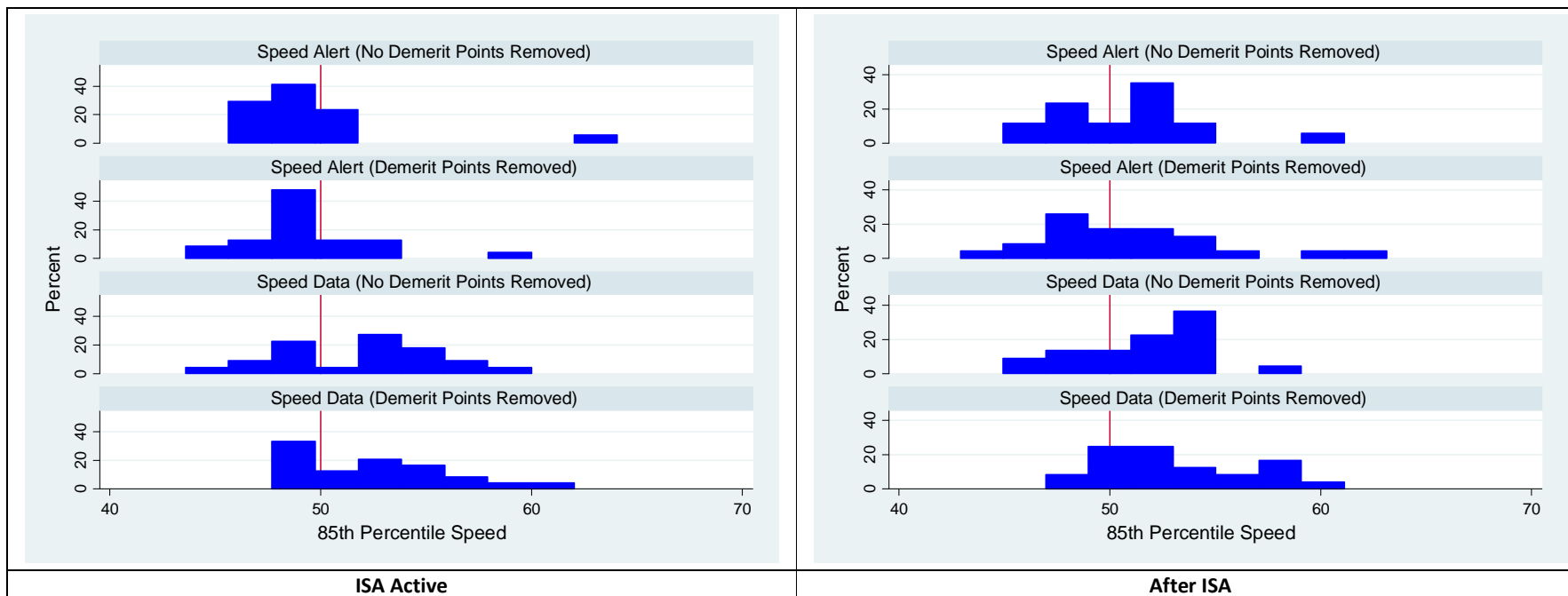


Figure F.14 Distribution of 85th percentile speed for 50 km/h speed zones

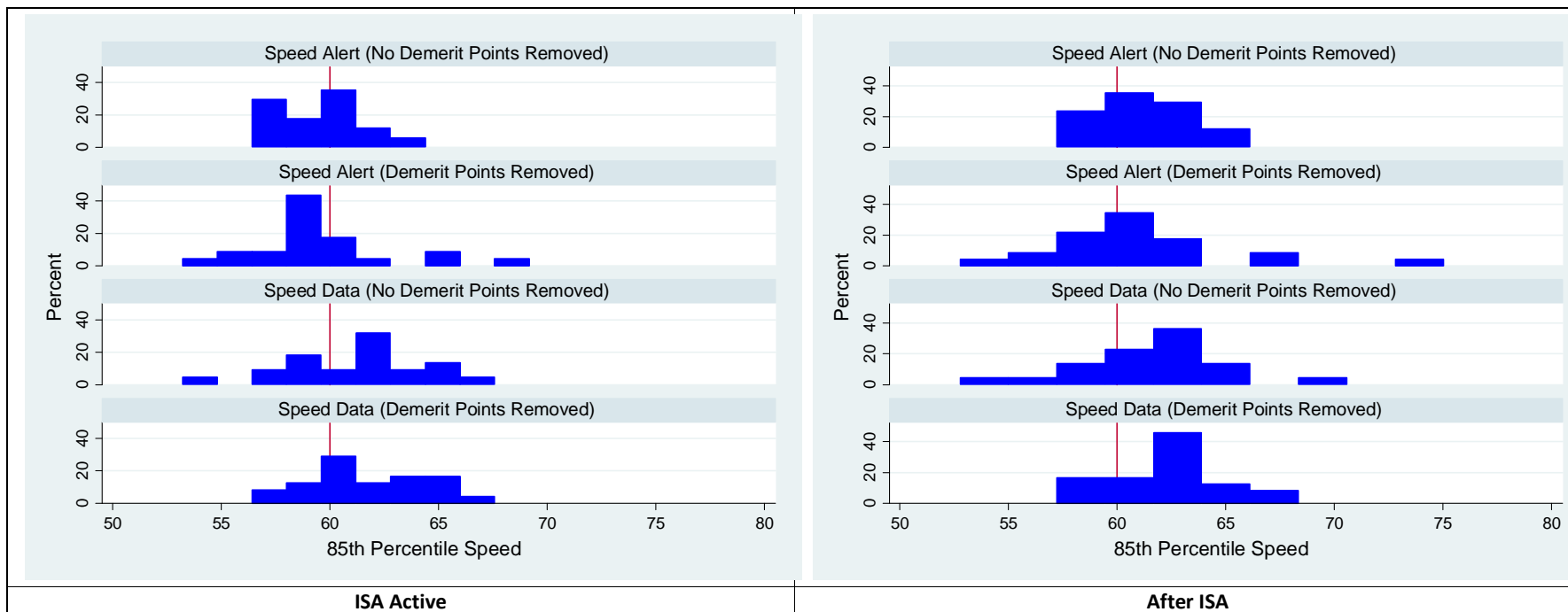


Figure F.15 Distribution of 85th percentile speed for 60 km/h speed zones

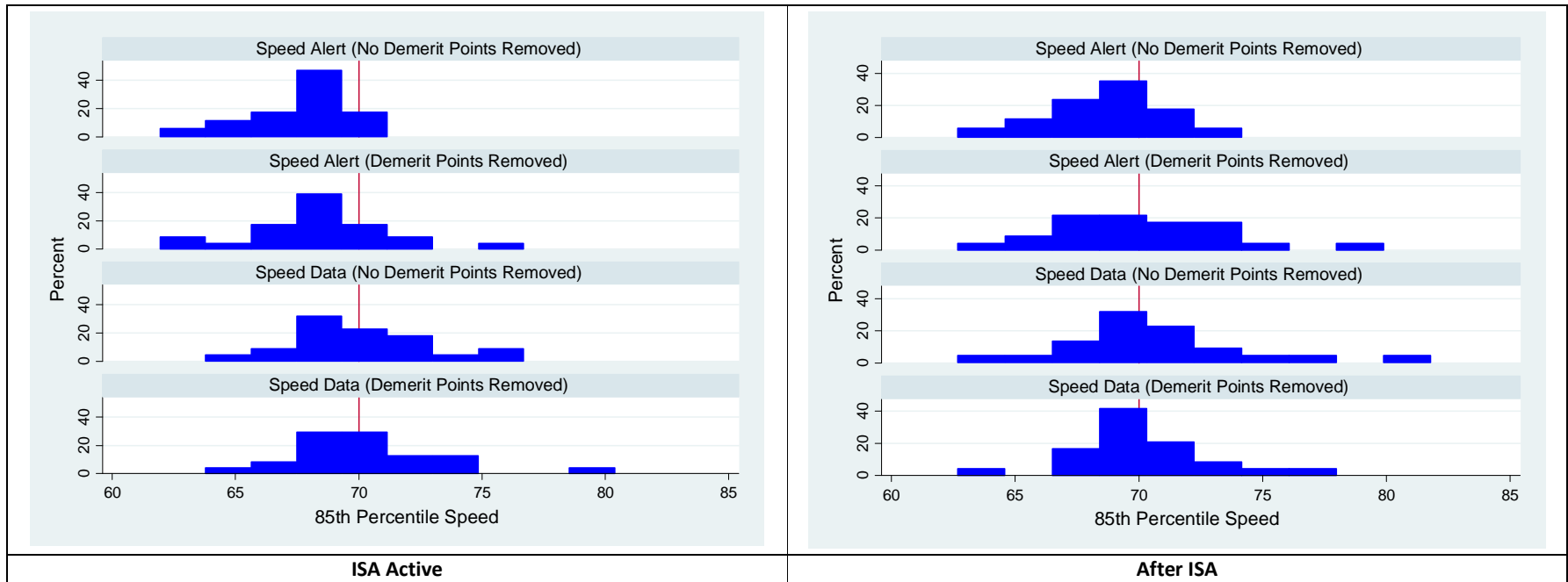


Figure F.16 Distribution of 85th percentile speed for 70 km/h speed zones

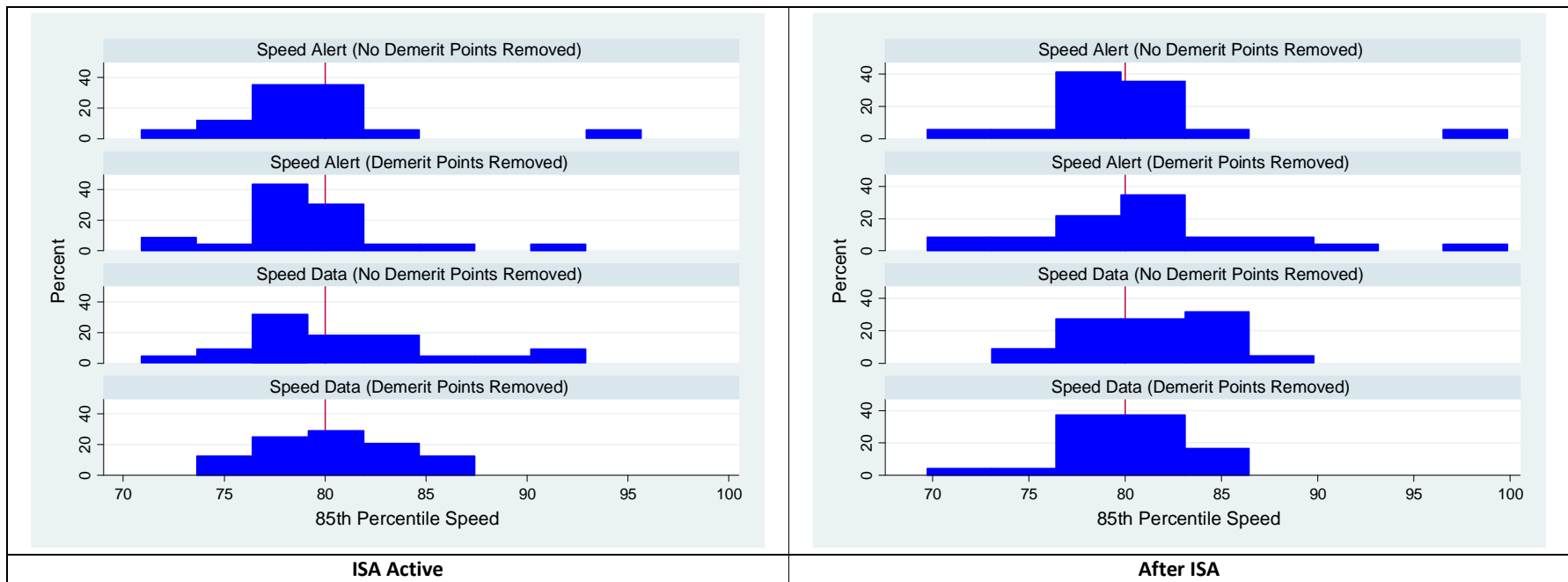


Figure F.17 Distribution of 85th percentile speed for 80 km/h speed zones

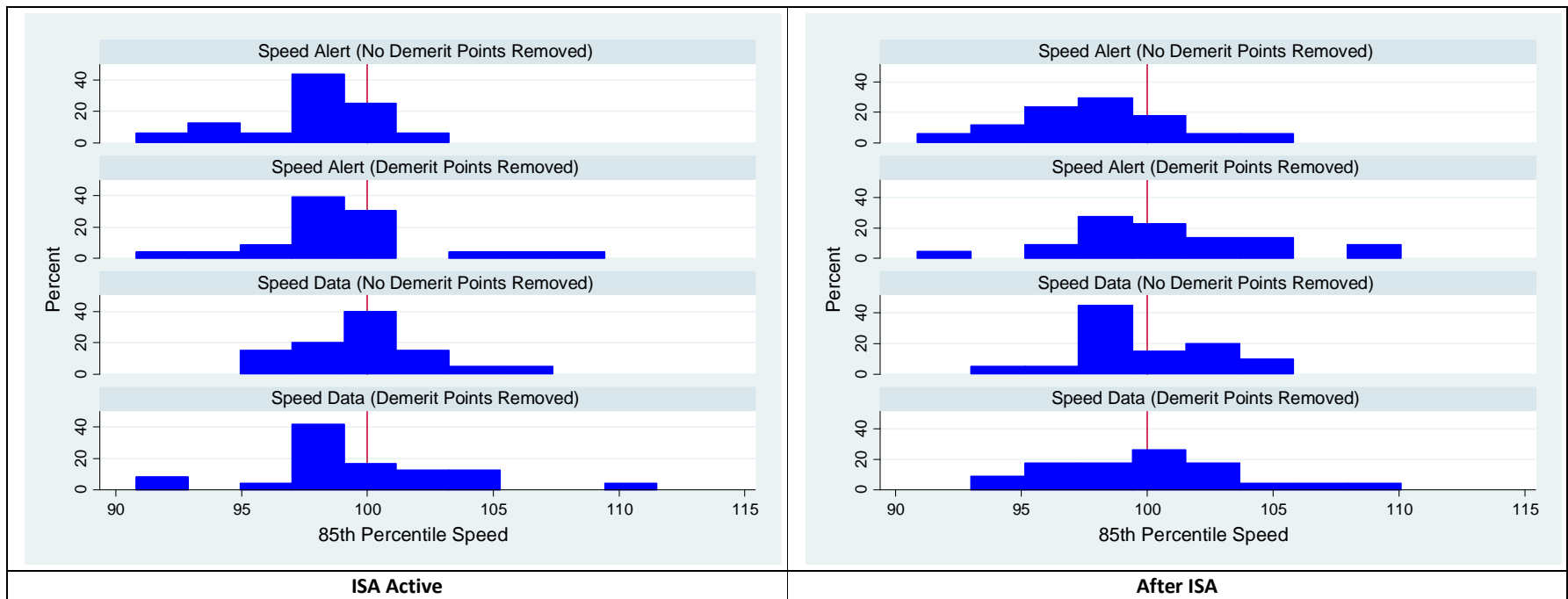
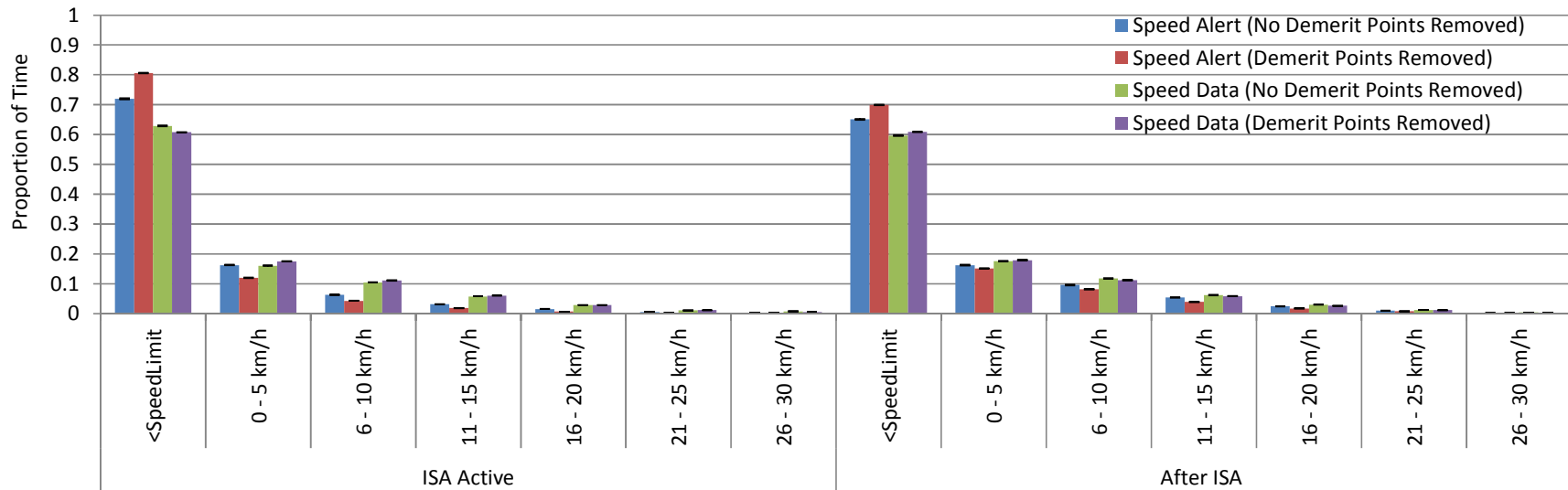


Figure F.18 Distribution of 85th percentile speed for 100 km/h speed zones

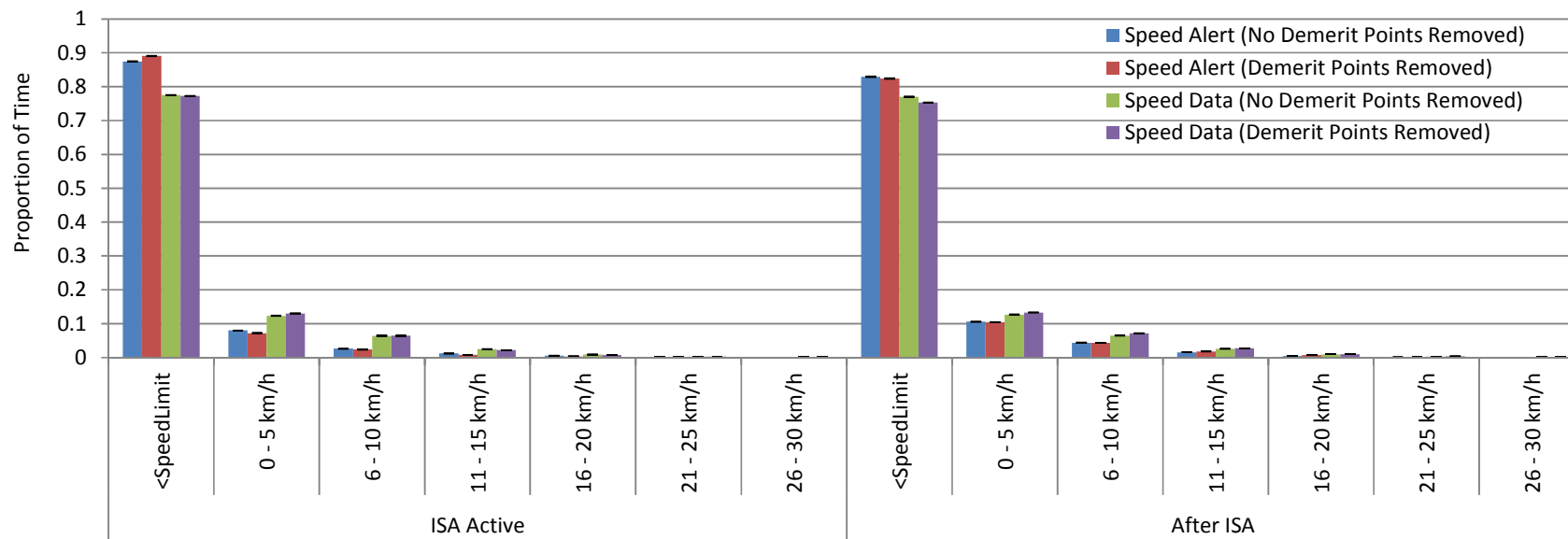


## PROPORTION OF TIME IN DIFFERENT SPEED RANGES

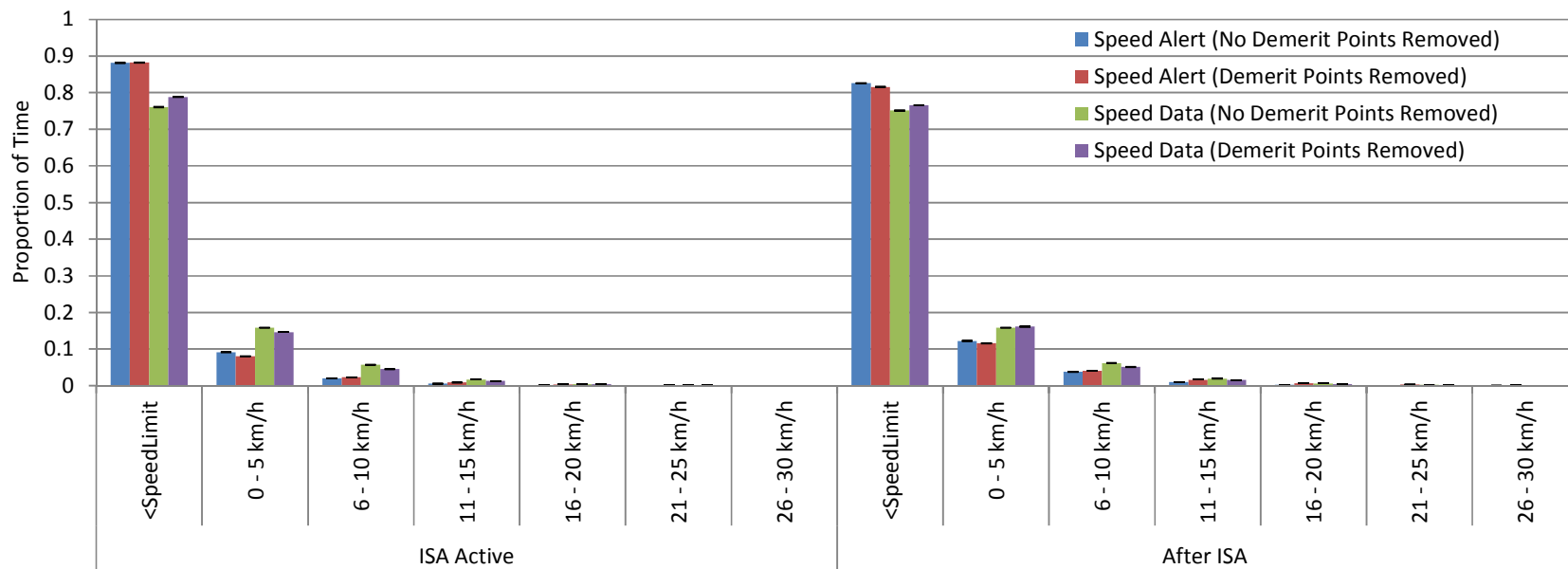
The proportion of time spent in various speed categories was also graphed for the four ISA groups. The graphs for each speed zone examined are contained in Figures F.19 to F.24. In all speed zones, by far the majority of driving time was spent below the speed limit. For the Speed Alert group, this was the case both when ISA was active and after it was removed. Between 10 and 20% of driving time was spent at 0 to 5 km/h above the speed limit in all speed zones. The proportion of time drivers spent in excess of 11 km/h above the speed limit was negligible in all speed zones.



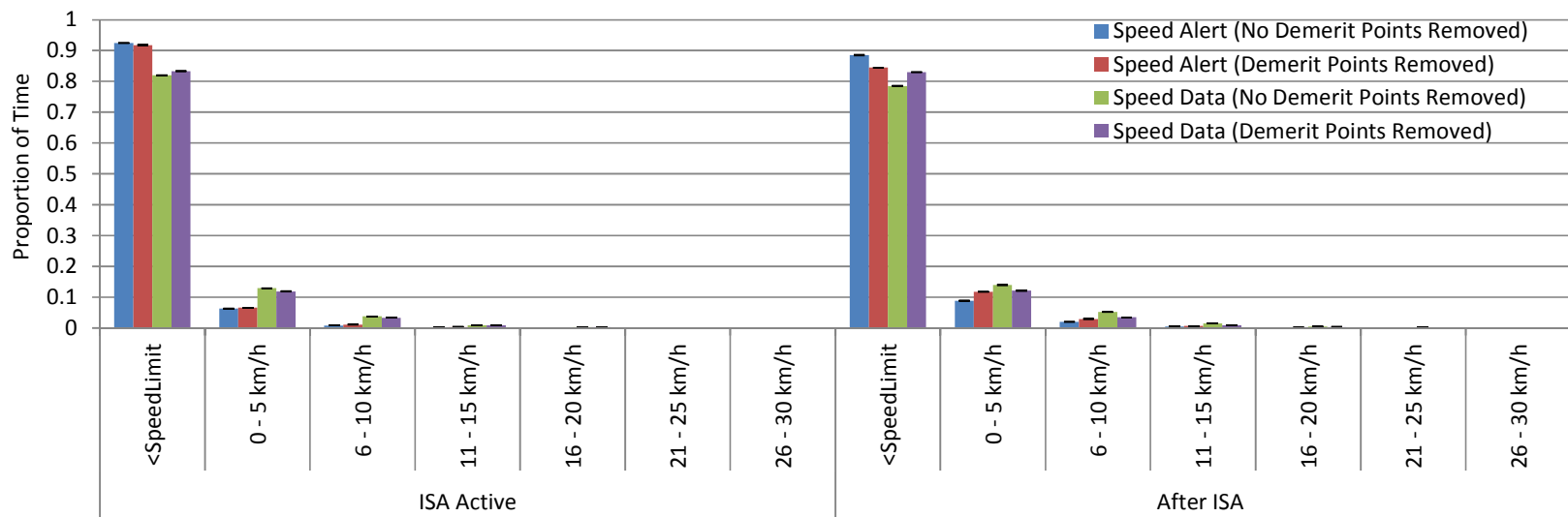
**Figure F.19 Proportion of time in different speed ranges for 40 km/h speed zones**



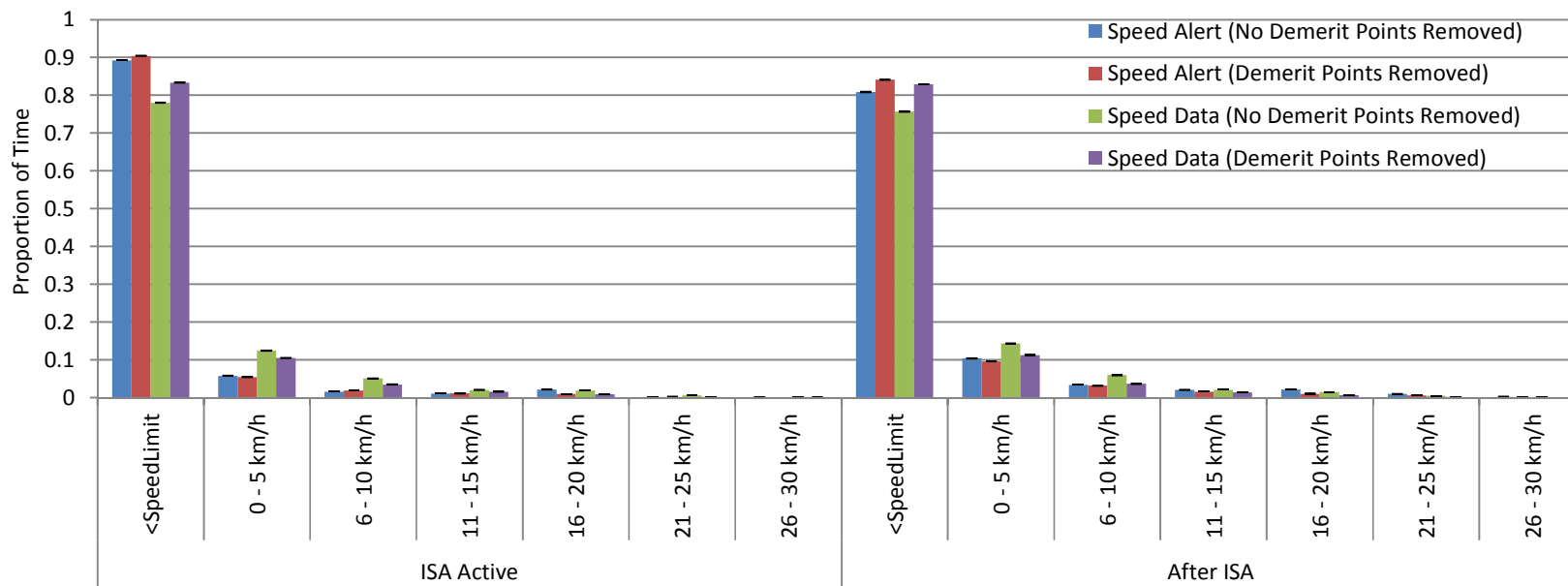
**Figure F.20** Proportion of time in different speed ranges for 50 km/h speed zones



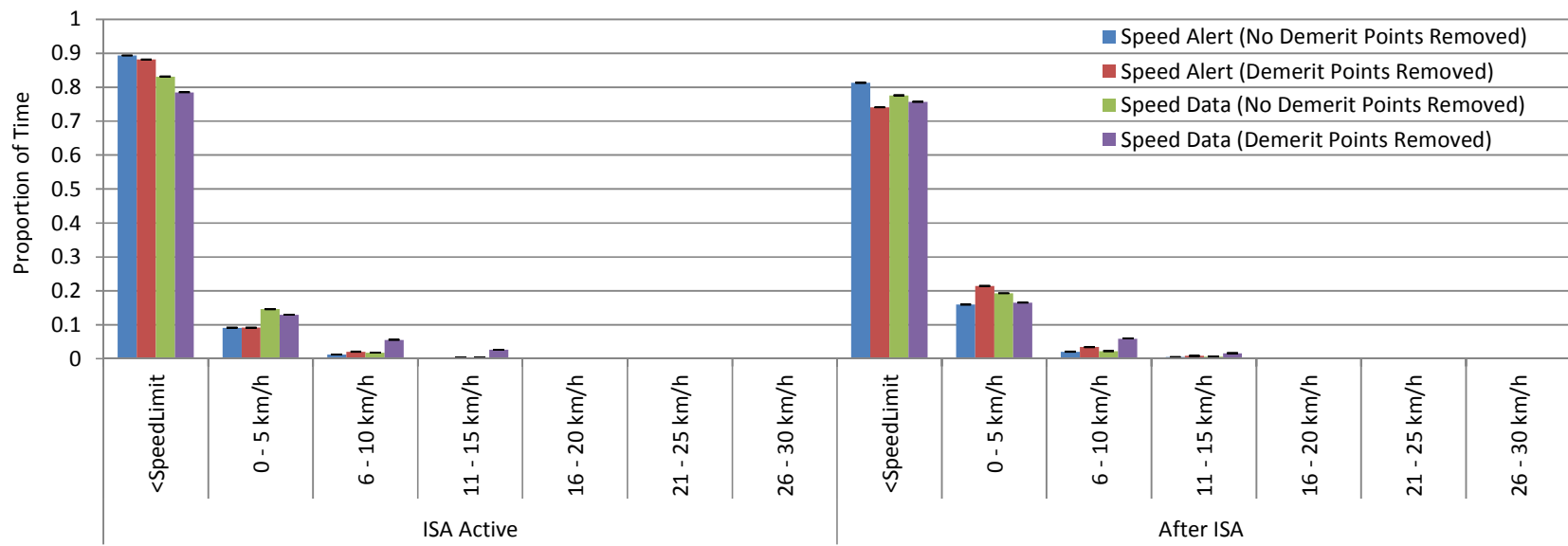
**Figure F.21 Proportion of time in different speed ranges for 60 km/h speed zones**



**Figure F.22 Proportion of time in different speed ranges for 70 km/h speed zones**



**Figure F.23 Proportion of time in different speed ranges for 80 km/h speed zones**



**Figure F.24** Proportion of time in different speed ranges for 100 km/h speed zones

## APPENDIX G ISA EXPERIENCE INTERVIEW GUIDE

'Good morning/afternoon/evening. My name is [INTERVIEWER] from Your Source. May I speak to <insert name>?'

'You recently participated in a speed behaviour study and I would like to ask you a few questions about your experiences with having the speed alert device and data logger in your car for 5 months. The survey will take about 45 minutes. Is now a good time or would it be more convenient if I make an appointment to speak to you at another time?' [RECORD CALL STATUS AS APPROPRIATE]

1. Continue **[Go to A1]**
2. Make Callback **[RECORD CALL STATUS AS APPROPRIATE]**

### Interviewer Instructions:

- These questions are to be used as a guide for discussion only, not as a fully structured interview.
- Keep all questioning as open and neutral as possible to avoid 'leading' the participant
- Only used the highlighted prompts if the participant is having difficulty answering the question

### Preliminary Question

First, have you ever used a speed alerting device in your car before you took part in this trial?

If yes, what type of system was it?

#### A. Effects of ISA System

Now I will ask you a few questions about the speed alert system you had in your car as part of this trial:

- A1. How did you usually respond when the speed alert system gave a speed warning? **[PROMPT WHERE NECESSARY: e.g. did you slow down or go faster, ignore warnings?]**
- A2. Was the speed alert system effective at influencing your speed choice while it was active?
- A3. Are there any areas where you found the speed alert system particularly useful? **[PROMPT WHERE NECESSARY: e.g. around schools, shops, in unfamiliar areas]**
- A4. Do you think your speed behaviour has changed since the system was removed from your car?
  - A4i If yes, how? **[PROMPT WHERE NECESSARY: e.g. increased/decreased speed]**
- A5. Do you miss having the system in your car?
  - A5i If yes, what do you miss about it?
- A6. Did you ever over-ride the speed alerts?
  - A6i If yes, under what conditions did you usually over-ride the system?
  - A6ii On average, how many times per trip did you over-ride the warnings?
- A7. Do you think the speed alert system affected the time it took you to complete your trips?
  - A7i If yes, how? **[PROMPT WHERE NECESSARY: e.g. increased/decreased trip times]**

- A8. Would you be willing to purchase the speed alert system?  
A8i If yes, how much would you be willing to pay for it?

**B. Usability**

- B1. Were the speed alerts easy to understand?
- B2. Was it easy to learn how to use the system? [*PROMPT WHERE NECESSARY: e.g., work out what the different warnings meant?*]
- B3. Were the speed alerts and speed limits displayed accurate?  
B3i If no, where were they inaccurate?
- B4. What did you think of the visual and sound alerts? [*PROMPT WHERE NECESSARY: e.g. were they annoying/too loud/not loud/big/bright enough?*]
- B5. On average, how soon after entering a new speed zone did the system detect the speed limit change?
- B6. When the device provided a visual warning, how many kilometres over were you according to your speedometer?
- B7. When the device provided auditory warnings, how many kilometres over were you according to your speedometer?  
B6&7i Did these alerts come on too early or late or were they about right?
- B8. Did you change speed when the visual display flashed or did you wait until the sound alert to change speed?
- B9. Did you think having the speed limit always on display was helpful?

**C. Human Errors & Over-reliance**

- C1. Did you ever think the speed alerts were another warning from your car?
- C2. Did you look at your speedo more or less often when you had the speed alert system in your car?
- C3. Did you find that you noticed the roadside speed limit signs more or less often when the speed alert system was in your car?
- C4. Now that the system has been removed do you ever find yourself speeding because you are waiting for the speed warnings?
- C5. Do you ever find yourself speeding because you are not looking out for speed limit signs?

**D. Mental Workload**

- D1. Were there driving situations where you were too busy to pay attention to the speed warnings?  
D1i If yes, what were these situations?  
D1ii How often did this occur?
- D2. Did the speed alert system ever distract you from your driving?  
D2i If yes, how? [*PROMPT WHERE NECESSARY: e.g. visual, sound distraction?*]  
D2ii How often?



- D3. Did you ever feel frustrated with the slower speeds when using the speed alert system?
- D4. Did you ever feel pressure from other drivers to drive faster? *[PROMPT WHERE NECESSARY: e.g., tailgating, aggressive over-taking, rude gestures?]*

**E. Effects of data-logger**

- E1. Did you have any concerns with having your driving monitored during the trial?
- E2. Did knowing that you were being monitored change your driving behaviour over and above that of the speed alert system?
- E3. At any point in the trial did you forget that you're driving was being monitored?
  - E3i If yes, how long into trial did you stop thinking about the data logger?

**F. Are there any aspects of the speed alert system that you think could be improved to make it have a greater effect on speed and make it more acceptable to drivers?**

**G. Do you have any other final comments on the speed alert system?**

'That is all of the questions I have. Thank you for your time.'