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Evaluation of the Young Driver Survival Kit

Author(s)
Bronwen Castor and Jenny Rush

Performing Organisation(Name and Address)
AXIA Marketing and Social Research
5/683 Pittwater Road
DEE WHY NSW 2099

Sponsor
Federal Office of Road Safety
GPO Box 594
CANBERRA ACT 2601

Available from
Federal Office of Road Safety
GPO Box 594
CANBERRA ACT 2601

Abstract
The Federal Office of Road Safety has designed an education resource aimed at senior secondary students alerting them to the dangers faced by young drivers early in their driving careers. The kit, consisting of two videos, road safety pamphlets and teacher's notes is distributed free of charge on request. This evaluation of the kit was designed to examine the effectiveness of the materials in conveying the messages included and to suggest any possible improvements/changes to the materials

Keywords
ROAD SAFETY EDUCATION; SCHOOLS; YOUNG DRIVERS

NOTES:

- 1) FORS Research reports are disseminated in the interests of information exchange.
- 2) The views expressed are those of the author(s) and do not necessarily represent those of the Commonwealth Government.
- 3) The Federal Office of Road Safety publishes four series of research report
 - (a) reports generated as a result of research done within the FORS are published in the OR series;
 - (b) reports of research conducted by other organisations on behalf of the FORS are published in the CR series.
 - (c) reports based on analyses of FORS' statistical data bases are published in the SR series.
 - (d) minor reports of research conducted by other organisations on behalf of FORS are published in the MR series.

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1. Background

Young male drivers are over-represented in road crashes and fatalities, viz:

- * people 16-25 make up 15% of the Australian population but 37% of all road fatalities
- * over 1,000 young people are killed each year and 80% of these are males
- * eleven thousand (11,000) young people are admitted annually to hospitals, as a result of road crashes in Australia
- * most are at risk after having their licence for one or two years, at a time when they become over-confident about their driving skills
- * young drivers are involved in crashes late at night, when they are alcohol affected, and/or when driving with a peer group

In response to these statistics, the Federal Office of Road Safety (FORS) developed a Young Driver Survival Kit (YDSK) for distribution, on request, to secondary schools and driver training organisations across Australia.

The aim of the kit is:

"to increase awareness of the major factors associated with the involvement of young drivers in road crashes"

The target market for the YDSK is pre-license and novice drivers aged 15 to 19 years.

The kit consists of the following materials:

- two videos of approximately 20 minutes
 - 'Road Worrier'
 - 'The Big Gig'
- two copies of the Teachers' Notes
- two copies of a pamphlet called 'Why you should/ shouldn't drink and drive'

'Road Worrier' uses light comedy to give young drivers a realistic perspective of the skills and time involved in becoming a safe driver, and of the hazards of over-confidence. 'The Big Gig' utilises science fiction, humour and rock music to present information about late night and alcohol affected driving and about peer group pressure. Both videos were developed with qualitative research at the conceptual and script development stage as well as prior to the final edit. 'Road Worrier' was also evaluated in its final form.

The Teachers' Notes which come with the kit, provide the teacher with background information about young people and driving and outline the key teaching points of the videos. As well, the Notes provide ideas for teaching strategies and activities which could introduce, reinforce and extend the messages contained in the videos.

The Federal Office of Road Safety required an assessment of the efficacy of the material amongst young drivers, that is, whether or not the YDSK was achieving the aims and objectives set for it. In particular, an understanding of the use of the material within schools was important since it is within this milieu that long-term educative efforts will be most important.

2. Research Objectives

The aim of the YDSK has already been described as "to increase awareness of the major factors associated with the involvement of young drivers in road crashes". To assess the efficacy of the materials, the primary research objective was therefore stated as:

"to assess whether the material has met its aim of increasing awareness of the major factors associated with the involvement of young drivers in road crashes"

As well, FORS required the research to explore the way in which the recipient teachers were utilising the YDSK, and set the following objective:

"to determine the way in which teachers are using the kit with their students"

3. Methodology

The research methodology was triangulated by the use of both qualitative and quantitative work. Students attended qualitative mini-group discussions and used a quantitative self-completion questionnaire. In-depth interviews were held with road safety or driver education teachers and as well, some participating teachers completed diary records of their use of the YDSK material.

In-depth interviews and group discussions were conducted by an AXIA Principal and by associated researchers in Victoria and Adelaide. The original intention was for all work to be completed by the AXIA Principals, however the domestic pilots' dispute interfered with this intention. The questionnaires and topic guides used were developed by the AXIA Principals and confirmed by FORS.

The AXIA researchers identified a number of Victorian and South Australian high schools or technical colleges within which at least one road safety or driver education teacher was located. These teachers were actively involved in road safety lessons, although the manner in which these lessons were structured differed between the States. A small number of the schools had received the YDSK and in one or two cases, (some of) this material had been used with the students.

The sample frame for this selection was originally a FORS list of schools which had or were suitable to receive/use the YDSK materials. AXIA contacted these schools and checked with the Principal or the driver education teacher, whether or not the YDSK had been heard of and/or ordered, and/or used. Schools were then enrolled for participation, according to the criteria (see page 5) set for the sample.

- In Victoria, 14 schools were involved in the research, 6 of which received two visits from the researchers
- In South Australia 8 schools were involved, 5 of which received two visits from the researchers

The schools were enrolled according to the following criteria:

1. previous receipt of and use of the YDSK materials and willingness to discuss/assess the YDSK (one visit)
2. non-receipt/use of the YDSK but a willingness to receive and trial the YDSK videos (two visits)
3. non-receipt/use of the materials, with no requirement to use them and no second visit

Where schools were enrolled for one visit only, the researcher:

- undertook group discussion work with pre-license students from Year 10 to Year 12. Each group consisted of at least 5 and up to 8 students. All discussion was tape recorded and the tapes transcribed for analysis by the AXIA Principals. The groups took between 45-60 minutes.
- * conducted an in-depth interview with the road safety education teacher(s). These interviews were also tape recorded and later transcribed for analysis. Interviews took between 45-60 minutes.
- * distributed self-completion questionnaires to pre-license students, either personally or through the driver education teachers. In some cases these questionnaires were collected by the researcher at the time of the visit, in others, the questionnaires were returned to the AXIA office by the teacher.

Where schools were enrolled to trial the YDSK and for two visits, the researchers undertook the procedures described above at the first visit, then made arrangements for the YDSK materials to be sent to the teacher for use with the students spoken to in the mini-group work. An appointment was made for a return visit by the researchers, to be undertaken approximately 4 weeks from the first visit. A teachers' diary was left with each teacher to record the manner in which the materials were used.

The approach taken on the second visit replicated that of the first visit, but questioning centred on the students' recall of the YDSK material and their reactions to it. Teachers were asked to describe the way in which they had used the material, their attitudes towards it and their beliefs about its efficacy as a teaching resource.

The teachers' and students' topic guides and the self completion questionnaire and teachers' diary were developed by AXIA and approved by the Federal Office of Road Safety, prior to fieldwork commencing.

4. The Sample

The sample for the first visit consisted of 14 Victorian and 8 South Australian schools. Enrolling these schools was difficult, since mail-out lists from FORS were not exhaustive, and few of the schools listed as having received the YDSK had actually used it. Road Safety Authorities in both States were approached to assist and lists of potential schools were provided. AXIA Principals then made contact with the listed schools: the proportion of schools which trialled the materials depended on the willingness of the teachers to use YDSK, the timing of the visits and the availability of students.

Availability of students for road safety or driver education differed in each State but the topic appeared to be generally considered as driver education rather than road safety per se. In the Victorian schools, the subject was generally an elective one and the size of the class in driver education depended on competing interests for the students and the timetabling of electives. However, in the Victorian schools most students of driver education were exposed to road safety education concepts and materials.

In the South Australian schools driver education was approached differently, with teachers taking small groups of 5 or 6 students to practice driving skills in a car, driving within school grounds. Little formal lecturing on road safety was evident, the subject concentrated on driving experience in the car. Again, the subject was often an elective one and student numbers were small. Students were more likely to be Year 10 than Year 11.

Thus, the number of students available to the researchers, and the number of teachers within each school differed. The final sample for both the qualitative and quantitative work was as follows:

	Victoria		South Australia	
	1st Visit	2nd Visit	1st Visit	2nd Visit
Teachers	17	9	7	5
Student group	29	15	12	9
Student questionnaires	193	25	215	75

Qualitative Work

It is important that the reader of this report understand the nature and role of qualitative research and the way in which it differs from quantitative surveys. Qualitative work involves small samples of respondents who participate in lengthy one-on-one interviews or in group discussions with up to 10 people. Questioning is much more "in-depth" than with quantitative work, and the result is a rich understanding of the attitudes and beliefs which underly behaviour.

Research of this type is undertaken to:

- * provide a broad understanding of the attitudes and opinions of a small number of 'target market' respondents
- * establish the breadth of attitudinal parameters and the underlying 'psyche' which supports these attitudes
- * develop hypotheses
- * explore concepts to the widest possible degree
- * prepare the researcher for the scientific (quantitative) measurement of the degree to which any disclosed behaviours, attitudes, opinions, etc., exist within the population at large

Conversely, quantitative work involves the scientific and replicable measuring of any variable(s) across a large and generally representative sample. Unlike qualitative work, the results of quantitative surveys allow statements to be made about the proportions of the population for whom that (each) variable is applicable.

Summary of Key Points

1. The Student's Questionnaires

1.1 Prior to exposure to the YDSK trial, students indicated that the major risks to safe driving, for newly licensed drivers, were:

- * alcohol
- * speed
- * lack of experience

1.2 Alcohol was believed to affect driving in the following ways:

- * affected vision/eyesight
- * slowed reaction times
- * slowed reflexes
- * affected concentration

1.3 In Stage Two, the students' questionnaires indicated that some modification was evident, in the degree to which these aspects were of concern for newly licensed drivers. For instance:

	<u>Proportions mentioning as Major Threat</u>	
	<u>Before Trial</u>	<u>After Trial</u>
	<u>%</u>	<u>%</u>
- Driving and drinking	39	32
- Alcohol	13	23
- Driving too fast/speeding	38	17
- Lack of experience	23	32
- lack of confidence/nerves	8	12
- Peer group pressure	4	23
- showing off/acting cool	8	15
- Friends in car/distracting	10	16

1.4 Beliefs about the affects of alcohol on driving abilities did not change as dramatically as those views on what caused risks to the safety of new drivers. However, after exposure to the YDSK material, the students more often mentioned the following:

- affects co-ordination/balance +22%
- affects judgement/clear thinking + 4%
- makes you tired/sleepy/drowsy + 8%
- take more risks/show off/act silly + 6%

1.5 As well, the students less often mentioned the following aspects of mixing alcohol and driving:

- affects vision/eyesight - 7%
- a danger to others/cause accidents - 5%
- lose control of car - 4%

1.6 Ten attitude statements were incorporated in the questionnaire: students were asked to indicate their level of agreement or disagreement with each of these. Small changes in the proportions at each end of the five point agree/disagree scale were evident. However, few movements were significant considering the smaller sample size of Stage Two.

Nevertheless, it is pertinent to suggest that the students were less confident that they were 'better drivers than older people', after exposure to the videos. As well, they appeared to some degree to:

- * be less likely to believe that 'driving at night is no more of a problem than driving during the day'
- * be less likely to believe that it 'quite OK to have a few beers and then drive'
- more strongly disagree that 'drinking coffee/vomiting will quickly get rid of alcohol from the bloodstream'
- more strongly agree that 'young drivers should not drive late at night'
- * more strongly agree that 'it takes a year or two of driving to be able to recognise dangerous driving situations or to make safe judgements'

2. The Qualitative Research

2.1 The qualitative research, comprising group discussion work with students and in-depth interviews with teachers, enriched the quantitative data but revealed a divergence of opinion between students and teachers with regard the execution of the two videos, 'Road Worrier' and 'The Big Gig'.

Background to the Students

- 2.2 The majority of the students involved in the group discussion work were pre-license. They indicated that the thought of learning to drive was at once 'scary' and complex. Tutors would be sought who were seen as 'professionals' in preference to learning from parents or other relatives.
- 2.3 All were aware of the need for a pass in both theory and practical driving. They did not see tests as being too stringent, nor did they consider that there was a case for making the tests harder.
- 2.4 However, many of the students considered that it would be beneficial for drivers (all drivers) to undergo defensive driving lessons or advanced driving courses such as offered by the police. Driving professionals should be the only people qualified to teach such skills, they thought.
- 2.5 Many students also felt that there was a case for all drivers to be re-examined, say every 5 years, or to take regular refresher courses in driving.

Drink-Driving

- 2.6 Most of the students indicated that they felt some responsibility not to drink and drive, but they admitted that there were some occasions on which it was tempting to do so. They quoted problems such as eating chocolates or desserts with alcohol as an ingredient, but generally agreed that restrictions were 'good'.

Night Driving

- 2.7 However, they did not, prior to exposure to the YDSK, feel that novice drivers should be restricted in regard to night driving, since there would be inevitable problems of transportation. Most felt they were just as capable of driving at night as in the day-time, at least in the first stage of the research.

2.8 Having a drivers licence was a 'ticket to freedom' for the students, even if, initially, they might feel apprehensive about driving on their own. Prior to seeing the YDSK videos, little mention was made of feeling responsible towards other road users.

Risk Factors

2.9 Both environmental and personal factors posed risks to the novice driver, the students indicated in the qualitative research. Personal risks, over which the driver had control, were:

- the consumption of alcohol
- * speeding
- a lack of confidence
- giving in to peer group pressure
- * a lack of experience

Environmental risks were described as:

- * other drivers
- * poor attitudes on the part of other drivers
- * poor climatic conditions, or light
- * bad roads

Accidents

2.10 The main factors associated with road accidents, in the view of the students, were:

- heavy rain or fog
- * poor roads
- * peak hour or holiday traffic
- * the behaviour of other road users: those who drank, speeded, took risks or were over-confident

Alcohol

2.11 Alcohol was recognised as having a detrimental affect on drivers, in that it:

- * caused over-confidence
- * affected reflexes and slowed reaction times
- promoted poor judgements

2.12 At least prior to exposure to the videos, the students claimed to be relatively ignorant of the conditions under which their BAC would rise above the legal limits. Some even indicated that they believed if they felt 'all right' then it was all right to drive.

Peer Group Pressure

- 2.13 Peer group pressure was recognised as a potential risk to safe driving for young drivers. Most felt they had or would experience it and some indicated that they would be ready to deal with it by remonstrating with their friends or putting them out of the car.
- 2.14 The majority of students spoken to in the first stage of the research felt it was important to have driver education offered within the schools, for all students of driving age. They were apparently fairly dissatisfied with the current programs, suggesting that a number of teachers were not specialist driver education teachers, or that there was insufficient time allowed for practical training, compared to theory.

Attitudes to the YDSK Materials

- 2.15 A small number of students had seen 'Road Worrier' and 'The Big Gig' before the research began. The attitudes of these students were similar to those of the students who saw the videos as part of the research trial and thus, these attitudes are reported on collectively..

'Road Worrier'

- 2.16 'Road Worrier' was apparently able to communicate its central theme quite easily, to the students involved in the research. They were aware of the longevity associated with achieving road skills and good judgement.
- 2.17 Character recall was high for 'Road Worrier', with 'Neil' and the robots being reported on. However, the specific driving skills/experience being discussed were not so forthcoming, at least spontaneously, from the students.
- 2.18 Part of the reason for this initial lack of reporting the major concepts within the video could be blamed on the students' reactions to the execution of 'Road Worrier'. Students reported that they found it 'childish', 'stupid' and that they had 'switched off' at its lack of mature targeting.

2.19 Nevertheless, once probed, they claimed to have recognised the concept of a driver 'learning curve' which the video was expressing. They indicated that this was a believable idea and one which had not previously been considered. As such it was an important message to young drivers.

Attitudes to 'Road Worrier' Overall

2.20 As stated, the students accepted the importance of the idea that driving was a matter of learning judgement and skills over a long period of time. The way in which Neil presented his 'slices of life' were reasonably believable, as was his desire to immediately be a 'good' driver.

2.21 However, the execution of the video, also as previously stated, was seen as condescending and boring, much more suited to a younger audience. The students who had viewed this material felt that the 'space-agish' robots was unnecessary and that the robots were 'primitive' by today's standards. Neil himself was seen as a 'nerd' but as a character he was more acceptable than the robots.

'The Big Gig'

2.22 The students had very little difficulty in recalling the content of 'The Big Gig'. They were not as negative in their reception of this video as they had been with 'Road Worrier'.

2.23 'The Big Gig' communicated its points very well: the students mentioned night driving, peer group pressure and drink driving as the three concepts presented in this video. They felt these points to be valid ones and further, that they had learnt something from 'The Big Gig'. In particular, they had been interested in the night driving issues and the fact that even the smallest amount of alcohol affected reaction times behind the wheel.

2.24 Although attitudes towards 'The Big Gig' were better than they were towards 'Road Worrier', the students were still critical of the 'aliens' or space-age theme. They felt this was unsuitably young for their age group; that it did not present a mature perspective to the problems.

Suggested Improvements

- 2.25 Both videos, but particularly 'Road Worrier' should be;
- * targeted more closely to young drivers
 - * more sophisticated, if the 'sci-fi' approach was to be maintained

Some felt that consideration should be given to 're-shooting' the videos using a 'true-to-life' execution.

Changes in Perspective After the Trial of the YDSK

2.26 The students' beliefs about the major risks to young drivers appeared to shift somewhat between measures, and after viewing the video material. In the second stage of the research, more emphasis was given to personal aspects, that is, aspects of safe driving within their own control. For example:

- * alcohol consumption
- * the need for driving experience
- * being over-confident
- * peer group pressure

3. The Teachers

Status of Driver Education in the Schools

3.1 In almost all of the schools within which the research was conducted, driver education/road safety was an elective subject. In Victoria, even this status was under threat with the new Victorian Certificate of Education (VCE) being introduced. Teachers were generally of the view that the subject should be considered for inclusion as a 'core' subject, given that driving was one thing almost every student would do, quite early in life.

- 3.2 As well as establishing driver education as a 'core' subject, the teachers felt it deserving of specialised teaching staff and of firmer policy and timetabling. The road crash statistics, indicating disproportionately high numbers of young males in crashes and the cost of rehabilitation, were quoted as rationale for increasing "driver education status" in schools.
- 3.3 In 1989, road safety or driver education lessons within the schools involved, ranged from:
- nothing at all
 - one or two formal lectures to large numbers of students, sometimes by outside agencies
 - a number of lectures closeted within subjects such as 'Pastoral Care'
 - elective subjects involving small numbers of pupils in both theory and practical lessons
 - a visit to the Driver Education Centre of Australia (D.E.C.A.) by up to 16 students
 - * practical-only lessons, or theory-only lectures, again to small numbers of students
- 3.4 Improvements to current materials or programs were suggested. In particular, teachers indicated that up-to-date videos of the quality of 'Drinking, Driving, Surviving' were urgently needed. Most teachers had access to a range of resource material, but it was believed much was outdated. Teachers had collected their resources from any number of outlets, including State and Federal agencies and from overseas. A small number had the YDSK in their library of materials, prior to the trial.

Attitudes to the YDSK

- 3.5 The teachers' views on the videos within the YDSK appeared to be the opposite of those expressed by the students, at least as far as their view of which was the better video, were concerned. Nevertheless, their criticisms were generally in line with those of the students in that both were too 'juvenile' in their targeting. The 'aliens/space age' execution again seemed to prompt this response.

'Road Worrier'

- 3.6 The teachers felt that the humour within the 'Road Worrier' video was acceptable although some parts (eg the chicken feathers) were too exaggerated. Apart from this, and in opposition to the students, the teachers were less critical of 'Road Worrier' than they were of 'The Big Gig', saying that although it was a bit 'corny' the students had appeared to be interested in 'Road Worrier'. This was because the teachers saw 'Road Worrier' as employing up-to-date images and constructions with which the students were at ease.
- 3.7 'Road Worrier' communicated well, the teachers' felt, and they similarly felt that the students were in sympathy with the concept presented: that driving skills and good judgement came from long driving experience.
- 3.8 Teachers did make the point, however, that 'Road Worrier' communicated less easily than 'The Big Gig', since it needed to be discussed at more length to confirm the ideas in the minds of the students.
- 3.9 Teachers generally indicated that they would use 'Road Worrier' again as it currently stands, and had little to suggest in the way of improvements, apart from adopting a 'more mature' (less space age) execution. Nevertheless, there was one improvement which a number of teachers thought possible: that was to have the character 'Neil' do some or all of the driving, with the robot/instructor sitting beside him giving directions.

"The Big Gig"

- 3.10 The teachers seemed quite intolerant of 'The Big Gig' with a small number saying they would not use it again. A number called 'The Big Gig' juvenile and even insulting to the intelligence of their students.

- 3.11 However, the teachers had no quarrel with the concepts being discussed within the video. Neither did they deny that the students quite readily picked these concepts up. The stop/start technique assisted in this, they indicated, and this was generally approved of.
- 3.12 The rock band was of interest to the students and was appropriate to the age group being targeted, teachers felt. This aspect lent a 'modernity' to the video which was important, but which unfortunately, like a lot of music, might date.
- 3.13 For the teachers, the major problem was the alien characters and the space age execution. They indicated that in their view this was inappropriately young, and that their students felt similarly.

Other Materials in the YDSK

- 3.14 The other materials within the YDSK - the 'Street Beat' magazine, the Teachers' Notes and the booklet on drink/driving, were all rated positively by the teachers. The Teachers' Notes needed no changes, 'Street Beat' was well received by the students and of interest to them and the drink/drive booklet useful. More of these booklets would be an improvement, some thought.

Intention to re-use the YDSK

- 3.15 Almost all the teachers said that they would use elements of the YDSK again. However, the numbers indicating they would use 'The Big Gig' were smaller than those saying they would use 'Road Worrier' as a resource, with their students.

Final Comment

3.16 In spite of the critical nature of the comments of the teachers with regard to both videos but particularly 'The Big Gig', the teachers were positive about the production of up-to-date video material, saying there was a decided lack of such resources. Thus, their criticisms were viewed as constructive and they hoped that videos about safe driving would continue to be produced. They were unanimous that there was a need for good resources on road safety for young driver education classes.

"I think it's a positive factor that we're starting to see new video tapes come on the market. I think that's definitely a positive factor. And I would like to say, apart from the fact that I've criticised one of these (videos), is not a reason why we should stop making video tapes. I do think that there are guides, we have clear guides of the things that are successful and I think the incentive is there at the moment to turn around and say 'right, let's make good tapes'. Because the market is clearly there, the need is clearly there and with the rising road toll and community awareness of it, now is the time to really start making good quality tapes and materials so that we can really start to influence those kids".

Conclusions

3.17 The objective of this research was to assess whether the material has met its aim in increasing awareness of the major factors associated with the involvement of young drivers in road crashes. In the opinion of the researchers, the material does, indeed, communicate the major concepts to the target market. However, we also believe that executionally, the videos could provoke an ever better communication if:

- they were more appropriately targeted to pre-license drivers, ie, if the execution employed a more mature approach, either as better sci-fi or by revising the execution to omit the space/robot themes
- in 'Road Worrier', Neil became more involved in the actual driving

Student's Questionnaire:
Stage One

1. Existence of Drivers/Learners/P Licences

1.1 Few of the students held any type of licence. Of the 409 who completed the questionnaire in the first stage of the research, 68 or 17% said they had a licence. Proportionately, more licence holders were males (19%) than female students (13%). (See Table 1)⁽¹⁾

There was a major difference between Victoria and South Australia in the proportions of the students who had licences, with only 3% of those in Victoria having a licence compared to 29% of the students from South Australia. (See Table 1)

1.2 Forty-eight (71%) of the licences held by the 68 students were Learner's licences, and 18 (26%) were 'P's. Two of the students had a full licence. Over half of the licences had been obtained since May of this year, 1989. (See Tables 2 and 3)

1.3 Just over half (54%) of the 68 students with a licence of any type had been/were being taught to drive by their parents. A small number (8 students) had been taught by siblings or peers and a number had received driving lessons from more than one source.

One in 3 (34%) had been/were being taught by a driving instructor, 10% by the Royal Automobile Association and 9% by the teacher at their school. Ten percent claimed to be (at least to some degree) self-taught. (See Table 4)

1.4 Amongst the 341 students who did not have any type of licence, 128 (38%) said that they planned to obtain a driver's licence within the next six months. This intention was equally evident amongst the male and female students, but was proportionately much higher in South Australia with 47% of those students planning to obtain a licence compared to 13% of those in Victoria. (See Table 5)

(1) Tables referred to throughout this text are available in Appendix A

2. Perceived Three Main Risks for New Drivers

2.1 The students were asked to list the three main risks to safe driving, for newly licenced drivers. The responses have been presented in Exhibit 1 opposite,⁽²⁾ by the total number of times each risk was mentioned, and the order (first, second, third) of risk.

2.2 The major risk to newly licenced drivers was seen as mixing alcohol with driving: this was mentioned by 52% of students.

Speed was the second main risk to new drivers, in the eyes of the students, with 38% including speed in their 'three main risks' responses.

A lack of experience (23%) and of confidence (8%), and environmental factors such as other bad drivers (13%) or inclement weather (6%) were adjudged to be amongst the three main risks. Others mentioned specific bad driving habits such as carelessness or a lack of concentration (10%), not staying alert (8%), driving at night (6%), taking drugs (8%) and pedestrians (4%)

2.3 Peer group pressures were mentioned as main risks by small numbers of students:

* friends in back seat distracting	10%
* showing off/acting cool	8%
* peer group pressure	4%

2.4 Those respondents who had a licence of any kind did not differ markedly from non-licensed students, in their opinions about the three main risks to new drivers. The exceptions were that more licensed (25%) than unlicensed (13%) students mentioned the risks imposed by other careless drivers. Similarly, more licensed students (18%) than unlicensed (4%) mentioned the need to be aware of other cars on the road.

(2) For full tabulations, see Tables 6 to 9 inclusive

3. Three Main Ways in Which Alcohol was Seen to Affect Driving

3.1 All students were asked to describe two or three main ways in which alcohol affected driving skills. Exhibit 2 (opposite)⁽³⁾ presents the results of this questioning, and as can be seen, the major effect of alcohol was believed to be its propensity to affect the vision, and to slow reaction times and responses and reflexes:

	Total mentions
* affects vision/eyesight	44%
* slows reaction time	35%
* slows reflexes	29%
* affects concentration	28%
* makes you tired/drowsy/sleepy	25%
* affects judgement/clear thinking	21%

Other believed effects were on coordination (10%), reduced awareness of other road users (9%) and a tendency to false confidence (4%).

3.2 A small number of other comments were included in the two or three main ways alcohol was seen to affect driving skills. Alcohol affected drivers would drive too fast (8%), would pose a danger to others (5%) or would be unable to properly control their car (6%) it was suggested by a small number of respondents.

(3) For full tabulations, see tables 10 to 13 inclusive

4. Level of Agreement with Issues Related to Driving

4.1 Respondents were presented with a list of ten (10) statements about driving-related issues, and were required to indicate to what degree they agreed or disagreed with each statement. A five point scale was used, viz:

Strongly Agree	1
Agree	2
Can't decide	3
Disagree	4
Strongly Disagree	5

The statements included in the questionnaire generally reflected the communications objectives of the two videos included in the YDSK, 'The Big Gig' and 'Road Worrier'. As well, some general attitudes to driving or licences were included. Tables 12 to 22 show the distribution of responses as well as the mean score and standard deviation for each statement.

4.2 General Attitudes

i) "Young people are better drivers than other people"

Few (8%) of the students agreed with this statement: the majority disagreed although 3 in 10 (30%) could not decide whether young people were better drivers than others. For example:

	Agree Strongly	Agree	Can't Decide	Disagree	Disagree Strongly
Young people are better drivers than other people	1	0	30	50	11

However, those students already with a licence of any sort were more inclined to feel that young people were better drivers than other people (12%), than were those without licences (6%). This implies an extra degree of confidence which comes with actually getting a licence, albeit a Learner's or 'P'.

- ii) "The present rules make getting a driver's licence too hard for young people".

Approximately 1 in 4 (24%) agreed with this statement to some degree, but the majority (54%) disagreed that the present rules were too hard for young people. One in five (21%) were unable to decide about this.

	Agree Strongly	Agree	Can't Decide	Disagree	Disagree Strongly
	‡	‡	‡	‡	‡
The present rules make getting a driver's licence too hard for young people	6	18	21	49	6

Those with a driver's licence were more inclined to strongly agree that the conditions for getting a driver's licence were too hard:

	Licensed %	Unlicense %
Strongly agree	15	4
Agree	16	18
Can't decide	10	23
Disagree	50	49
Strongly disagree	9	6

- iii) "Having a driver's licence is a privilege you have to earn even after you have passed the driving test".

The majority (77% in total) of students agreed with this statement, implying a sense of responsibility going beyond the initial learning period.

	Agree Strongly	Agree	Can't Decide	Disagree	Disagree Strongly
	‡	‡	‡	‡	‡
Having a driver's licence is a privilege you have to earn even after you have passed the driving test	6	61	12	8	2

In particular, twice as many licensed as unlicensed drivers strongly agreed with this statement, and as the students' age increased, so did the level of strong agreement. (See Table 17).

	Proportions 'strongly agreeing' with statement					
	Licensed	Unlicensed	15yrs	16yrs	17yrs	18yrs
Having a driver's licence is a privilege you have to earn even after you have passed the driving test	28	14	12	19	18	33

4.3 Issues Related to Drinking and Driving

i) "It's quite OK to drink a few beers and then drive".

There was a strong level of disagreement with this statement, with almost half (48%) strongly disagreeing and a further 1 in 3 (33%) disagreeing. Only 12% agreed that it was OK to drink 'a few beers' and then drive.

	Agree Strongly	Agree	Can't Decide	Disagree	Disagree Strongly
	%	%	%	%	%
It's quite OK to drink a few beers and then drive	1	11	6	33	48

Amongst those with a licence, 18% agreed that it was OK to have a few beers and then drive compared to 9% of unlicensed students. Conversely, the proportion of licensed students disagreeing with this statement was also higher (59%) than was obvious amongst unlicensed students (46%), suggesting that the advent of a licence tended to strengthen personal convictions at both ends of the continuum.

- ii) "As long as I have only three drinks an hour I can drive safely and be under the limit".

The overwhelming majority of students disagreed with this statement, from the results of this questioning. Of the 409 answering the questionnaire, only 9% agreed that three drinks an hour would not affect safe driving, with 1 in 3 (33%) strongly disagreeing that this was the case.

	Agree Strongly %	Agree %	Can't Decide %	Disagree %	Disagree Strongly %
As long as I have only three drinks an hour I can drive safely and be under the limit	1	8	14	43	33

- iii) "Drinking coffee or making myself vomit will quickly get rid of alcohol from the bloodstream".

Almost none of the students believed this piece of popular mythology, according to this survey (see Table 20). Only 3% agreed with this statement and a further 10% were unable to decide, leaving 86% of respondents disagreeing that drinking coffee or vomiting would get rid of alcohol from the bloodstream.

Amongst those with a licence, an even larger proportion of students disagreed this statement:

	Licensed %	Unlicensed %
Strongly agree	1	2
Agree	1	1
Can't decide	1	12
Disagree	43	41
Strongly disagree	53	43

4.4 Other Driving-related Issues

- i) "Driving with a car full of friends makes it difficult for a new driver since he/she can be too easily distracted".

Students appeared to be aware of the dangers of what is described as peer group pressure, whilst driving, with 31% strongly agreeing with the above statement and a further 50% agreeing that driving with friends could distract the driver. There was a low level (5%) of indecision about this issue.

	Agree Strongly ‡	Agree ‡	Can't Decide ‡	Disagree ‡	Disagree Strongly ‡
Driving with a car full of friends makes it difficult for a new driver since he/she can be too easily distracted	31	50	5	8	6

- ii) "Driving at night is really no more of a problem than driving during the day".

Approximately 6 out of 10 of the students (63%) felt that driving at night was more of a problem than driving during the day. However, this figure fell to 43% of licensed students compared to 67% of unlicensed students, suggesting that in the process of obtaining 'L' or 'P' licences, the young people became more confident about their night driving skills.

	Licensed %	Unlicensed %
Strongly agree	9	2
Agree	44	18
Can't decide	4	13
Disagree	37	55
Strongly disagree	6	12

iii) "Young drivers should not drive late at night".

Even though the majority felt that driving at night was more of a problem than day-time driving, very few agreed (11%) that young drivers should be barred from late night driving. The majority of the respondents (73%) felt that young people should be allowed to do so, although 16% could not decide about this:

	Agree Strongly %	Agree %	Can't Decide %	Disagree %	Disagree Strongly %
Young drivers should not drive late at night	3	8	16	47	26

iv) "It takes a year or two of driving to be able to recognise dangerous driving situations or to make safe judgements".

Although the majority (54%) of students agreed with this statement, the level of agreement was less strong than for some of the other driving statements. Secondly, those with licences were again less likely to agree (42%) than were the unlicensed (57%):

	Licensed %	Unlicensed %
Strongly agree	10	10
Agree	32	47
Can't decide	15	15
Disagree	26	24
Strongly disagree	15	4

**Students' Questionnaire:
Stage Two**

1. Existence of Driver's/Learner's/P Licences

1.1 Since the students questioned in Stage Two of the research had generally been involved in Stage One, the incidence of driver's licences of any kind, the source of driving lessons and the degree to which the unlicensed were planning to obtain licences, were very similar to that seen in the information obtained earlier. Small variations in percentages can be attributed to the differing sample sizes and rounding of percentage figures.

1.2 Thus in Stage Two of the research:

- * 16% had a 'P' licence or learner status: just over half were L's
- more licence holders were male than female and the majority resided in South Australia
- the majority of licences were obtained since May 1989
- half of the students had been taught to drive by their parents but lessons had come from more than one source, for some students
- of those without a Learner's or 'P's, approximately 3 out of 10 said they would obtain a licence in the next 6 months or so. Intention to obtain a licence was much higher in South Australia than in Victoria

2. Perceived Three Main Risks for New Drivers

2.1 Again the students were asked to list the three main risks to safe driving, for newly licensed drivers. In repeating this questioning, the researchers hoped to identify any modified beliefs about these risks which might be attributable (at least hypothetically) to the students' exposure to the YDSK videos. Exhibit 3 (opposite) presents the post-exposure responses to this question, by the total number of times each risk was mentioned, and compares this total to those for Stage One of the research.

2.2 As can be seen, some differences did occur in the number of mentions the various risk factors received, from the first to the second measure. To some degree, these differences did reflect the messages of the YDSK materials, in that they pointed to an increased awareness of the problems of peer group pressure and car loads of friends, of alcohol, night driving and of a lack of experience on driving skills. In particular, the following risk areas were mentioned more often after exposure to the videos than before:

	% extra mentions in Stage Two %
Peer Group Pressures	
* peer group pressure	19
* showing off/acting cool/smart	7
* friends in back seat/cause distractions	6
Alcohol and Drugs	
* alcohol	10
* taking/smoking drugs	4
Inexperience	
* a lack of driving experience	9
* night driving	5
* being nervous or panicking, a lack of confidence	4
* over-confidence	4
* lack of judgement	3

2.3 Other differences appear in the number of times particular risk factors were mentioned in Stage Two, with a reduction in emphasis apparent in areas such as speed, risk-taking, wet weather and other road users. In particular, the following potential risks were less often mentioned following exposure to the videos, than they were before.

	% less mentions in Stage Two
	%
Speed	
* driving too fast/speeding	-21
Road rules	
* not obeying road rules/signs	-10
Taking risks	
• taking risks/doing stupid things	- 6
* driving and drinking	- 7
• not wearing seat-belt	- 3
Other road users	
* pedestrians	- 4
* heavy traffic	- 3
* being aware of other cars on road	- 2
* drunk drivers	- 2
• wet weather/fog	- 5

2.4 The major changes between the two stages of the research therefore lie in three areas:

- * a strong increase in awareness of the dangers of peer group pressures
- a more moderate increase in awareness of the problems of a lack of driving experience
- * a decrease in the number of students placing speed amongst the three main risks to newly licensed drivers

3. Three Main Ways in Which Alcohol is Seen to Affect Driving

3.1 Changes in the degree to which beliefs were held about the two or three main ways in which alcohol affects driving skills, were apparent between the Stage One and Stage Two measures. These changes were not as marked as they were in the previous question relating to major risks faced by newly licensed drivers. (See Exhibit 4, opposite)

3.2 Nevertheless in the second questioning and compared to Stage One, more students than before mentioned alcohol's effect on co-ordination, reflexes, balance and judgement and the fact that alcohol makes you drowsy and/or tired, as amongst the main effects:

	% extra mentions in Stage Two
	%
* affects co-ordination/sense of balance	12
* makes you tired/drowsy	8
* take more risks/show off/act silly	6
* affects judgement/clear thinking	4
* slows reflexes	2

3.3 Concomitantly, in Stage Two fewer mentioned poorer vision, reduced awareness of other drivers, speed or a possible loss of control of the car amongst the two or three main ways in which alcohol affected driving skills.. For instance:

	% less mentions in Stage Two
	%
* affects vision/eyesight	-7
* a danger to other/cause accidents	-5
* can't control car properly/lose control	-4
* reduces awareness/unaware of other drivers	-3
* drive too fast/speeding	-3
* slows reaction time/slower response	-2

3.4 Thus, the major changes in emphasis in beliefs about what are the two or three major effects of alcohol on driving, after exposure to the videos contained in the YDSK, were:

- * an increased awareness of the effect of alcohol on co-ordination, reflexes and balance
- * an increased awareness of alcohol's reduction of good judgement/clear thinking and in the likelihood of showing off or risk taking
- an increased belief that alcohol tends to make the drinker feel drowsy
- a decrease in the level of belief that alcohol will affect vision/eyesight
- * a decrease in the opinion that an alcohol affected driver will lose control of the car or cause accidents as one of the two or three main effects of alcohol

4. Level of Agreement with Issues Related to Driving

4.1 In Stage Two the students who had seen the YDSK videos were asked to complete the same 'agree/disagree' scale for 10 attitude statements, as they had done in Stage One. Again, the five point scale was:

Strongly agree	1
Agree	2
Can't decide	3
Disagree	4
Strongly Disagree	5

Tabulations giving the distribution of ratings chosen and the mean score for each attitude statement are attached in Appendix B. However, the following are the major findings from the comparison of the two sets of attitude statement measures.

4.2 General Attitudes

1) "Young people are better drivers than other people"

The proportions of students who disagreed with this proposition changed slightly after exposure to the videos. Fewer agreed and fewer were uncertain about whether or not young people were better drivers than others. However, the changes in the distribution of rating scores were not significant, given the smaller base size of the second measure. The proportions agreeing or disagreeing, for both measures, are compared below:

Stage	Agree Strongly		Agree		Can't Decide		Disagree		Disagree Strongly	
	1	2	1	2	1	2	1	2	1	2
Young people are better drivers than other people	1	2	7	4	30	20	50	59	11	14

ii) "The present rules make getting a driver's licence too hard for young people".

There was no significant change in the distribution of levels of agreement or disagreement with this statement, as can be seen below:

Stage	Agree Strongly		Agree		Can't Decide		Disagree		Disagree Strongly	
	1	2	1	2	1	2	1	2	1	2
The present rules make getting a driver's licence too hard for young people	6	7	18	16	21	18	49	49	6	6

iii) "Having a driver's licence is a privilege you have to earn even after you have passed the driving test"

The number of students who 'agreed' (rather than 'strongly agreed') that having a licence was a privilege to be earned, decreased in the second measure whilst the numbers who were uncertain about this statement increased. There was no significant change to either the levels strongly agreeing or to the levels of disagreement, as can be seen below:

Stage	Agree Strongly		Agree		Can't Decide		Disagree		Disagree Strongly	
	1	2	1	2	1	2	1	2	1	2
Having a driver's licence is a privilege you have to earn even after you have passed the driving test	16	20	61	48	12	24	6	6	0	1

In the first measure, twice as many licensed as unlicensed drivers agreed that a driver's licence was a privilege to be

continually earned. However, in the second measure, licensed drivers seemed to be less adamant about this, as did older students:

Stage	Proportions 'strongly agreeing' with statement											
	Licensed		Unlicensed		15yrs		16yrs		17yrs		18yrs	
	1	2	1	2	1	2	1	2	1	2	1	2
Having a driver's licence is a privilege you have to earn even after you have passed the driving test	28	6	14	23	12	26	19	13	18	9	33	-

4.3 Issues Related to Drinking and Driving

1) "It's quite OK to drink a few beers and then drive".

The level of disagreement with this statement rose slightly from 81% to 89%, whilst those who agreed declined in numbers from 12% to 6%. The differences are not significant.

Stage	Agree Strongly		Agree		Can't Decide		Disagree		Disagree Strongly	
	1	2	1	2	1	2	1	2	1	2
	%	%	%	%	%	%	%	%	%	%
It's quite OK to drink a few beers and then drive	1	2	8	4	14	14	43	42	33	39

Licensed drivers disagreed more strongly than the unlicensed (69% and 49% respectively 'Strongly disagreed') that "it was quite OK to have a few drinks and then drive".

ii) "As long as I have only three drinks an hour I can drive safely and be under the limit".

In the Stage One measure, an overwhelming majority disagreed with this statement, with only 9% agreeing and 76% disagreeing that three drinks an hour would not affect safe driving. In

the second measure the level of disagreement was equally as high, with a total of 6% agreeing and 80% disagreeing that this was the case.

Stage	Agree Strongly		Agree		Can't Decide		Disagree		Disagree Strongly	
	1	2	1	2	1	2	1	2	1	2
As long as I have only three drinks an hour I can drive safely and be under the limit	1	2	8	4	14	14	43	41	33	39

iii) "Drinking coffee or making myself vomit will quickly get rid of alcohol from the bloodstream".

In the first measure, almost all of the students and especially those with licences, were sceptical of this proposition. In the second measure, the unlicensed students moved to a wider scepticism and as well, the licensed students moved from merely disagreeing to strongly disagreeing that coffee or vomiting would overcome the effects of alcohol in the bloodstream:

Stage	Licensed		Unlicensed	
	1	2	1	2
Strongly agree	1	-	2	1
Agree	1	-	1	2
Can't decide	1	-	12	7
Disagree	43	25	41	30
Strongly disagree	53	75	43	60

4.4 Other Driving-related Issues

- i) "Driving with a car full of friends makes it difficult for a new driver since he/she can be too easily distracted".

In the pre-exposure measure, the majority of students agreed with this statement, with 31% strongly agreeing. Once the YDSK materials had been seen, this rose to 46% strongly agreeing that driving with a car full of friends could be distracting and difficult.

Stage	Agree Strongly		Agree		Can't Decide		Disagree		Disagree Strongly	
	1	2	1	2	1	2	1	2	1	2
Driving with a car full of friends makes it difficult for a new driver since he/she can be too easily distracted	31	46	50	39	5	2	8	5	6	9

- ii) "Driving at night is really no more of a problem than driving during the day".

Prior to seeing the videos a total of 63% of students felt that driving at night was more problematical than driving during the day. After seeing the videos the figure rose to 75%, with 25% strongly agreeing with this concept. Interestingly, those with licences demonstrated a larger swing to this opinion than did those without licences, viz:

Stage	Licensed		Unlicensed	
	1	2	1	2
Strongly agree	9	6	2	4
Agree	44	13	18	15
Can't decide	4	-	13	7
Disagree	37	56	55	49
Strongly disagree	6	25	12	25

iii) "Young drivers should not drive late at night".

The number of students who agreed that young drivers should not drive at night, rose slightly in the second measure. However, the increase in numbers feeling this way, was not significant, viz:

Stage	Agree Strongly		Agree		Can't Decide		Disagree		Disagree Strongly	
	1	2	1	2	1	2	1	2	1	2
Young drivers should not drive late at night	3	4	8	17	16	17	47	40	26	22

iv) "It takes a year or two of driving to be able to recognise dangerous driving situations or to make safe judgements".

There was a marked increase in the numbers of students, particularly licensed students, who agreed with this statement. Amongst licensed students, the proportion strongly agreeing rose from 10% to 44% whilst amongst unlicensed students, it rose from 10% to 24%. This and the concomitant decreases in the numbers who disagreed with the statement, are shown below:

Stage	Licensed		Unlicensed	
	1	2	1	2
	%	%	%	%
Strongly agree	10	44	10	24
Agree	32	31	47	48
Can't decide	15	6	15	14
Disagree	26	13	24	14
Strongly disagree	15	6	4	-

**The Qualitative Research
Stage One**

1. Learning to Drive: Attitudes Towards the Experience

1.1 Students who were learning to drive at the time of the research, and those few who actually had their licence, were asked to describe what their initial reactions had been to the experience of learning to drive: what they had felt when sitting behind the wheel of a car. Almost without exception, students claimed that they had been nervous in the early stages. This nervousness was attributed to both their inexperience as drivers as well as the presence and behaviour of a driving "instructor" in the vehicle.

1.2 It was apparent that many students felt overwhelmed with what confronted them when they sat behind the wheel of a car for the first time. There were the gears to contend with, traffic lights to obey, other drivers to be wary of, not to mention the fact that new situations continually presented themselves. Students felt that there was a definite learning curve, however some obviously gained their confidence quicker than did others.

"A bit scary at first because you don't know what the other drivers are going to do while you are driving".

"It's a lot harder....you've got to look out for a lot more things than I expected.... road signs, pedestrians".

"You're always learning different rules you come across different situations all the time".

1.3 While some students claimed to feel uneasy in the presence of a qualified driving instructor, most of the expressed unease related to occasions when parents were the teachers. Furthermore, personal involvement in a motor vehicle accident, or the involvement of a close friend or relative in the same had, it was claimed, dampened the confidence of some of the students.

"I'd had it learning from my parents....they yell at me especially dad 'cause I'm driving his car ...he doesn't have enough patience"

"I feel more comfortable with the driving instructorI think he's probably expecting me to make mistakes".

"I was really excited to get my learner's and dad took me out in his Commodore to teach me but after my brother's accident I just shrivelled up and said "no way"

2. The Learning to Drive Experience: What was Involved?

2.1 When asked what was involved in learning to drive, most students mentioned having to learn the road rules, having to "read the book", certainly the need to undertake some type of theory component. Usually the need to sit for a test to obtain a learner's permit was then mentioned, and students made comments relating to the relative ease or difficulty with which this could be achieved.

"You have to learn all your road rules then do a test".

"I took the learner's test really seriously...I failed once.....it's not too bad but you've got to know your road rules".

"You study the book...you've got to read it, go for the test. If you get that you hold your learner's for three months then get your "Ps"....then you go for a written test and a driver's test and if you pass you've got your licence".

2.2 Most students appeared to take the learning to drive experience seriously. Most believed that with the right attitude towards the theory and practical components success could be achieved relatively painlessly. That is to say, they could obtain their learner's or their provisional licences after the first or second attempt.

"If you attack it in the right way, just do some research on the road rules and everything like that it should come pretty easily".

"You have to do some study, but if you do that you shouldn't have too many problems".

"It wasn't difficult getting my learner's but I'd read up on it before".

2.3 Whilst students did not complain that the examinations for obtaining learner's or provisional licences were particularly difficult, they certainly did not believe that they should be any stricter. On the contrary, students were quick to point out instances where they thought that they or their peers had been failed because of something petty or for that matter, nothing at all.

"It's not easy... I've heard stories about where they fail you deliberately even if you get it right".

"My brother said to get your "U's" was pretty easy but to get your full licence you'll have a lot of trouble".

"It's pretty hard, a couple of mistakes and out you go".

3. Attitudes to the Current Licensing Requirements and Suggested Changes or Improvements

3.1 Many students suggested that trainee drivers and in fact all drivers should undergo training in learning how to cope in emergency situations, such as the advanced training courses offered by the police. Certainly the need for learner's to obtain as much practical experience as they possibly could prior to driving by themselves was frequently mentioned by many students. In addition, the desire for driver education to be a compulsory part of the school curriculum or at the very least, taught by driving professionals was also mentioned.

"I think that they should have driver training at every school so you know what you're getting yourself in for".

"It takes ages to learn....you need experience and all the theory in the world can't make you a good driver".

"Maybe you could go for your practical test....they could test you with things like handling the car at high speeds or in the wet".

3.2 There was regular comment in the groups about the need for all drivers to undertake refresher courses and to be re-examined say five or ten years after obtaining their full licence. Many students complained about the incompetency of older drivers, particularly those over 50 years of age. It was thought that some of the drivers in this age group had not only forgotten the road rules but were physically incapable of driving on today's roads. It should be noted however, that whilst this criticism of older drivers was forthcoming, the students interviewed also recognised that their peers were involved in many, if not more, of the accidents on the road than older drivers.

"There's a younger crowd and an older crowd. The younger crowd are more wild and they want to speed....that's what's more dangerous....I'm not experienced and not every youngster is 100% experienced. And older people, they're not that quick when their thinking so they risk the lives of other people on the road".

"I think that you should have to renew it your licence all the time".

"It should be stricter for older people like over 60. They should try for their licence again".

"It should be hard to get your "P's" but after about 3-4 years you should have to go for a test again....because a lot of retired people just don't know how to do the stuff".

3.3 Apart from the expected comments about novice drivers unsuspectingly eating liquor chocolates or tucking into grandma's rum wine trifle, most students were of the opinion that it was irresponsible for them to drink and drive and that the legislation in this regard was appropriate and indeed necessary. Some students did admit that they would be tempted to drink and drive and that this would happen in a situation where they "could not help themselves" or "could not avoid it".

"I agree with the alcohol concentration...it shouldn't be any more".

"0.08 is OK I suppose...it makes you think before you go out for a drive how much you're going to drink".

"It's hard with zero alcohol because if you eat a wine trifle or rum balls you get alcohol in your system".

"The alcohol restrictions are good".

3.4 The suggestion that novice drivers should have restrictions imposed upon them with regard to night driving was considered to be both unwarranted and impractical by all students. Such restrictions meant that one could be stranded somewhere late at night with no means of transportation, it was claimed. Most students felt that they would be capable of driving at night even when they first obtained their licence.

"There should be no restrictions on night driving".

"No restrictions on night driving.....I think that it's safer in the middle of the night anyway.

"What would be the point you'd have your licence and you wouldn't be able to use it?"

3.5 In South Australia, a small number of students mentioned that they thought that there should be differentiation between drivers who had obtained their licence driving a manual car versus those who got their licence on an automatic. It was recognised that learning to drive on an automatic car was significantly easier than learning to drive on a manual: different skills were required and the correct use of gears required a degree of mastery, it was claimed.

"I've got a manual at home but I take my lessons on an automatic. After I've got my licence I'll learn properly".

"I think that they should have discrimination between manual and automatic licences because anyone can drive an automatic whereas a manual is harder".

4. Holding a Car Licence For the First Time: How Would You Feel?

4.1 When asked how they would feel or had felt when first holding a car licence most students spontaneously mentioned the freedom they expected would be theirs. There would be no need to wait around for the offer of a lift, no need to rely on friends or family, one would be independent and feel more grown up.

"Makes you feel that you are dependent on yourself for everything you do...like no-one can stop you from doing anything...you're free".

"Instead of hanging around waiting for your parents to take you somewhere you can go by yourself".

"When you get your licence you don't have to depend on public transport or people giving you lifts....if you've got your own car you can go places....I can't wait for 1.5 years to go".

4.2 Spontaneously, only a small proportion mentioned that they would have greater responsibilities once they obtained their driver's licence, but on prompting, most accepted that this would be the case. This added responsibility extended not only to the owner of the car which they were driving but to other road users as well as to their passengers, it was claimed.

"More responsibility.....you have to be more cautious on the road because there's not just you on the road there's other people as well".

"You'd feel responsible towards your friends in the car...you wouldn't want to kill your friends".

"It gives you a sense of responsibility towards other drivers as well as to yourself".

4.3 Some students mentioned that initially they would feel apprehensive about driving on their own and being exposed to different or unexpected situations. These students claimed that it would be some time after they had actually got their licence before they would be confident driving a car themselves.

"It would be difficult the first couple of zones...handling the traffic all by yourself at first".

"If there are people in the car with you you'd get all nervous and make mistakes".

"You're very nervous for the first few times".

5. Perceived Three Main Risks to Novice Drivers

5.1 In the group discussions all attending students were asked to detail what they considered to be the three main risks to new or novice drivers. A variety of "risks" were mentioned by the students as being potentially problematical. Some of these risks could be regarded as of a "personal" nature while others could be seen as "environmental".

5.2 Personal risks related to the behaviour of the novice driver him or herself, situations over which he/she had control such as :

- * the consumption of alcohol
- * speeding
- * being nervous or lacking confidence
- * bending under peer group pressure
- * lacking experience to cope with different situations

"A couple of mates in the back telling you to go faster".

"Worrying about what's going on in the car, not concentrating on the road".

"Losing control because you don't know what to do...you might get into a situation that you don't understand".

"The alcohol...how long it stays in your system and what it does to you".

5.3 Problems that could be classified as environmental risks to the novice driver which were mentioned by students in both states included:

- * other drivers generally
- * other drivers who had a poor attitude specifically towards "P" or "Learner" drivers
- * driving conditions such as rain or fog or darkness
- * poorly built or maintained roads

"Other drivers....people zoom right up behind you and honk the horn and they think 'keep away from her she's a learner'".

"People who are going fast all the time...they don't think that they are going to cause an accident but they do".

"I'm more worried about what other people are doing than what I'm doing...you know that you're not over the limit but the guy in front of you or behind you might be".

"Late night driving and heavy traffic that's what would worry me".

6. Perceived Three Main Risks to Drivers With 12 Months Experience

6.1 Students in the groups were asked what they thought would be the main risks to drivers with 12 months driving experience. It should be noted that very few students actually had their licence and that none had been driving for 12 months or more, hence this line of discussion relied upon their observations and hearsay rather than personal experience.

6.2 Many students believed that the risks to drivers of 12 months standing were the same as those for their less experienced counterparts. It was claimed however that these more experienced drivers were likely to exacerbate the situations they found themselves in by being over-confident.

"You feel more confident then and you take it easier....you can loose concentration at any time".

"Being over confident...they start thinking I know how to drive".

"It could be a bit easier after a year because you think that you know how to handle a car... you might take it a bit easier and take a few more risks".

"You're probably more of a danger because you're used to it all and you think that you're really good.

6.3 Other potential risks to these motorists, mentioned by the students, were really an extension of this feeling of over-confidence and included:

- * the consumption of alcohol
- * speeding
- * showing off and performing to one's peers

"Your mates in the car with you...showing off to them...going too fast".

"Drink driving...you think that you can take it".

"Being over-confidentlike when you know the roads really well...getting drunk and thinking that you're not going to get caught".

"The police aren't watching you as much and the fines aren't as much so you speed a bit more".

7. Situations Which Were Perceived to be Problematical for Drivers and Experience With These Situations

7.1 Students considered that environmental factors (both natural and man-made) and other drivers were equally potentially problematical for drivers. It was a matter of judging each situation individually as it arose.

7.2 In terms of problems that could be classified as naturally occurring environmental factors, the students mentioned such things as:

- * rain
- * fog and sleet (considered to be a potential problem to a greater extent by the South Australian students interviewed)
- * night driving, particularly when visibility is further obscured by either rain or fog
- * at sunrise and at dusk when driving into the sun

"Sunset...it's not dark and it's not light it's sort of in between".

"In the hills because we suffer badly from fog".

"When it's been raining heavily".

7.3 Potentially problematical situations that could be classified as environmental but were man-made were considered to include:

- * peak hour driving
- * holiday traffic
- * city driving (particularly if this was an unfamiliar environment)
- * roundabouts and sharp corners
- * poorly maintained roads
- * highways and freeways

"The streets that aren't good...the bumps and rough bits".

"In the city if you didn't get your licence there".

"Crossroads.... one driver is expecting another to give way".

"Peak hour....always being stopped at traffic lights...always being rushed..it would be so awkward at those times".

"The highways because it involves people speeding".

7.5 Of course potentially problematical situations also arose for no reason other than because of the behaviour of other drivers. Drivers who drank alcohol, who sped, who took risks or showed off to their friends, who were considered to be too old to drive safely were all potential causes of accidents, the students claimed.

"Friday or Saturday night is the blokes' night out...they're all together and have a drink or two and then they go stupid".

"They are a potential hazard those old people...the very old people because their reactions are slower".

"People who drink....it makes you feel more tired and over-confident but you're slower".

"People who take stupid risks for one reason or another".

7.6 Some students claimed that they had personal experience in these types of problematical situations, however most relied on stories related to them either by friends or relatives. Fortunately, only one or two students had actually been involved in serious accidents and this had, they claimed, left an indelible mark on them and their attitudes towards driving.

"We were coming down and there's a roundabout and a car came down and wiped out half of our car. It taught me that you should not rush...even when you have the right of way you should be wary that someone could come through".

"It was raining and there was an island in the middle of the road. Some bloke stopped right in the middle...one bloke in front of us saw him and braked and skidded. We braked as well...were skidding as well and we hit the back of him".

8. Perceived Main Factors in Road Accidents and How They Might be Avoided

8.1 The potential causes of road accidents cited in Point 7 were also considered by the students to be the major causes of motor vehicle accidents. The natural environmental factors such as:

- * heavy rain
- * fog,

as well as the man-made environmental considerations such as:

- * poor roads
- * peak hour or holiday traffic

were believed to be the main cause of many accidents.

"Stopping in the wet...skidding and getting out of control".

"Roads that are full of holes...gravel and loose surfaces".

8.2 The behaviour of other road users was also a major cause of accidents, it was thought. Drivers who drank and drove, who sped, took risks, were lacking in confidence or who were over-confident, or were generally careless when they sat behind the wheels of their vehicles, were as much to blame for road accidents as were the environmental factors, it was claimed.

"Other crazy drivers are half the problem".

"Old people who drive too carefully".

"Patience...if you take more patience you'd be more safe".

8.3 It was felt that many road accidents could be avoided if:

- * roads could be improved
- * drivers were less impatient and did not take risks
- * drivers were more competent and had the appropriate skills to drive
- * drivers did not drink and drive

The students did not believe that there was a broad-brush solution to the road toll.

"You've got to watch out for other drivers...it doesn't matter how good a driver you are you've got to watch out for the other dickheads on the roads".

"You can't get too over-confident or you'll end up in a tree".

"They need to keep the road conditions good".

"It's just common sense like knowing you've got other people in the car and that they are your responsibility".

9. Perceived Effect of Specific Behaviours on Driving Ability

Alcohol

9.1 All students without exception, recognised that alcohol had a detrimental effect upon the capabilities of a driver, particularly a novice driver. The most likely effect of alcohol on a driver was, according to the students, a reduction in reflex time and an inability to judge situations correctly.

"You become over-confident with yourself and do things that you would not normally do if you were driving".

"It slows your reactions...you can't judge distances and speed".

"Lack of concentration...they (people who drink and drive) are not interested in what they are doing".

"It changes the way you react...it makes your reactions slower".

Some students mentioned, in the context of discussion on the effects of alcohol on driving behaviour, that the temptation to drink and drive was ever-present. It wasn't fun to go to a party and not drink: everyone drank when they went out it was the thing to do even if you were driving.

"You enjoy drinking, you have fun when you're drinking...if you don't drink then it's not fun".

"You don't have to drink but sometimes you can't help the situation".

There was some confusion in the minds of many students as to the number of drinks that could be consumed before one was affected by alcohol. Students were generally of the opinion that if they felt all right they were not drunk and they were capable of driving. Furthermore, whilst most were aware of the BAC limit in their State, most were unsure as to how many drinks over what period of time actually constituted this amount.

"It depends on whether you're a heavy drinker or not. If you're a light drinker then it's only going to take you a couple of pots to over 0.05".

"You can have a glass every hour I think but it depends on what you're drinking".

"0.025% is taken out of your body every hour".

"I don't know what you can drink to reach it (the BAC limit)...most people say that it is different for every person".

Whilst most of the students did not subscribe to the theory that coffee, food, vomiting or exercise could minimise the effect of alcohol on the body, there were some who certainly did and who were prepared to try such remedies.

"Once you put alcohol in your system there's nothing you can do about it".

"It takes time...the only thing is to stop drinking, have a few glasses of water or coffee and sit around for a couple of hours".

"I've been wrecked but I've been straight as a pin after I've spewed up".

"Milk works...drink it before alcohol and it makes you feel less drunk".

Night Driving

- 9.2 It was generally agreed that driving at night required more skills and greater concentration than did day-time driving.

The students mentioned that there was a greater chance that a driver would be tired and lacking in concentration in the evening, hence their chance of being involved in an accident was higher. Furthermore, the driving conditions at night were more difficult, the students claimed: it was often difficult to judge distances and the lights of the on-coming cars could blind a driver.

"It's night driving: more difficult because you're concentrating on driving and everything is dark all around you".

"You can be blinded by people with their high beam...say like when you are 100 meters in your car and you are supposed to dip your headlights and the other car doesn't dip his headlights you get blinded by the light".

"You have to be more alert...if you have someone there to talk to you and someone who you can swap the driving with".

"You have to be able to judge things distances....because it's different at night".

"At night it's pretty distracting with all the lights".

Peer Group Pressure

- 9.3 The students recognised that for them, peer group pressure was a potential risk when they were driving. They had been in vehicles and seen at first hand what the effect of such behaviour had been on the young, inexperienced driver. Indeed some admitted to have been a part of the "cheer squad" or "hecklers" in the past.

Peer group pressure, whilst acknowledged to be a dangerous force on the novice driver, was also accepted, albeit reluctantly as part of life: it would happen at least once or twice to the novice driver. Most students claimed that they would, if necessary, tell their distracting passengers to be quiet or to get out of the car and that they would not put up with such behaviour when they were the driver.

"I wouldn't cave in under that sort of pressure...I'm not losing my licence for them".

"That's the worst (having your friends in the car). I haven't actually done it but I know people who have...because they like having music on loud and they're yelling and arguing".

"If they're going to be distracting you and you feel responsible for them you would chuck them out of the car and then you are not responsible for them".

"Everyone does it once...everyone has tried it before...I've tried it but it doesn't prove anything".

"At the start when you're a youngster when you first get your licence and then for a year or two you have your hot cars and do wheelies and things in front of your mates...as you get older you get wiser".

10. Driver Education: Attitudes to What Was Available and Suggestions for Change

10.1 Students in both States felt that driver education should be made available to all students of driving age. It was thought that via the school system potential drivers could be given an excellent grounding in the road rules and safe driving practices even if they did not actually get their licences.

"I think that a school course would be really good if it was compulsory...and you should have to pass it".

"They need to make it (pre-driver education) compulsory before you get your licence".

"We have lessons after school....half an hour once a week for three weeks. We go down to the driving centre and drive down there and learn the basics".

10.2 Most students were dissatisfied with the comprehensiveness of the courses currently provided by schools and technical colleges because of what they perceived was:

- * their lack of qualified, competent teachers
- * the small amount of hands on, practical driving experience permitted
- * the large proportion of theory included

In addition, students felt that driver training should be free, regardless of where it was conducted.

"You could have all the theory side of it at school but when it comes to put it into practice that's where you lose out".

"If the teacher was a qualified instructor and not just a teacher it would be better".

"We had a couple of periods of theory each day (during the course) then we went out and practiced what we had been taught".

11. Recall of and Attitude Towards the Young Driver Survival Kit

11.1 Students who attended those schools where the Young Driver Survival Kit had been included as part of the driver education programme, were asked what they recalled about 'The Big Gig' and 'Road Worrier' videos and what they thought the main message of each had been.

11.2 Following prompting, the students recalled having seen 'The Big Gig' and 'Road Worrier' videos, even if they had been but two of the number of pieces of visual stimuli to which they had been exposed. At the spontaneous level, neither video was viewed particularly positively by the students. Both, but more particularly 'Road Worrier', were considered to be childish in approach and more suited to a younger audience, it was felt.

"Martians and meteors.....a bit far fetched (Big Gig)".

"It ('Road Worrier') was pathetic....a bit low for our age group".

"It (Big Gig) got the point across but in a childish way".

11.3 The three themes of 'The Big Gig':

- * the effect of alcohol on driving skills
- * the effects of peer group pressure
- the requirements of night driving,

were recalled by many of the students, most of whom conceded that they were important points to stress to the learner driver.

"It gave across the message about drink-driving and driving at night".

"It was just a slightly different way of getting the message across".

"It made you more aware".

11.4 The extent of recall of the main message or theme of 'Road Worrier' was considerably more restricted than that for Big Gig. The students generally agreed that the video emphasised safe road behaviour, however beyond this rather general message there was nothing specific they could remember.

"Just safe driving...generally showing different aspects".

"It went on and on...it was boring".

"They were saying how long it took to get these (driving) skills".

**The Qualitative Research:
Stage Two**

1. Recall and Discussion of Driver Education Undertaken Since Previous Researcher's Visit

1.1 At the spontaneous level, most students recalled having seen "one or two" videos which specifically related to driver education following the researcher's last visit to the school. Some students also mentioned that they had undertaken an assignment on some aspect of driver training, had had some practical driving experience or learnt about basic car maintenance.

"We learnt about some of the components of the car...different systems in the car".

"Two videos....Big Gig and 'Road Worrier' and some theory notes".

"In our elective there was this thing here you could go off and do at the road safety centre .. you go down there and they tell you a couple of things about road safety and you watch a few videos and if you're lucky you go on the simulators and then walk around the course and get all the signals and stuff explained to you".

1.2 Spontaneous comments made by the students relating to the two test videos were mixed, but they erred on the side of criticism. It was not so much the message that came under the scrutiny of the students but the presentation of the message that was criticised. Many students considered the presentations to be childish and stupid, best suited to a younger audience.

"They showed us some stupid videos...like cartoons they were...they were aimed at people who wouldn't have their licence yet...like 8, 9 and 10 year olds and like we're 16 and 16".

"They [the videos] were pretty useless really...the police videos were better...you remember the gory bits because that's the stuff that scares you".

"It told you that you're not going to be a perfect driver after a couple of weeks or overnight...you have to wait a couple of years or longer than that".

"It [the video] helped me to be a better driver...about night driving it's harder than day driving and about alcohol".

2. Recall of and Attitudes Towards 'Road Worrier'

Background

- 2.1 In each of the group discussions, the students were asked to recap what they recalled about the 'Road Worrier' driver education video. This initial discussion was then followed by a more detailed analysis by the students of the message of the video as well as attitudes towards the central characters and the means of presentation.

Spontaneous Recall

- 2.2 At the spontaneous level most students were easily able to recall the focal points of this particular video. There was a high level of recall of the need to obtain driving skills and the difficulty with which this could be achieved. In addition, some students were able to discuss individual driving skills in more detail, particularly with regard to the length of time each took to master.

"They talked about skills...awareness, basic procedures and judgement".

"First time he'd learnt basic skills and he had a stack then the second time he was over-confident and the last time he hit a chicken truck".

"Just talking about how long it takes to get their driving skills; and you can't get them quickly".

Recall of the content of the video was also particularly high. Students spoke about "a guy" or "Neil" trying to get his driving skills or "getting them out of a box". Some students also mentioned the inclusion of robots as the purveyors of specific driving skills. Some went further and discussed the inexperience of these robots: that they were only skilled in one specific area.

"There was this guy called Neil and he didn't have enough driving skills and he tried to get them out of a box in a garage".

"One incident was when one of the robots was driving and they nearly hit a car because they were going too fast around a corner. And the last one was where one robot was passing a car and it wouldn't slow down and they ended up crashing".

"It was about this guy who got his licence and who couldn't drive properly...he got a couple of robots to help him drive and they scuffed it up...he didn't have judgement".

Recall of the specific driving skills discussed in 'Road Worrier' was not as forthcoming at the spontaneous level as were the antics of Neil or the robots. Indeed, some students claimed that they had "switched off" because they felt that the approach of the video was too childish.

"A dude who wanted to learn how to drive...I don't know it was all too weird for me".

"They had those robot things...they were stupid..they taught us things but the approach wasn't all that good".

Understanding of the Communication of 'Road Worrier'

- 2.3 The majority of students were clear on what had been the main message of the 'Road Worrier' video. It was claimed that the communication related to the learning curve associated with driving a vehicle. Whilst many students could not recall all three driving skills discussed in the video, they were well aware of the fact that they took years rather than days to acquire.

"You can't get your driving skills overnight it takes about 7 years".

"You can learn to drive the car, change the gears and all that in the first 3 or 7 months and it tells you the stages...like you think "Oh great I can control the car!" but you get over-confident. It shows you that you're not experienced and that it takes a couple of years".

"Don't rush it...you can't learn everything in a few days it takes years before you can do everything properly".

"You can't buy your skill it takes time. You can't jump into a car and know what is going on straight away you need different skills".

Attitudes Towards the Communication

- 2.4 Attitudes towards the communication were positive with many students claiming that the message was credible. Furthermore, it was obvious that many students had not previously considered the learning curve involved in acquiring specific driving skills.

"You can't just start driving down the street because it's not as easy as that".

"I didn't realise just how long it took to get all those skills".

"When people get their licence they think that they will be able to drive easily but when they get it it's different...it's much harder".

Attitudes Towards 'Road Worrier' Overall

- 2.5 In the main, students reacted positively towards the message or communication of 'Road Worrier' but very negatively towards the method of presentation.

The slices of life with Neil attempting to do a three point turn, of his overall nervousness and of his desire to immediately become a proficient driver were easy for the students to relate to: indeed some claimed to have been in such situations already.

"I liked the start of it when everyone was saying park over there and he was saying "Oh no not a three point turn"...it was really good because that's probably how it would be".

"I thought it was really good because they focussed on a young kid who had just got his licence and I think it was better than having an old person driving around".

"It made me more aware...it's just different to getting in the car and starting the motor and just taking a ride".

The vast majority of students interviewed considered the video to be condescending and boring in its approach. The humour, it was claimed, was far more suited to a younger audience of pre-driving age students.

It was felt that the video lacked any sophistication in terms of its science fiction presentation. The students were very familiar with science fiction movies, most of which were considered complex in terms of their special effects. Whilst there were no specific requests for more or better effects, it was obvious that the 'Road Worrier' video was not up to the standard that the students were used to.

"I reckon it was a bit sarcastic...it was made to a younger audience...they could have made it a bit more mature".

"It wasn't well made....it was a backyard job like a home video for 4 year olds".

"Oh I wasn't really thinking about the message they were trying to get across...I was thinking "Oh my God what is this?" It was pathetic".

"I watched the first 5 minutes and then I switched off...you watch it for 5 minutes and then you think this is rubbish and start talking to the guy next to you".

The use of robots was also criticised by many of the students mainly because the ones depicted were very "primitive" compared with those in videos and movies. The students were used to creatures which were far more complex and unique: robots such as the ones featured in the 'Road Worrier' video were very "basic" and associated with the early science fiction of the 1960's, it was claimed.

"It was tacky.....it was kinda put forward as like about pre-school age kids..it wasn't for our age group".

"Those robots were for play school".

"It was amusing but it didn't make much sense...the robots made it a bit stupid".

Attitudes Towards the Central Character Neil

- 2.6 The word most frequently used to describe Neil, the central character in 'Road Worrier' was "Nerd": the students believed that Neil lacked any intelligence. However, a small number thought that they too might behave in a similar fashion; the difference was that Neil's stupidity was "over the top", it was claimed.

"I thought he was a nerd, trying to buy driving lessons...trying to learn how to drive by buying ones and not experiencing it".

"He was a bit of an idiot to go round paying for robots...after the first one I would have learned".

"The characters they had were just too over the top...if they'd had someone a little bit more down to earth it would have made more sense".

3. Recall of and Attitudes Towards 'The Big Gig'

Background

- 3.1 As was the case with the 'Road Worrier' video, 'The Big Gig' video was discussed with those students who had been exposed to it during the test period. The order in which the two videos was discussed was rotated from one group to the next so as to minimise order bias.

Spontaneous Recall

- 3.2 The students had very little difficulty recalling the content of 'The Big Gig' at the spontaneous level, and were easily able to relate the major events. Some claimed that the video was "just as stupid" as they believed 'Road Worrier' had been, however it was evident, even at this early stage of the discussion that Big Gig had not been as negatively regarded by the students as 'Road Worrier' had been.

"It was about 2 martians and they crash landed on this house and there was this rock group and Neil was in it again and they had to drive...and everyone had a turn at driving".

"One bit was where he was driving too fast and he was trying to overtake around bends and another one was where she was tired and then one where he was affected by alcohol".

"The martians viewed each each member and how they performed as a driver and decided who was the best driver and the problems of their driving".

Understanding of the Communication of Big Gig

- 3.3 The students were, in most cases, easily able to identify the main message or communication of Big Gig without any prompting from the researchers. Whilst not all students could isolate each of the three themes discussed in the video, all were familiar with them when they were mentioned by their peers.

"It talked about driving skills...night driving, drinking and driving and peer group pressure".

"It was about a group of kids and the peer pressure when driving

The three areas of communication that were mentioned by the students were:

- night driving
- peer group pressure
- * drink driving

The understanding of the main message regarding night driving related to the need for practice in semi-dark conditions as well as in complete darkness and the stressing of how difficult night driving was or could be for the novice. In addition, the importance of recognising that one was tired, of pulling off the road and if possible, letting somebody else drive, was mentioned by some of the students.

"...night driving...not to take any risks..like if you're tired just pull over and let someone else drive".

"Night driving...it's more difficult than driving during the day".

"It said that you should get practice before going out really late at night...in sort of dusk situations".

Understanding of the main message with regard to peer group pressure was widespread across all group discussions. Group attenders recognised the importance of not being influenced by their peers whilst they were driving. It was a temptation to show off, particularly when there were members of the opposite sex involved, but this along with the driver's lack of experience were a recipe for disaster it was claimed.

"It spoke about driver skills and the ability to perform with your peers around...and just ignore the distractions".

"Peer group pressure.....take your size, don't speed and don't let them push you into things that you don't want to do".

"...peer group pressure...you shouldn't have any distractions and ask your friends to leave if they are sucking up in the back seat".

The message relating to drink driving was immediately recognised by the students. Whilst the theme of this particular message was familiar to most, the possible effect of just one drink on a driver was new to many students.

"You shouldn't drink at all if you're driving....even the smallest bit will affect your driving...affect your awareness"

"It didn't go into too much detail it just said a little bit alcohol affects you and makes you uncoordinated".

"How long alcohol stays in your blood for a certain time and you can't get it out quicker....any influence of alcohol doesn't matter...if it's one little glass or ten glasses it still affects you".

Attitudes Towards the Communication

3.4 Overall, the students considered the communication to be credible. Furthermore, many claimed that they had actually learnt something while watching 'The Big Gig'. The two pieces of information that were "new" to many of the students were:

- that night driving required skills over and above those needed for day-time driving
- * that even the smallest amount of alcohol affects a driver's reaction time behind the wheel.

"Most of it was common sense...that bit about night driving was new for me".

"...night driving...it said that you needed different skills...keeping awake and that".

"Drinking...any amount...it hampers your normal skills.

Attitudes Towards Big Gig Overall

3.5 Overall, the students' reaction towards 'The Big Gig' was mixed, however positive comments generally outweighed the negatives ones.

Most students considered that the video successfully got its message across and had, as previously mentioned, taught them something new about driving a car. It was also thought that it reinforced what many students already knew, for example: the importance of not drinking and driving, and the need to resist the temptation to show off when one's peers were in the car.

"I suppose it just reinforced what I already knew but it makes you a bit more aware of it so it's good in that way".

"It was good in that it showed you what may happen and what not to do when you are going to drive".

"It got the message across all right....it showed you what could happen and what could happen if you did the right thing".

The primary criticism was that the video was immature in its approach and possibly more suited to a younger audience. This criticism was also directed at 'Road Worrier', but students were not as scathing in their comments about 'The Big Gig' as they had been about the other video. The use of aliens did little, it was claimed, to present a mature perspective to an adolescent problem.

"It was boring and stupid...it was aimed at 12 year olds the way they were dressed. When he said that he was going to blow up the world it didn't make sense...they should make films more realistic...they're aiming at future drivers".

"I thought the martians were really stupid...martians aren't really going to get the point across...I won't take a martian seriously".

"The message was OK but there was too much other garbage interfering....sort of hiding the facts".

"I found it difficult to take it seriously because they had the aliens in it and all that...skill-wise it was alright".

4. Suggested Changes and Improvements to 'Road Worrier' and 'The Big Gig' Videos

4.1 The students were asked for suggestions for changes which they felt could be made to either of the videos they had seen. Many students were forthcoming in this regard, believing that both videos were in need of improvement.

4.2 The suggestion that was most frequently mentioned by the students, particularly with regard to the 'Road Worrier' video was that it should be targeted more closely to their age group and should be more sophisticated if the science fiction approach was going to be retained.

"Stop treating us like kids....if we're old enough to drive a car we should be treated like our age".

"It should be more serious...at least you would find out something about it...this way you just sat there looking at it...like I don't believe it".

"It ('Road Worrier') was kid's stuff...like one of those movies you see at the life education centres".

4.3 Some of the students felt that a totally different approach was warranted if the videos were to achieve their aim. Many suggested that they would be more interested if the videos had been presented in a "true to life" way: if they had shown real life situations and people in different situations.

"I think a better way of going about it would be to say follow a teenager and the steps of a learner driver".

"They should show what happens fully...like with drink driving and having a crash or whatever...like people are killed and all that sort of stuff...they just showed you in that Big Gig like you had another chance".

"It would have been good if instead of the martians they were going for a job or something and they had to know how to drive properly for the job".

5. Perceived Three Main Risks to Novice Drivers

5.1 As was the case during the first visit to the schools and colleges, the students were asked during the course of the discussions what they considered to be the three main risks to novice car drivers.

5.2 In the pre-exposure stage of the research the risks mentioned by the students were categorised into two broad groups:

- * personal risks (ie the behaviour of the novice driver him or herself)
- * environmental risks (ie conditions that were beyond the control of the driver such as weather or road conditions)

In the post-exposure stage, in contrast to the initial research phase, the risks mentioned by the students were mainly of a personal nature. That is to say, the students were more likely to consider that risky situations were within their control on the researcher's second visit than on the first.

5.3 The personal risks cited by the students were not dissimilar to those mentioned on the researcher's first visit, namely:

- * the consumption of alcohol
- * lack of hands-on driving experience
- * being over-confident
- * peer group pressure

"Peer group pressure...being pressured into something you don't want to do".

"You shouldn't go to places too early...you should go when you are confident enough".

"Not knowing the rules and the situations...like you get taught some things but it's never enough".

"Drinking and driving...the temptation".

6. Perceived Main Risks to Drivers with 12 Month's Experience

6.1 Once a person had held his/her licence for 12 months the students felt that the main risk to him or her was him/herself. The driver was likely to be over-confident, to take stupid risks and to be swayed by peer group pressure in its various forms.

6.2 The risks the students felt that drivers of 12 month's standing were most likely to take were:

- * speeding
- * showing off to friends (doing wheelies and the like)
- * driving when one was tired
- * drinking and driving

"Drinking..... when you're old enough to get rid of your plates you're old enough to legally drink...so you could go out to a party, take your car with you..decide to drive and have a crash".

"Overconfidence....thinking "now I can drive, no problems at all".

"Speeding and showing off to friends in the car because they want you to do all these stupid things".

7. Driver Education: Suggested Changes and Improvements to What Was Available

7.1 At the close of each of the group discussions, the students were asked for their suggestions regarding the provision of driver education for their age group. The researchers asked the students if they were satisfied with the current methods of instruction and whether or not the schools, traffic authorities or other bodies could be doing a more efficient job in this area.

7.2 It should be remembered that on the initial visit to the schools the students were asked a similar question and that their response had generally been that driver education should be made available to all students of driving age, preferably free of charge. The students' attitudes in this regard had not changed, in that all, without exception, wanted driver education to be provided for their age group by qualified instructors and not necessarily their teachers at school.

"They should have a course available at school for people who want to learn the rules".

"They should have more standardised lessons at school and at least twice a year".

"It shouldn't be your school's teachers teaching you to drive...because you think "Oh by God it's so and so" and they give you a hard time during the lessons".

7.3 Other suggestions that were made by large numbers of students included:

- more practical instruction particularly in problematical situations such as the wet, at night and on gravel surfaces
- * realistic videos and training materials that show real life situations

- * testing of drivers in different weather conditions and on different road surfaces
- * exposing people who have been involved in accidents or who have been penalised for one reason or another to novice or learner drivers

"You'd listen to people who've had accidents....people who have been out yahoing and realised how dangerous it can be".

"Show some things that do happen to people who show off...like it might be a bit frightening but some of them do end up in hospital with a few fingers less".

"When you go for your licence they should have different sections like wet sections, a gravel surface and pot holes".

"More practical experience...instead of having just one day driving".

**The Teachers:
Stage One**

1. Size and Nature of the Schools Included in the Sample
 - 1.1 The schools visited by the research team ranged from quite small - 280 students - to, in two cases, schools with a roll of 1,100 students. The median size was 750 pupils.
 - 1.2 However, few of the students in any of these schools were receiving road safety or driver education lessons, unless, as was the case in three schools, the subject was compulsory for Year 11 or Year 12 students. Generally for this to occur, the topic was integrated into another program such as "Pastoral Care" (and the driver education component was a small proportion of the program) or the program was limited to a small number of lectures.
 - 1.3 For the majority of schools however, numbers involved in road safety or driver education were limited by the availability of cars for practical experience, by the number of staff or visiting lecturers (eg police) with time to allocate to the area or by the availability of time for up to 16 pupils at D.E.C.A. in Shepparton.
 - 1.4 The median number of students involved was approximately 50 per annum. These came from Years 10, 11 and/or 12.

2. Status of Driver Education as a Subject in the Schools

2.1 In two of the schools visited, there was no program at all, in 1989, in driver education or road safety. In three schools, the subject was compulsory, generally integrated with other subjects, or as a small number of lectures. For the remaining schools, the subject was generally elective, the staff numbers and facilities limited and the number undertaking the subject, small.

"There's no road safety program in the school at the moment. The police come in at the beginning of the year and give two lectures to Year 12 students here".

2.2 As an elective subject, driver education was often 'blocked' against mathematics or science, precluding students with definite career paths in these areas. It also competed against a wide range of other electives for the students' time.

"It's elective, it competes with numerous options, for example, phys. ed., business studies, geography, history, science etc.."

"They choose from a range of what are called 'Enrichment Subjects'. I take a course for 3-10 weeks, I take four students for a course, for 2 lessons. Four lots of four kids, 16 in total".

"It's an elective and unfortunately it's blocked against maths and science subjects, so those who have a definite career path that way are precluded from doing it. Many want to do it, few can. If it was blocked against the arty crafty subjects, typing or whatever, it's all to do with blocking constraints, so we've had seventeen students. We started out this year with thirteen and so many have left already, we're down to seven now".

"An elective, three periods a week, lectures, no practical, all theory".

2.3 In some cases, when these topics were included in the 'Pastoral Care' program and were therefore compulsory, all of the Year 11 or Year 12 students received at least one lecture in this area.

"There is a 'Pastoral Care' program which provides time for students to be involved in driver education. We have two sessions set aside each week for Pastoral Care".

"I try to push sixteen kids a year through practical, plus theory which is four lessons a week for approximately one semester, approximately, thirty-six students a year".

"Don't run any but are looking at running it next year for Year 10's, as a camp up at D.E.C.A. in Shepparton".

2.4 The teachers within the Victorian schools were conscious of the new curriculum for the State, which apparently did not include driver education or road safety. The teachers were concerned that this was a retrograde step.

"V.C.E. has fixed it in terms of killing it, because it came outside of the curriculum, so there has to be a complete change by the Ministry before we can get anything (driver education program)".

"Started out this year in Year 12, two classes of 21-25 students, they've now faded down to about fifteen. There's thirteen doing it from Year 10. There'll be no Year 11 because we are going on to V.C.E. and Traffic Education is not a part of V.C.E. So now Years 11 and 12 are finished".

3. What was Actually Undertaken in Driver Education Lessons

3.1 The driver education teachers all stressed the value of practical experience in driver education lessons. Where cars were available to them, practical exercises were entered into by small numbers of students. The importance of this practical exposure was such that some of the teachers were working outside of the normal school hours to ensure that students could participate.

"The kids catch the bus down to Oaklands Park Driving Centre, each year two groups of twenty. Four afternoons, they get about one and a half hours down there, about six hours each in total".

"They get one hour of theory and then do the driving. One hour's theory then three students drive for half a day with me and half a day with Ross".

"We take three students out in the car for a double period. Unfortunately it's all during my own free marking correction time and the powers that be won't listen to anything else of course".

"Because we only have two lessons I try to get as much in-car instruction as possible and I do a bit of theory work in the beginning. But most of the theory I do in the car in relation to the practical work, so rather than just having discrete theory lessons and practical lessons I try to integrate the two".

3.2 Outside agencies were sometimes employed to provide or assist with practical lessons in driver education. In Adelaide, school holiday training sessions were available and in Victoria, D.E.C.A. in Shepparton was a valued source of training. However, the full potential of these facilities was realised only by a few students: cost was a major constraint for most.

"The other program we offer is in conjunction with one of the Health Agencies, they sponsor driver education training during school holidays and we have a number participate in that. It's about a \$70 fee for two and a half day program of theory and practical training. It was sponsored originally by the police...and now subsidised by Mutual Community...any kids, as long as they have "A's" may attend, provided they can pay. I'd say out of 100 in Year 10, probably three or four, at most six, would do the course".

3.3 Theoretical lessons covered a number of issues such as mechanics, buying and selling a vehicle, road laws and so on. Whether an elective or core subject, the teachers appeared to attempt to provide as much as possible in tuition, in the available time. In one school, where driver education and road safety was a compulsory subject, students attended approximately forty sessions, yet the teacher felt that students in electives could "go into more detail" because the elective students had four or five periods a week.

"The compulsory tends to be more on driving, some courses you can do social issues, pollution and all that side of it, public transport versus private etc., but only having one period a week we tend to go through all the correct driving procedures, maintenance, then we go into the road laws, units on drink and driving, drugs, alcohol, that sort of stuff. Economics of say buying and selling a car. So over about 40-50 sessions in the year we just try to cover the important things. Whereas the 'electives', they can go into much more detail, because they've got five periods a week. But ours tend to be biased towards driving and cars rather than the whole driver pre-education".

"A series of lessons, maintenance, components of the car, things to look for in a vehicle inspection to make sure that things aren't falling off and the mirrors are right, where to check the water levels, fluid levels etc. Jacking the wheel up correctly to change the wheel. That's done as a theory lesson backed up by a video which is the "How to Drive" series. And it's done by practical as well. So they all get a chance to do it, they've got a check-sheet to walk around the car. Then they move on to the physical and mental requirements of a driver".

3.4 The Victorian teachers felt that the opportunity to visit D.E.C.A was an excellent one, but limited by cost and space availability. Nevertheless, it was important training and for one or two schools, the only available to their students.

"We take sixteen out to D.E.C.A. for a week. That's the only training they get. Obviously they get a real benefit out of the practical...".

4. Attitudes to Driver Education Training in High Schools

4.1 The teachers were all of the opinion that driver education or road safety lessons were particularly important to pre-license and early-licensed drivers. A number of them discussed this in terms of statistics:

- * age of those involved in road crashes and the disproportionate numbers of young males
- * the cost of reclaiming injured lives compared to the cost of providing road safety training

"I'm vitally interested in driver education. I have been for the last eight years and I initially got the Driver education courses off the ground here, not only here but in four other schools in Bendigo as well....Personally, I view it as being a critically important subject for the kids. I believe it should be totally 'core' at at least Year 10. I know on the new V.C.E. framework, it's not..."

"taking accidents as an example, your three main causes which in round figures is 80%-90% of accidents are your environmental causes, which is about 20%-30% and your vehicle which is about 10%-20%. Millions are being spent on the environmental, many millions in research on the vehicle, and I think the figure is \$1 million a year for the (driver education) unit. Their wires are completely short-circuited. The major cause, which is the human cause, is being neglected".

4.2 The teachers realised that they were not able to teach much more than basic skills in driving, and basic awareness of the mechanics and social aspects of driving a car. However, they also felt that they were attempting to develop responsible attitudes and that, in fact, these attitudes were more important than basic skills, since they determined a number of aspects of driver behaviour.

"...that's what you're doing, you are not teaching a student how to drive so much as teaching a correct attitude. If you can distill safe attitudes, caring attitudes, I think that's the best we'll get out of trying to teach them road laws".

4.3 Since driving was one thing which almost all students would do, the teachers were very adamant about the need for road safety lessons at school.

"I think it's one of those areas where every student in every school should do it. I think that's their biggest gap. It's one of the two things we know all our students are going to do when they leave school - drive a car and be parents. And it's one of the things we don't teach kids, or don't teach it effectively".

"I'd say there are massive gaps at this school. It's certainly not seen as a priority. It's a tacked-on thing. I even get the impression when the police come in to see the Year 12 students, there are some teachers who see that as an interruption rather than an essential part of the curriculum".

4.4 In particular, those students in Year 11 were seen by the teachers as being "car-mad", and ripe for lessons in safe driving practice. Thus, it was doubly important during the Years 10-11-12, to provide students with good survival skills and attitudes.

"About this time...Year 11's seem to get almost obsessed with driving - we get lots of new cars coming in about this time, where they pick up old bombs or whatever and one of the real problems we get with Year 11's at this time, is they start disappearing at lunch-time - their new-found freedom and their cars become a big obsession...it peters off next year. Year 12 it's not such a problem".

5. Suggested Improvements to Current Materials/Programs

5.1 There were a number of ways in which driver education in schools could be improved, the teachers felt. However, for some of these teachers, the most important thing was to have driver education/road safety accepted as a core subject, rather than an elective.

"I want traffic safety as a core subject, even if only for one semester. We need a car, then we could swap learning about it, for 'hands-on' experience. Do what we can to correct driving habits, pre-road".

"I think the Ministry should be directing that it be a compulsory subject, start in primary schools and carry right through".

"In Victoria, or even nationally, I would like to see it as a core subject. Now we're fighting, and I mean fighting, at ministerial level to get staff at the Geelong Traffic Safety Centre, which is the off-road campus about 400 metres down the road, but we're being told consistently, 'oh, you're in excess, staff it with your own excess'..".

5.2 A lack of trained staff and a lack of firm policy within schools on driver education was also mentioned as a shortcoming by a small number of teachers. In particular, the lack of trained staff was bemoaned, since it was seen as important that the students be taught by road safety specialists rather than 'spare' teachers enrolled for the subject in an ad-hoc fashion.

"Generally, across schools we have a lack of trained staff, we also have a lack of policy...because if we are really serious about...reducing road tolls, changing attitudes and improving kids' driving skills...and if the Government was really serious about it, then I think we should have it incorporated into every school curriculum and it should be core. I think we should have more trained staff. We are often in a situation where someone leaves with a skill, then there's a staff shortage of trained instructors and the whole thing falls in a hole..".

"It would be good to have two teachers involved in it so that you could have a practical component operating quite separate from the theory, it would bring a lot more kids into it and make it really strong..".

5.3 More and more up-to-date resources were also needed, the teachers felt. In particular good, modern videos which reflected the teenager environment of today, were singularly scarce, they indicated.

"I really think up-to-date videos, basically of skills and situations on road - actual situations on the roads. A lot of the ones we see have very ancient vehicles in them..."

"One of the programs that I have got look at different road situations like overtaking or changing gears or braking or skid control; they are dated in the sense that they are fairly old. They are early 70's so the sorts of people that you see, the dress, the vehicles etc, are a little out-of-date, and in as much they may influence the students preparedness to watch and listen...that has some influence".

"We need more time and more resources. We don't have any particular resources suited for road safety and we also obviously don't have the staff".

5.4 Finally, more emphasis on practical lessons in safe road behaviour and safe driving practice would improve the current programs, the teachers said.

"We need more time in practical classes in school time. I have the car on Wednesday afternoons and I sort of go off for two lessons and continue until 5 p.m., so it's my time as well as the schools. I don't mind, even though it's only two kids at a time, over the whole year that amounts to sixteen kids".

"From my point of view I'd like to see the kids get a minimum of at least three sessions behind the wheel, driving. We look at about twenty minutes, here. I cannot buy that. I'd like to see more practical driving. I'm very happy with the fact that we now own our own car. I would like to see more practical driving. It's like trying to teach typing without getting a typewriter."

6. Materials and Resources Currently Available and Used

6.1 The teachers were asked what sort of materials they were using for any driver education or road safety lessons they were involved in. Replies indicated that whilst some school had a range of resources materials, others did not. All teachers were interested in obtaining more, especially up-dated materials.

"It's been around for ten years. One of the hang-ups I find is a shortage of modern, up-dated videos. When you have a look at legislative changes over the past 10 years, you'd think there'd be more up-dated stuff".

"I'll continue to use the 'How to Drive' series. There's two, one is supported by General Motors. I'll also use some of the others, I don't know who produced them, that talk about alcohol and driving. They are excellent. Fantastic videos. Once again, they need updating. They are set in a pub in Sydney with kids of the late 60's, early 70's".

"So trying to lay your hands on good up-dated materials and making sure as a result that they don't get out of date is a real problem..."

"Up to now the biggest gap we've had has been the provision and establishment of really good up-to-date materials. Specifically video tapes. I know you are producing new ones now, however they don't really cover, they sort of cover broad areas, they are not really specific".

6.2 Those resources in use were both State and Federal materials, and in some schools included at least part of the Young Drivers' Survival Kit. Several teachers mentioned 'Road Worrier' as having been used, but none mentioned 'The Big Gig' at this point in the questioning.

6.3 Videos were used by all, and in particular the video called 'Drinking, Driving, Surviving'. Its content was believed to be excellent and the students responded very well to it, teachers indicated.

"'Drinking, Driving, Surviving'. We are always showing that. I've shown it every year for the past 10 years and it hasn't dated, it relates to them. The party style, I think it's excellent".

"There was a previous YDSR that had 'Drinking, Driving, Surviving', the film in it, which is fabulous, the kids loved that, it's got a little bit of animated relief in it and generally it tackles the whole thing seriously and it makes a very good points, that film, very good."

"...we use 'Drinking, Driving, Surviving' which is terrific. It works really well, it takes twenty minutes. It can be really funny in parts, kids can relate to it. It looks like people really were doing it and the kids pick up on that, they know if someone is acting".

6.4 Other videos were used, but were often out of date. Some of those mentioned were:

- * 'How to Drive' which included sections on understanding cars, how to drive etc.
- * the Shepparton advanced driving videos, 8 or 10 to the series
- * accident-type videos, e.g. 'The Car Ahead', 'The Car Behind', 'Head-on Collision', called "antiquish" by one teacher
- * tapes on motor cycle riding, introduced by Wayne Gardner
- * 'Hot Wheels' and 'Gasoline and Alcohol'

6.5 Other resources used were:

- * pamphlets from both State and Federal agencies
- * resources from other States
- overseas materials

"We have a ..popular booklet put out by the Education Department in South Australia....some of the local road safety we get from the South Australian Road Safety Council..."

"Any pamphlet which has been made available, we have just about got a copy of. Going back to the days of Peter Brock and General Motors, 'The ABC of Driving', that's how far back we go..."

"We use a lot of pamphlets like the 'Road Traffic Code', that's the main text book we use and we use a lot of their pamphlets. I've also developed some of my own material and having been at national conferences dealing with road safety I make use of gear produced by other bodies from other States, e.g., Northern Territory and Victoria. Some other material I picked up when I was in South Africa, 'Partial Learners'..."

"We did get a series of pamphlets last year, mainly statistics, nothing else".

"We have some fairly outdated booklets in the resource centre, free giveaways from the RSC, at least 5 or 6 years old".

6.6 As mentioned, a small number of the teachers indicated that they had 'Road Worrier' amongst their available resource materials. Initial comments were that it was an acceptable addition.

"We have a copy of 'Road Worrier' which we trailed last year with Year 12 and it was very successful in the way it was put over with the characters. It surprised me a bit, I thought it might have been a bit young for them but they actually took to it".

"Only two films, 'Road Worrier' and then I've got 'How to Drive', a series, that's twelve or thirteen programs.

7. Attitudes to 'YDSK' Prior to Test

7.1 The teachers were all asked about any previous exposure to the materials within the 'Young Drivers' Survival Kit': if 'Road Worrier' had already been mentioned, they were asked about 'The Big Gig' and the other contents of the kit. Since the design of the sample included schools where the YDSK had not been used, it was not surprising that not all the teachers were able to comment on the material.

7.2 Amongst teachers who knew or had used the materials, 'Road Worrier' was much better reviewed than was 'The Big Gig'. Both however, were seen as generally too young in approach, for Year 11 or Year 12 students. Teachers' comments ranged from damning to relatively positive, about the material.

"Those tapes we got from the Federal Transport Office, the one on 'Road Worrier' and the other one, 'The Big Gig', they're just utter junk. There's no two ways about it, it turns kids off. I'm not saying there's not a message in there, but it's not a message that the kids can pick up because the videos don't do anything for them. The 'Road Worrier' I reckon you can get about half way through it before they're gone. 'The Big Gig', give the two or three minutes and they're starting to get restless, and they are supposedly geared to those sort of things they're interested in. They are just not interested. I've shown them to Year 10 for a couple of years, they're bored stiff...".

"Again, the impression I got from the kids was that they were generally just insulted by those films and thought 'this is not Grade 2...and the general feeling about 'The Big Gig' and the other one, the 'Road Worrier' was 'do we have to watch this, this is ridiculous'..".

"Oh, they loved it, they sat and laughed at them. Some of the boys were really giggling away, they can really see the funny situation, and the music fans all nod, because it's really up to date lively music in them. Both films have the dryness taken out of them...this has up-dated, but whether it's better or not I don't know".

"Occasionally I'll show them again. To try to get the appropriate message across with them. Talk with them about them, stop and start them and discuss the different points. 'The Big Gig' I don't think I'll ever use again, but the 'Road Worrier' I may use. You've got to pick the groups".

7.3 In contrast to findings amongst the students, the 'Road Worrier' was less of a problem to the teachers than was 'The Big Gig', and elicited more positive comments than the latter video. Positive reactions included the potential of 'Road Worrier' to communicate well, with teachers reporting that the students seemed to understand the points being made in this video.

"They talk about experience and 'you can't buy experience', experience comes from doing it. It's enjoyable, it's quite at their level, it's got colour and action but I think there's a good under-lying message there. Experience cannot be bought".

"It had a few sections in it where it was probably a little bit silly. But it seemed to have a good message to it where most of the children seem to identify with it. Some parts of it were ..probably the dialogue was overdone, but most of the other sections they identify with and have either a laugh, which obviously jogged the memory to some degree...I think mostly they realised the attitudes they were trying to get across".

7.4 However, the humour was the 'saving grace' of 'Road Worrier' in the view of some of the teachers: nevertheless, there were occasions where this was also 'over the top'. In particular, the scene with the chicken feathers was a little juvenile, they indicated, and further, they suggested that the students felt similarly. Such scenes caused a loss of reality which was unnecessary, it was believed.

"Content...comes across fairly well. Kids will watch the video and they are able to come up with the main message from it. Presentation...as far as I'm concerned road safety and humour don't mix ...and tearing down there in Mark 1, 2, and 3, chicken feathers sticking to cars...it's a bit beyond reality and the kids who saw it, that's the first thing they'd say, was 'well, you don't get chicken feathers like that, when you have a dingle'. It's a little bit not far fetched..".

"However, the way the tape is put together is quite humorous. I like the idea of the kid going in and trying to buy driving skills, find an easy way around it, that's quite good. The message is quite good. The language in it is reasonably good, most of the way through it".

"The good points about it, firstly of course would have to be that it is up-to-date, relatively modern, undoubtedly it's aimed at the teenage market...".

"The kids first of all think it's a bit corny, they find it entertaining and that. At one end of it you ask what the message is and they tell you, yes, it takes time, yes. Some like it, some find it corny".

7.5 "The Big Gig" was known to two or three of the teachers, none of whom felt that it was good material for students of immediate pre-license age. Though the video had some good points to make, and though these points were easily perceived by the students, the execution of the video was such that the students disliked it, the teachers reported.

"I'm really hard pressed to find some good points about that, to tell the truth...it's just too way out, too extreme. Some of the good points in it, they are trying to associate with rock and roll, heavy rock type music. Once again, very extremist. Even the vehicle he is driving is very trendy but you don't see them any more. I've never seen a Valiant Convertible in my entire life. If they were using a late model Brock Comadore I'd say 'fair enough'. The basic message is good but I don't think the way they are trying to convey the message is anywhere near good enough. The problem is that the kids get way-laid with this silly looking lot of aliens who float around in an upside-down Volkswagen...they've obviously decided to pluck something out of 'Star Wars'".

"...a lot of it, they say, is very unrealistic. It's not in a real situation. Not in a real environment that they can easily associate with...I think as a result they look at it from the outside looking in, rather than associating with it and saying 'Yeah, that's me'. Like the really good points in the 'Road Worrier' and the reason why some of the good video tapes are floating around is that they can easily associate themselves with that person".

"Appalling Star Trek. I only saw the first half, but it's rubbish.

7.6 However, 'The Big Gig' did rate some positive comment. Teachers felt that the points around which the video was made, were important for the pre-license driver.

"O.K. the content is there, it comes across, you've got your night driving, you've got your alcohol and you've got your peer group pressure, and those three things come out. The realities leave a bit to be desired".

7.7 The stop/replay technique of 'The Big Gig' was also approved of, as a technique for reinforcing the points being made.

"I liked it where they stopped and now we go back. I think they (students) need to see it a second time to realise that these people are winding back to let them come out of that situation. The tiny bit of alcohol I thought was very good and finally our friend really comes out of it a space pilot so there's one with success".

"I think the way they back track... is very good. Here's an accident situation, back track. O.K. stop, go again. It's good, I like some of them. A bit tedious but you've got to emphasise things to get the truck across".

7.8 There was little else of importance said about the videos on the first visit to schools. However, those few teachers who had used the YDSK, felt that some of the support materials for the kit, the 'Drink and Drive' handbook and the Teachers' Notes, were excellent.

"Now the support material for both was excellent, 'So that's why you Drink and Drive', a handbook that I use a lot, all the time, if you hand it out to them and say 'now give me some reasons' and there'll always be some. Subtle yet brief. The Teachers' Notes are very good. Not so much in detail. Only two or three paragraphs, even up to a page on the main points, but there's sufficient there to take it even further. Throw in possible ideas beforehand, discussion ideas after..".

7.9 The magazine 'Street Beat' was well received by students, according to the teachers. In one school, written expressions of attitude to 'Street Beat' were collected, and comments included:

I thought the book was very informative and its a good lessons for the younger drivers. It was a lot like the video we watched yesterday".

"A lot of this book is common sense. It has some good information and points that all people should take note of".

"This book made me take in what driving is all about. The information in this book should be released into the public".

"This booklet shows you a lot about road safety and shows young people better driving skills. It also shows you never trust traffic lights, even green ones".

**Teachers Reports After the Test
Stage Two**

1. Overview of the Research Method

- 1.1 Those schools which had been enroled to trial the YDSK. materials, were visited twice by the researchers. On the second visit, the students and teachers were asked for their opinions of and reactions to the two videos, 'Road Worrier' and 'The Big Gig'. A diary was provided for the teachers to record the manner in which YDSK. was used.
- 1.2 The teachers were asked to describe the manner in which they had used the YDSK. materials, how helpful the Teachers' Notes had been and what suggestions they could make about improving the kit. Finally, the teachers were asked whether or not they would use the kit again.

2. How the YDSK. Materials were used by the Teachers

2.1 Only four of the teachers completed their diary records when using the YDSK. materials. However, in-depth discussions with all teachers and the researchers revealed that the materials were generally used in the same manner. That is, students would engage in discussion on road safety prior to exposure to either of or both videos and once seen, the students again entered into discussions, this time on the major points made in the videos. The students' attitudes to the key points and to the execution of the videos, were explored by the teachers.

"When we started off we went through with a preliminary discussion which was to mostly set the scene just to go through what basically would be shown but not telling them what was on it so their minds were tuned into what they were going to receive and we had a discussion at the end of the video on points that they felt they benefited from, points they learnt, what they thought was useful or not".

"What I have done is show the two videos and done it on a class discussion..had a discussion first about the video and then showed it. After the video we then discussed it again and then I set a project and we used the topics that were in the Teachers' Notes".

2.2 From the discussions and diaries, it appeared that the teachers mainly used the videos on separate occasions, showing one first and completing the discussions around that one, then using another period to show the second video. Apart from filling in their short questionnaire, student activities were not extended beyond these sessions, as far as YDSK. was concerned.

3. Teachers' Attitudes to 'Road Worrier'

Communication

3.1 Teachers were first asked their opinions of the way in which 'Road Worrier' communicated its message to the target audience, their students. Responses indicate that the video was seen as effective, in that by the second viewing, students were aware of the major point being made: that it takes time to develop driving skills and judgement. However the point was made by a number of the teachers, that on initial viewing the points were not as clear as might be desired and that it did take more than one showing for students to comprehend.

"..it took about half way into the film before I realised what they were trying to get across. It wasn't made clear right from the start, these little robots running around....Once you've worked it out it probably did come across but I think some of the messages may have been lost on the students, first time around. I had a feeling they probably took a lot longer than I did before the penny dropped.."

"I don't think someone seeing it for the first time would clearly see the message. You would have to reinforce that at the end"

3.2 Nevertheless, from the teachers' reports it appeared that 'Road Worrier' effectively communicated to the students, the longevity of acquiring skills, anticipation and judgement in driving.

"The message comes across quite clearly"

"Yeah . initially it's not but it does come through. When you talk about it, it sinks in"

"The message that came to me, personally, was that you just can't go out and buy these skills, they only come with experience and I think it is important that the students picked that up..."

"Even the ones that said it was stupid, they seemed to get the message..."

3.3 The teachers were of the opinion that the discussions and 'drawing together' of the video material was important for 'Road Worrier's' success as a 'training' video. Since most had entered into this type of discussion, their comments were pertinent.

"I think there were some pertinent messages there and I think the kids were able to be made aware of those but it certainly took a fair amount of drawing together at the end of the tape, it was up to me as the teacher rather than relying on the tape".

Execution

- 3.4 Generally, the execution of the video 'Road Worrier' was positively reviewed by the teachers. They felt it was up-to-date and used images and constructions with which the students were at ease. The humour, most felt, was relatively appropriate.

"They liked the idea and the humour..".

"My gut reaction was 'good God, what's this', it left me cold and yet watching the kids' reactions, they took it a bit differently...".

"The students seemed to be interested in it, and they were riveted to the screen...they were watching each segment of it but some of it seemed to be a bit overdone....the father seemed to be fairly unhelpful".

"I guess the type of humour and some of the ideas would initially appear juvenile but I think the kids enjoyed that. They have a sense of fun and fantasy and I don't see any problems with that. The kids were enjoying it, they were entertained by it and there was no-one saying 'this is babyish' so I think they were able to see through that and see it as a bit of fun".

Possible Improvements

- 3.5 There were few concrete suggestions for improving 'Road Worrier'. The video was 'quite believable' and as it communicated well, the teachers were disinclined to make suggestions about the execution of it. However, one point was made by a small number, and that was that the execution may have benefited from having the main character, Neal, do some of the driving, rather than the robot. The teachers who discussed this, felt that it was also the opinion of the students.

"...their comment was that the 'Road Worrier' video would have been much more believable had the young guy who was the star of the whole thing been doing the driving and his alter-ego or whatever else, the robot, was sitting in the passenger seat telling him what to do and how to do it rather than actually doing the driving. Whether he was the driving skills person or the person trying to demonstrate driver anticipation. I think a lot of the kids found the concept of one other person driving the vehicle, a bit hard to fall into place".

- 3.6 Apart from this, suggestions for improvements were not forthcoming. The general view appeared to be that 'Road Worrier' should be left alone, since it communicated fairly well, especially with post-viewing discussions, and was reasonably easy for the students to associate with and enjoy.

"It's a video, it's colourful, it's interesting and it does hold their attention. Based on the discussions you will find that most of the kids have come up with this idea that you can not buy experience, it has to do with practice. I think the kids can see that experience can not be bought at this stage, they have to accumulate the skills".

4. Teachers' Attitudes to 'The Big Gig'

4.1 'The Big Gig' was much less favourably viewed by the teachers than was 'Road Worrier'. Whilst there was no dispute with the importance of the three central concepts:

- * peer group pressure
- alcohol and driving
- * night driving,

the teachers were generally scathing of the tenor of this video, calling it juvenile or saying that it was suitable only for much younger students than theirs. Further, they indicated that the students had similar views.

"Well, obviously the three points it tried to present to the kids are very important and the points they make are very valid ones in my view. My criticism of it is that it is altogether too gimmicky and the message is lost. It talks down to the kids and that is the first thing they criticised. They reckon it would be beaut for their 5 and 6 year old brothers and sisters but not meant to be directed at them".

4.2 However, this attitude was not unanimous amongst the teachers. Those who had trialled the materials amongst Year 10 were less likely to think that 'The Big Gig' was inappropriately young than those who had used it with Year 11 students. At the Year 10 level, the rock music was generally appropriate, the teachers felt, although trends in music could mean that it became outdated quite quickly.

"...they were obviously targeted. They thought by using a rock band they could target the young people. The way the video was introduced with the band practising in the shed was good because I think it sort of immediately got them interested. Most kids of that age are interested in rock music and it got their attention.."

"...the music, good. Well, you can't help the music changing so fast, the music they made today might be out-of-date in three months time.."

"They liked the music part of it, the theme of having a band on the road, that was fine. They had no problems with that.."

- 4.3 The major criticism lay with the space-age execution. It was this aspect of 'The Big Gig' which was seen as juvenile and inappropriate, by (according to the teachers) both teachers and students.

"I think most of them were surprised that we had aliens from outer space, looking for a pilot..and they couldn't work out how a person who could drive a car on earth had anything to do with flying a space ship...but the content which was social attitudes and drink driving and peer group pressure was relevant and they identified with that and thought it was quite good but the outer space factor wasn't something they could..".

"Well, I think the aliens floating all over the place was the thing the kids couldn't relate to".

"The theme of having the band on the road, that was fine, they had no problems with that but the concept of some alien space people coming in to try and select a space pilot I'm sure they felt was over the top. Credibility was really lacking from that point of view".

- 4.4 The techniques of stopping the 'action' and replaying the scenes in a way which avoided unsafe road practices, was quite well received by most of the teachers. They felt that it added to the communication impact.

"..the re-winding technique was good in that it showed how to re-live the situation and do it properly and I thought that was positive..".

- 4.5 Nevertheless, the teachers appeared to be more inclined to dismiss 'The Big Gig' for its space age presentation and consequent perceived low age targeting. The students' ridicule of the aliens obscured the quite important messages the video attempted to convey, the teachers felt and since this was the case, few would continue to use 'The Big Gig'.

Suggested Improvements

- 4.6 The major improvement the teachers suggested, especially for 'The Big Gig', was to ensure that it was presented in a more adult fashion. To most this meant employing a less 'way out' theme than the 'aliens'. However, it did not necessarily mean moving away from the rock band idea.

"I would say that they've got it partly right in their presentation in regard 'The Big Gig' in that kids like music...the pop music is a great way to go and the kids were very interested in that when it started...".

"The kids see through the gimmicky stuff. I don't dispute that videos have to be entertaining and you have to catch people's attention..but I'm sure there are ways that can be done. You don't necessarily have to have a rock band or men from outer space".

4.7 The space/aliens theme seems to have been the major reasons why teachers felt that 'The Big Gig' was more appropriate for younger students than those aged 15 to 19 years.

"I thought that the kids were too mature for that (aliens) stuff".

"A more intelligent approach would be beneficial to get to the older students, those who already have their licence or are just getting it".

"The idea is good but the production and the means of getting the message across needs a different approach....not an outlandish, unbelievable approach. That's about all I can say".

4.8 The teachers again pointed out the excellent production "Drinking, Driving, Surviving" as an example of good execution. This video was described as:

"..excellent video, it had tremendously clear messages, it was skilfully done, ..factual, a bit of humour and a hard hitting message...you come away from that knowing exactly what it was all about".

As such, most saw it as the antithesis of 'The Big Gig' for which the important messages were obscured by the alien theme and corny attempts at humour.

5. Other Components of the YDSK. Kit

5.1 Also within the YDSK. was a Teachers' Handbook, a number of pamphlets about drink driving, for the students' use, and a 'Street Beat' magazine. The teachers were asked for their opinion of these other materials.

5.2 The teachers were positive in their reviews of the 'Teachers' Notes', the handbook outlining the aims, target groups and some teaching points and discussion starters for classroom work. Most had read the 'Notes' and even if they had not used any of the suggestions, felt that the handbook was well laid out and presented valid and useful suggestions. Background notes were also appreciated.

"The 'Teachers' Notes' certainly gave you a bit of background...I went through the notes...they are helpful, they give you a guide".

"What's in the 'Teachers' Notes' is fine. I wouldn't try to change that. It's a summary of the situation as it is...they've got access to more detailed information elsewhere that's used. I wouldn't try to make them into anything more detailed than they are now. I reckon they're fine".

"I thought the 'Teachers' Notes' were actually quite good and valid".

"The 'Teachers' Notes' were good because...I did view the videos before I showed the kids, as they suggested in there, although you could actually pick up those 'Teachers' Notes' and get a pretty fair idea of what the videos were about. Using those notes you could quite easily set a work program. I virtually used them, following through up to a certain stage. I didn't do surveys because of our restricted time".

5.3 One or two teachers were disappointed that there were not more pamphlets with their kits, since they had received only a handful with the videos. Otherwise, the pamphlets were a valued asset, and the magazine 'Street Beat' was also appreciated.

6. Whether the YDSK Materials Will be Used Again

6.1 Some of the value of the materials could perhaps be gauged by the degree to which teachers were interested in using it again. This question was put to the teachers involved in Stage Two of the research.

6.2 Most teachers felt similarly, that is:

- that they would certainly use 'Road Worrier' again, but
- they might not or would not use 'The Big Gig' again.

6.3 There were a small number who would re-use 'The Big Gig' , perhaps with Year 10 students and with small groups amongst whom detailed discussion could take place. 'The Big Gig' was believed by these teachers to be attempting to make valid points and it was for this reason that they would keep the video in use.

"..if you were using it as a starter for small group discussions to look in more depth at some of the issues raised..but if you were looking at (it) as a one-off thing, then (it) would have limited value. We would use (it) because we could build on what it's presenting but if I had to budget to buy materials like that then I certainly would not pay for it".

"I think I would target this for a younger age group as an introduction...the Year 11's were really turned off.."

"I think the videos are probably not suited for that age group. I think kids at 15. 16 are starting to mature quite well and their big criticism was that (the videos) were aimed at a younger age group and not really at them".

Appendix A
The Tabulations

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED		TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q1-INCIDENCE OF HOLDING A DRIVERS LICENCE																							
YES	68	48	20	68					44	20	4	46	22		54	13	6	62	49	19	8	4	56
	17%	100%	100%	100%					25%	35%	67%	19%	13%		29%	57%	3%	29%	17%	15%	13%	7%	19%
	100%	71%	29%	100%					65%	29%	6%	68%	32%		79%	19%	9%	91%	72%	28%	12%	6%	82%
NO	341				341	125	211	170	132	37	2	191	150	196	133	10	187	153	235	106	56	50	235
	83%				100%	100%	100%	100%	75%	65%	33%	81%	87%	100%	71%	43%	97%	71%	83%	85%	88%	93%	81%
	100%				100%	37%	62%	50%	39%	11%	1%	56%	44%	57%	39%	3%	55%	45%	69%	31%	16%	15%	69%

TABLE 2 BANNER *BY* Q2a-TYPE OF LICENCE HELD
 FILTERS: HAVE A DRIVERS LICENCE

TOTAL	INCIDENCE OF LICENCING			AGE OF RESPONDENTS			SEX		YEAR		STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			16-YRS	17-YRS	18 PLUS	MALE	FEMALE	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL															
RESPONDENTS	68	48	20	68	44	20	4	46	22	54	13	6	62	49	19	8	4	56
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	71%	29%	100%	65%	29%	6%	68%	32%	79%	19%	9%	91%	72%	28%	12%	6%	82%
Q2a-TYPE OF LICENCE HELD																		
LEARNERS	48	48		48	34	11	3	30	18	39	9	6	42	37	11	6	2	40
	71%	100%		71%	77%	55%	75%	65%	82%	72%	69%	100%	68%	76%	58%	75%	50%	71%
	100%	100%		100%	71%	23%	6%	63%	38%	81%	19%	13%	88%	77%	23%	13%	4%	63%
P	18		18	18	10	8		15	3	14	3		18	10	8	2	1	15
	26%		90%	26%	23%	40%		33%	14%	26%	23%		29%	20%	42%	25%	25%	27%
	100%		100%	100%	56%	44%		83%	17%	78%	17%		100%	56%	44%	11%	6%	83%
ULL LICENCE	2		2	2		1	1	1	1	1	1		2	2			1	1
	3%		10%	3%		5%	25%	2%	5%	2%	8%		3%	4%			25%	2%
	100%		100%	100%		50%	50%	50%	50%	50%	50%		100%	100%			50%	50%

FILTERS: HAVE A DRIVERS LICENCE

	INCIDENCE OF LICENCING			AGE OF RESPONDENTS			SEX		YEAR		STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			16-YRS	17-YRS	18 PLUS	MALE	FEMALE	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL															
RESPONDENTS	68 100% 100%	48 100% 71%	20 100% 29%	68 100% 100%	44 100% 65%	20 100% 29%	4 100% 6%	46 100% 68%	22 100% 32%	54 100% 79%	13 100% 19%	6 100% 9%	62 100% 91%	49 100% 72%	19 100% 28%	8 100% 12%	4 100% 6%	56 100% 82%
Q2b-WHEN OBTAINED A LICENCE																		
1988 OR BEFORE	9 13% 100%	4 8% 44%	5 25% 56%	9 13% 100%		8 40% 89%	1 25% 11%	5 11% 56%	4 18% 44%	5 9% 56%	4 31% 44%	2 33% 22%	7 11% 78%	8 16% 89%	1 5% 11%	1 25% 11%	1 25% 11%	7 13% 78%
JAN-FEB 1989	4 6% 100%	4 8% 100%		4 6% 100%	2 5% 50%	1 5% 25%	1 25% 25%	2 4% 50%	2 9% 50%	3 6% 75%	1 8% 25%		4 6% 100%	3 6% 75%	1 5% 25%			4 7% 100%
MARCH- APRIL 1989	12 18% 100%	11 23% 92%	1 5% 8%	12 18% 100%	8 18% 67%	3 15% 25%	1 25% 8%	9 20% 75%	3 14% 25%	10 19% 83%	2 15% 17%	2 33% 17%	10 16% 83%	9 18% 75%	3 16% 25%	2 25% 17%	1 25% 8%	9 16% 75%
MAY-JUNE 1989	17 25% 100%	15 31% 88%	2 10% 12%	17 25% 100%	14 32% 82%	3 15% 18%		10 22% 59%	7 32% 41%	14 26% 82%	2 15% 12%	2 33% 12%	15 24% 88%	12 24% 71%	5 26% 29%	2 25% 12%		15 27% 88%
JULY-AUGUST 1989	20 29% 100%	11 23% 55%	9 45% 45%	20 29% 100%	15 34% 75%	4 20% 20%	1 25% 5%	15 33% 75%	5 23% 25%	17 31% 85%	3 23% 15%		20 32% 100%	15 31% 75%	5 26% 25%	2 25% 10%	2 50% 10%	16 29% 80%
OTHER	4 6% 100%	2 4% 50%	2 10% 50%	4 6% 100%	3 7% 75%	1 5% 25%		4 9% 100%		4 7% 100%		4 6% 100%		4 21% 100%				4 7% 100%
NO INFORMATION	1 1% 100%	1 2% 100%		1 1% 100%	1 2% 100%			1 5% 100%		1 8% 100%		1 2% 100%		1 2% 100%				1 7% 100%
NO RESPONSE	1 1% 100%		1 5% 100%	1 1% 100%	1 2% 100%			1 2% 100%		1 2% 100%		1 2% 100%		1 2% 100%		1 13% 100%		

	TOTAL	INCIDENCE OF LICENCING			AGE OF RESPONDENTS			SEX		YEAR		STATE		LOCATION		TYPE OF SCHOOL			
		LICENCED			16-YRS	17-YRS	18 PLUS	MALE	FEMALE	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
		LEARNER	P OR FULL	TOTAL															
		-R	FULL																
RESPONDENTS	68 100% 100%	48 100% 71%	20 100% 29%	68 100% 100%	44 100% 65%	20 100% 29%	4 100% 6%	46 100% 68%	22 100% 32%	54 100% 79%	13 100% 19%	6 100% 9%	62 100% 91%	49 100% 72%	19 100% 28%	8 100% 12%	4 100% 6%	56 100% 82%	
2c-TAUGHT TO DRIVE BY																			
PARENTS	37 54% 100%	26 54% 70%	11 55% 30%	37 54% 100%	25 57% 68%	10 50% 27%	2 50% 5%	27 59% 73%	10 45% 27%	30 56% 81%	7 54% 19%	3 50% 8%	34 55% 92%	27 55% 73%	10 53% 27%	3 38% 8%	3 75% 8%	31 55% 84%	
MOTHER/SISTER	2 3% 100%	2 4% 100%		2 3% 100%	1 2% 50%	1 5% 50%		1 2% 50%	1 5% 50%	2 4% 100%			2 3% 100%	1 2% 50%	1 5% 50%			2 4% 100%	
BYFRIEND/ GIRLFRIEND	6 9% 100%	4 8% 67%	2 10% 33%	6 9% 100%	3 7% 50%	2 10% 33%	1 25% 17%	2 4% 33%	4 18% 67%	4 7% 67%	1 8% 17%	1 17% 17%	5 8% 83%	6 12% 100%		1 13% 17%		5 9% 83%	
LIVING SCHOOL/ INSTRUCTOR	23 34% 100%	14 29% 61%	9 45% 39%	23 34% 100%	17 39% 74%	5 25% 22%	1 25% 4%	15 33% 65%	8 36% 35%	19 35% 83%	4 31% 17%		23 37% 100%	18 37% 78%	5 26% 22%	3 38% 13%	4 100% 17%	16 29% 70%	
AT SCHOOL/TEACHER	6 9% 100%	6 13% 100%		6 9% 100%	3 7% 50%	2 10% 33%	1 25% 17%	3 7% 50%	3 14% 50%	6 11% 100%		3 50% 50%	3 5% 50%	6 12% 100%		6 75% 100%		6 100%	
BYAL AUTOMOBILE ASSOC.	7 10% 100%	5 10% 71%	2 10% 29%	7 10% 100%	5 11% 71%	2 10% 29%		6 13% 86%	1 5% 14%	5 9% 71%	2 15% 29%		7 11% 100%	6 12% 86%	1 5% 14%			7 13% 100%	
BYSELF	7 10% 100%	5 10% 71%	2 10% 29%	7 10% 100%	6 14% 86%	1 5% 14%		7 15% 100%		7 13% 100%			7 11% 100%	4 8% 57%	3 16% 43%	1 13% 14%		6 11% 86%	
OTHER	6 9% 100%	5 10% 83%	1 5% 17%	6 9% 100%	5 11% 83%	1 5% 17%		4 9% 67%	2 9% 33%	4 7% 67%	2 15% 33%		6 10% 100%	3 6% 50%	3 16% 50%	1 13% 17%		5 9% 83%	
NO INFORMATION	1 1% 100%	1 2% 100%		1 1% 100%		1 5% 100%		1 2% 100%		1 2% 100%			1 2% 100%	1 5% 100%				1 2% 100%	
NO RESPONSE	1 1% 100%		1 5% 100%	1 1% 100%		1 5% 100%		1 2% 100%		1 2% 100%			1 2% 100%	1 2% 100%				1 2% 100%	

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q3-INTENTION TO OBTAIN LICENCE IN THE NEXT 6 MONTHS																							
YES	128	3	3	125	125	125	211	32	67	27	2	72	56	15	105	7	26	101	108	20	20	13	95
	31%	6%	4%	37%	100%	100%	100%	19%	38%	47%	33%	30%	33%	8%	56%	30%	13%	47%	38%	16%	31%	24%	33%
	100%	2%	2%	98%	98%	98%	98%	25%	52%	21%	2%	56%	44%	12%	82%	5%	20%	79%	84%	16%	16%	10%	74%
NO	212	1	1	211	211	211	211	137	62	12	1	119	93	178	29	4	162	50	128	84	38	37	137
	52%	2%	1%	62%	100%	100%	100%	81%	35%	21%	17%	50%	54%	91%	16%	17%	84%	23%	45%	67%	59%	69%	47%
	100%	0%	0%	100%	100%	100%	100%	65%	29%	6%	0%	56%	44%	84%	14%	2%	76%	24%	60%	40%	18%	17%	65%
DON'T KNOW	2			2					1		1	1	1		2			2	2				2
	0%			1%					1%		17%	0%	1%		1%			1%	1%				1%
	100%			100%					50%		50%	50%	50%		100%			100%	100%				100%
NO INFORMATION	2			2					2			1	1	2			2		1	1	1		1
	0%			1%					1%			0%	1%	1%			1%		0%	1%	2%		0%
	100%			100%					100%			50%	50%	100%			100%		50%	50%	50%		50%
NO RESPONSE	65	44	20	64	1			1	44	18	2	44	21	1	51	12	3	62	45	20	5	4	56
	16%	92%	100%	94%	0%			1%	25%	32%	33%	19%	12%	1%	27%	52%	2%	29%	16%	16%	8%	7%	19%
	100%	68%	31%	98%	2%			2%	68%	28%	3%	68%	32%	2%	78%	18%	5%	95%	69%	31%	8%	6%	86%

TABLE 6

BANNER
 BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
LACK OF EXPERIENCE/SITUATIONS NOT ENCOUNTERED BEFORE	49	4	1	5	44	23	21	23	21	5		31	18	23	25	1	21	27	31	18	11	5	33
	12%	8%	5%	7%	13%	18%	10%	14%	12%	9%		13%	10%	12%	13%	4%	11%	13%	11%	14%	17%	9%	11%
	100%	8%	2%	10%	90%	47%	43%	47%	43%	10%		63%	37%	47%	51%	2%	43%	55%	63%	37%	22%	10%	67%
MAKING RISKS/DOING RUPID THINGS/LACK OF CONCERN FOR	1	1		1					1			1			1			1	1				1
	0%	2%		1%					1%			0%			1%			0%	0%				0%
	100%	100%		100%					100%			100%			100%			100%	100%				100%
SHAKING/BEING NERVOUS/LACK OF CONFIDENCE	21	3	1	4	17	6	11	10	10	1		13	8	9	12		8	13	17	4	6	1	14
	5%	6%	5%	6%	5%	5%	5%	6%	6%	2%		5%	5%	5%	6%		4%	6%	6%	3%	9%	2%	5%
	100%	14%	5%	19%	81%	29%	52%	48%	48%	5%		62%	38%	43%	57%		38%	62%	81%	19%	29%	5%	67%
OTHER EXPERIENCE COMMENTS	10	4	3	7	3	1	2	3	4	3		9	1	2	7	1	2	8	2	8	1	1	9
	2%	8%	15%	10%	1%	1%	1%	2%	2%	5%		4%	1%	1%	4%	4%	1%	4%	1%	6%	2%	3%	3%
	100%	40%	30%	70%	30%	10%	20%	30%	40%	30%		90%	10%	20%	70%	10%	20%	80%	20%	80%	10%	90%	90%
LACK OF CONCENTRATION/COMING DISTRACTED/CARELESS	14	2		2	12	7	5	7	5	2		5	9	4	9	1	3	11	12	2	5	2	7
	3%	4%		3%	4%	6%	2%	4%	3%	4%		2%	5%	2%	5%	4%	2%	5%	4%	2%	8%	4%	2%
	100%	14%		14%	86%	50%	36%	50%	36%	14%		36%	64%	29%	64%	7%	21%	79%	86%	14%	36%	14%	50%
OVERCONFIDENCE	6				6	1	5	2	4			4	2	5	1		4	2	5	1	3	1	2
	1%				2%	1%	2%	1%	2%			2%	1%	3%	1%		2%	1%	2%	1%	5%	2%	1%
	100%				100%	17%	83%	33%	67%			67%	33%	83%	17%		67%	33%	83%	17%	50%	17%	33%
MAINTAINING CONCENTRATION/STAYING ALERT/KEEPING EYES ON	11	2	2	4	7	3	4	3	4	4		8	3	4	7		4	7	7	4	4	1	7
	3%	4%	10%	6%	2%	2%	2%	2%	2%	7%		3%	2%	2%	4%		2%	3%	2%	3%	6%	2%	2%
	100%	18%	18%	36%	64%	27%	36%	27%	36%	36%		73%	27%	36%	64%		36%	64%	64%	36%	36%	64%	64%
LACK OF JUDGEMENT	1				1	1				1		1					1		1		1		1
	0%				0%	1%				2%		0%					0%		0%		2%		2%
	100%				100%	100%				100%		100%					100%		100%		100%		100%
REDNESS/LONG STANCE DRIVING	5				5	2	3	2	2	1		4	1	3	2		2	3	4	1	2	1	2
	1%				1%	2%	1%	1%	1%	2%		2%	1%	2%	1%		1%	1%	1%	1%	3%	2%	1%
	100%				100%	40%	60%	40%	40%	20%		80%	20%	60%	40%		40%	60%	80%	20%	40%	20%	40%

BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
OTHER DRIVING RISK COMMENTS	1				1							1		1			1						1
	0%				0%							0%		1%			1%						0%
	100%				100%							100%		100%			100%						100%
NET SPEED COMMENTS RESPONDENTS	71	7	3	10	61	19	41	28	28	15		37	34	33	34	3	37	34	49	22	9	11	51
	17%	15%	15%	15%	18%	15%	19%	16%	16%	26%		16%	20%	17%	18%	13%	19%	16%	17%	18%	14%	20%	18%
	100%	10%	4%	14%	86%	27%	58%	39%	39%	21%		52%	48%	46%	48%	4%	52%	48%	69%	31%	13%	15%	72%
DRIVING TOO FAST/SPEEDING	63	6	3	9	54	17	36	26	23	14		35	28	29	30	3	34	29	42	21	7	11	45
	15%	13%	15%	13%	16%	14%	17%	15%	13%	25%		15%	16%	15%	16%	13%	18%	13%	15%	17%	11%	20%	15%
	100%	10%	5%	14%	86%	27%	57%	41%	37%	22%		56%	44%	46%	48%	5%	54%	46%	67%	33%	11%	17%	71%
DRIVING TOO SLOW	4	1		1	3	1	2	1	3			1	3	1	3		1	3	4		1		3
	1%	2%		1%	1%	1%	1%	1%	2%			0%	2%	1%	2%		1%	1%	1%		2%		1%
	100%	25%		25%	75%	25%	50%	25%	75%			25%	75%	25%	75%		25%	75%	100%		25%		75%
BEING OVERCAUTIOUS	2				2			1		1		2		2			1	1	2		1		1
	0%				1%			1%		2%		1%		1%			1%	0%	1%		2%		0%
	100%				100%			50%		50%		100%		100%			50%	50%	100%		50%		50%
OTHER SPEED COMMENTS	2				2	1	1		2			1	1	1	1		1	1	1	1			2
	0%				1%	1%	0%		1%			0%	1%	1%	1%		1%	0%	0%	1%			1%
	100%				100%	50%	50%		100%			50%	50%	50%	50%		50%	50%	50%	50%			100%
NET ENVIRONMENTAL COMMENTS RESPONDENTS	59	9	4	13	46	17	27	17	27	14	1	30	29	21	33	5	26	33	49	10	22	2	35
	14%	19%	20%	19%	13%	14%	13%	10%	15%	25%	17%	13%	17%	11%	18%	22%	13%	15%	17%	8%	34%	4%	12%
	100%	15%	7%	22%	78%	29%	46%	29%	46%	24%	2%	51%	49%	36%	56%	8%	44%	56%	83%	17%	37%	3%	59%
WET WEATHER /FOG	9	1		1	8	2	6	1	6	2		5	4	2	6	1	7	2	9		1		8
	2%	2%		1%	2%	2%	3%	1%	3%	4%		2%	2%	1%	3%	4%	4%	1%	3%		2%		3%
	100%	11%		11%	89%	22%	67%	11%	67%	22%		56%	44%	22%	67%	11%	78%	22%	100%		11%		89%
PEDESTRIANS	5				5	3	2	2	3			2	3	2	3		1	4	5		1	1	3
	1%				1%	2%	1%	1%	2%			1%	2%	1%	2%		1%	2%	2%		2%	2%	1%
	100%				100%	60%	40%	40%	60%			40%	60%	40%	60%		20%	80%	100%		20%	20%	60%

TABLE 6 (CONT.) BANNER
 BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
1.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
OTHER DRIVERS/ DARELESS DRIVERS/ IMPATIENT DRIVERS	30	6	2	8	22	6	14	10	12	8		17	13	14	14	2	14	16	21	9	9	1	20
	7%	13%	10%	12%	6%	5%	7%	6%	7%	14%		7%	8%	7%	7%	9%	7%	7%	7%	7%	14%	2%	7%
	100%	20%	7%	27%	73%	20%	47%	33%	40%	27%		57%	43%	47%	47%	7%	47%	53%	70%	30%	30%	3%	67%
LIGHT DRIVING	8	2		2	6	3	3	2	5	1		3	5	2	6		2	6	8		8		
	2%	4%		3%	2%	2%	1%	1%	3%	2%		1%	3%	1%	3%		1%	3%	3%		13%		
	100%	25%		25%	75%	38%	38%	25%	63%	13%		38%	63%	25%	75%		25%	75%	100%		100%		
HEAVY TRAFFIC	6	1	1	2	4	3	1	1	4	1		2	4		6			6	6		6		
	1%	2%	5%	3%	1%	2%	0%	1%	2%	2%		1%	2%		3%			3%	2%		9%		
	100%	17%	17%	33%	67%	50%	17%	17%	67%	17%		33%	67%		100%			100%	100%		100%		
LIKES	2				2	2		1		1		1	1	1	1		1	1	2				2
	0%				1%	1%		1%		2%		0%	1%	1%	1%		1%	0%	1%				1%
	100%				100%	100%		50%		50%		50%	50%	50%	50%		50%	50%	100%				100%
OTHER ENVIRONMENT COMMENTS	4		1	1	3	1	2	2		1	1	1	3	2		2	2	2	3	1	1		3
	1%		5%	1%	1%	1%	1%	1%		2%	17%	0%	2%	1%		9%	1%	1%	1%	1%	2%		1%
	100%		25%	25%	75%	25%	50%	50%		25%	25%	25%	75%	50%		50%	50%	75%	25%	25%	25%		75%
NET PEER PRESSURE COMMENTS																							
RESPONDENTS	24	3		3	21	8	12	10	13	1		12	12	13	10	1	13	11	15	9	7	1	16
	6%	6%		4%	6%	6%	6%	6%	7%	2%		5%	7%	7%	5%	4%	7%	5%	5%	7%	11%	2%	5%
	100%	13%		13%	88%	33%	50%	42%	54%	4%		50%	50%	54%	42%	4%	54%	46%	63%	38%	29%	4%	67%
FRIENDS IN CAR/ BACK SEAT/CAUSE DISTRACTIONS	14	2		2	12	4	8	7	6	1		6	8	8	6		7	7	7	7	3	1	10
	3%	4%		3%	4%	3%	4%	4%	3%	2%		3%	5%	4%	3%		4%	3%	2%	6%	5%	2%	3%
	100%	14%		14%	86%	29%	57%	50%	43%	7%		43%	57%	57%	43%		50%	50%	50%	50%	21%	7%	71%
RADIO BLARING/ MUSIC LOUD	2				2	2		1	1			1	1		2		1	1	2				2
	0%				1%	2%		1%	1%			0%	1%		1%		1%	0%	1%				1%
	100%				100%	100%		50%	50%			50%	50%	100%			50%	50%	100%				100%
SHOWING OFF/ACTING HART/COOL	6				6	6		2	4			2	4	6			6		4	2	4		2
	1%				2%	2%		1%	2%			1%	2%	3%			3%		1%	2%	6%		1%
	100%				100%	100%		33%	67%			33%	67%	100%			100%		67%	33%	67%		33%

BANNER
 BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
PEER GROUP PRESSURE	5	1		1	4	2	1	1	4			4	1	2	2	1	2	3	3	2	1		4
	1%	2%		1%	1%	2%	0%	1%	2%			2%	1%	1%	1%	4%	1%	1%	1%	2%	2%		1%
	100%	20%		20%	80%	40%	20%	20%	80%			80%	20%	40%	40%	20%	40%	60%	60%	40%	20%		80%
NET NET ALCOHOL/DRUGS COMMENTS RESPONDENTS																							
	105	10	6	16	89	27	61	45	43	15	2	59	46	54	40	10	55	50	76	29	14	18	73
	26%	21%	30%	24%	26%	22%	29%	26%	24%	26%	33%	25%	27%	28%	21%	43%	28%	23%	27%	23%	22%	33%	25%
	100%	10%	6%	15%	85%	26%	58%	43%	41%	14%	2%	56%	44%	51%	38%	10%	52%	48%	72%	28%	13%	17%	70%
ALCOHOL	27	1	3	4	23	7	15	12	12	3		19	8	15	10	2	14	13	17	10	7	6	14
	7%	2%	15%	6%	7%	6%	7%	7%	7%	5%		8%	5%	8%	5%	9%	7%	6%	6%	8%	11%	11%	5%
	100%	4%	11%	15%	85%	26%	56%	44%	44%	11%		70%	30%	56%	37%	7%	52%	48%	63%	37%	26%	22%	52%
DRIVING AND DRINKING	73	8	4	12	61	18	43	31	28	12	2	38	35	36	29	7	39	34	53	20	7	12	54
	18%	17%	20%	18%	18%	14%	20%	18%	16%	21%	33%	16%	20%	18%	16%	30%	20%	16%	19%	16%	11%	22%	19%
	100%	11%	5%	16%	84%	25%	59%	42%	38%	16%	3%	52%	48%	49%	40%	10%	53%	47%	73%	27%	10%	16%	74%
TAKING/SMOKING DRUGS	7	2		2	5	4	1	1	4	1	1	4	3	1	3	3	2	5	6	1	1	1	5
	2%	4%		3%	1%	3%	0%	1%	2%	2%	17%	2%	2%	1%	2%	13%	1%	2%	2%	1%	2%	2%	2%
	100%	29%		29%	71%	57%	14%	14%	57%	14%	14%	57%	43%	14%	43%	43%	29%	71%	86%	14%	14%	14%	71%
DRUNK DRIVERS	5				5	2	3	2	3			3	2	3	2		2	3	5				5
	1%				1%	2%	1%	1%	2%			1%	1%	2%	1%		1%	1%	2%				2%
	100%				100%	40%	60%	40%	60%			60%	40%	60%	40%		40%	60%	100%				100%
NET CAR COMMENTS RESPONDENTS																							
	23	6	2	8	15	5	9	7	10	4	2	13	10	8	12	3	8	15	17	6	4	4	15
	6%	13%	10%	12%	4%	4%	4%	4%	6%	7%	33%	5%	6%	4%	6%	13%	4%	7%	6%	5%	6%	7%	5%
	100%	26%	9%	35%	65%	22%	39%	30%	43%	17%	9%	57%	43%	35%	52%	13%	35%	65%	74%	26%	17%	17%	65%
NOT REGULARLY CHECKING CAR/HAVING CAR SERVICED/UNROADWORTHY	3				3	1	2	2		1		3		2	1		1	2	2	1	1	1	1
	1%				1%	1%	1%	1%		2%		1%		1%	1%		1%	1%	1%	1%	2%	2%	0%
	100%				100%	33%	67%	67%		33%		100%		67%	33%		33%	67%	67%	33%	33%	33%	33%

TABLE 6 (CONT.) BANNER
 BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

RESPONDENTS	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	PARTIAL	TOTAL																				
TOTAL	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
POWERFUL/FAST CARS	1				1	1		1				1		1			1		1				1
	0%				0%	1%		1%				1%		1%			1%		1%				0%
	100%				100%	100%		100%				100%		100%			100%		100%				100%
BEING AWARE OF OTHER CARS ON THE ROAD	9	2	2	4	5	2	3	3	5	1		5	4	2	6	1	2	7	7	2	2	3	4
	2%	4%	10%	6%	1%	2%	1%	2%	3%	2%		2%	2%	1%	3%	4%	1%	3%	2%	2%	3%	6%	1%
	100%	22%	22%	44%	56%	22%	33%	33%	56%	11%		56%	44%	22%	67%	11%	22%	78%	78%	22%	22%	33%	44%
NOT WEARING SEATBELT	10	4		4	6	1	4	2	4	2	2	5	5	3	5	2	4	6	8	2	1		9
	2%	8%		6%	2%	1%	4%	1%	2%	4%	33%	2%	3%	2%	3%	9%	2%	3%	3%	2%	2%		3%
	100%	40%		40%	60%	10%	40%	20%	40%	20%	20%	50%	50%	30%	50%	20%	40%	60%	80%	20%	10%		90%
NET OTHER COMMENTS																							
RESPONDENTS	51	2	2	4	47	26	21	22	24	4	1	32	19	24	26		17	34	37	14	5	8	38
	12%	4%	10%	6%	14%	21%	10%	13%	14%	7%	17%	14%	11%	12%	14%		9%	16%	13%	11%	8%	15%	13%
	100%	4%	4%	8%	92%	51%	41%	43%	47%	8%	2%	63%	37%	47%	51%		33%	67%	73%	27%	10%	16%	75%
NOT OBEYING ROAD TRAFFIC SIGNS	16				16	9	7	8	8			5	11	7	8		2	14	14	2		3	13
	4%				5%	7%	3%	5%	5%			2%	6%	4%	4%		1%	7%	5%	2%		6%	4%
	100%				100%	56%	44%	50%	50%			31%	69%	44%	50%		13%	88%	88%	13%		19%	81%
OTHER COMMENTS	11				11	6	5	7	3	1		10	1	6	5		4	7	6	5	1	3	7
	3%				3%	5%	2%	4%	2%	2%		4%	1%	3%	3%		2%	3%	2%	4%	2%	6%	2%
	100%				100%	55%	45%	64%	27%	9%		91%	9%	55%	45%		36%	64%	55%	45%	9%	27%	64%
NO INFORMATION	24	2	2	4	20	11	9	7	13	3	1	17	7	11	13		11	13	17	7	4	2	18
	6%	4%	10%	6%	6%	9%	4%	4%	7%	5%	17%	7%	4%	6%	7%		6%	6%	6%	6%	6%	4%	6%
	100%	8%	8%	17%	83%	46%	38%	29%	54%	13%	4%	71%	29%	46%	54%		46%	54%	71%	29%	17%	8%	75%
NET EXPERIENCE COMMENTS	77	11	4	15	62	29	33	35	34	8		51	26	33	42	2	31	45	47	30	15	7	55
	19%	23%	20%	27%	18%	23%	16%	21%	19%	14%		22%	15%	17%	22%	9%	16%	21%	17%	24%	23%	13%	19%
	100%	14%	5%	19%	81%	38%	43%	45%	44%	10%		66%	34%	43%	55%	3%	40%	58%	61%	39%	19%	9%	71%
NET DRIVING RISK COMMENTS	26	5	2	7	29	12	17	13	17	6		22	14	16	19	1	13	23	28	8	13	4	19
	9%	10%	10%	10%	9%	10%	8%	8%	10%	11%		9%	8%	8%	10%	4%	7%	11%	10%	6%	20%	7%	7%
	100%	14%	6%	19%	81%	33%	47%	36%	47%	17%		61%	39%	44%	53%	3%	36%	64%	78%	22%	36%	11%	53%

BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING			UNLICE-NCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED		TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNE-R	P OR FULL																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
LACK OF EXPERIENCE/SITUATIONS NOT ENCOUNTERED BEFORE	23	1	2	3	20	7	13	10	11	2		11	12	11	10	2	15	7	16	7	6	2	15
	6%	2%	10%	4%	6%	6%	6%	6%	6%	4%		5%	7%	6%	5%	9%	8%	3%	6%	6%	9%	4%	5%
	100%	4%	9%	13%	87%	30%	57%	43%	48%	9%		48%	52%	48%	43%	9%	65%	30%	70%	30%	26%	9%	65%
TAKING RISKS/DOING STUPID THINGS/LACK OF CONCERN FOR	9	1		1	8	1	7	7	2			3	6	7	1	1	4	5	5	4			9
	2%	2%		1%	2%	1%	3%	4%	1%			1%	3%	4%	1%	4%	2%	2%	2%	3%			3%
	100%	11%		11%	89%	11%	78%	78%	22%			33%	67%	78%	11%	11%	44%	56%	56%	44%			100%
PANICKING/BEING NERVOUS/LACK OF CONFIDENCE	7				7	3	4	2	5			6	1	5	2		3	4	6	1	2	1	4
	2%				2%	2%	2%	1%	3%			3%	1%	3%	1%		2%	2%	2%	1%	3%	2%	1%
	100%				100%	43%	57%	29%	71%			86%	14%	71%	29%		43%	57%	86%	14%	29%	14%	57%
OTHER EXPERIENCE COMMENTS	8	4		4	4	2	2	4	3	1		5	3	3	4	1	3	5	3	5	1	1	6
	2%	8%		6%	1%	2%	1%	2%	2%	2%		2%	2%	2%	2%	4%	2%	2%	1%	4%	2%	2%	2%
	100%	50%		50%	50%	25%	25%	50%	38%	13%		63%	38%	38%	50%	13%	38%	63%	38%	63%	13%	13%	75%
LACK OF CONCENTRATION/BECOMING DISTRACTED/CARELESS	14	3	1	4	10	4	6	7	7			5	9	6	8		4	10	10	4		1	13
	3%	6%	5%	6%	3%	3%	3%	4%	4%			2%	5%	3%	4%		2%	5%	4%	3%		2%	4%
	100%	21%	7%	29%	71%	29%	43%	50%	50%			36%	64%	43%	57%		29%	71%	71%	29%		7%	93%
OVERCONFIDENCE	6				6	3	3	2	4			3	3	4	2		4	2	6		4		2
	1%				2%	2%	1%	1%	2%			1%	2%	2%	1%		2%	1%	2%		6%		1%
	100%				100%	50%	50%	33%	67%			50%	50%	67%	33%		67%	33%	100%		67%		33%
MAINTAINING CONCENTRATION/STAYING ALERT/KEEPING EYES ON	16	1	1	2	14	1	13	7	5	4		7	9	10	5	1	13	3	11	5	2	1	13
	4%	2%	5%	3%	4%	1%	6%	4%	3%	7%		3%	5%	5%	3%	4%	7%	1%	4%	4%	3%	2%	4%
	100%	6%	6%	13%	88%	6%	81%	44%	31%	25%		44%	56%	63%	31%	6%	81%	19%	69%	31%	13%	6%	81%
LACK OF JUDGEMENT	2				2		2	1	1			1	1	2			2		1	1	1		1
	0%				1%		1%	1%	1%			0%	1%	1%			1%		0%	1%	2%		0%
	100%				100%		100%	50%	50%			50%	50%	100%			100%		50%	50%	50%		50%
TIREDDNESS/LONG DISTANCE DRIVING	8	1		1	7	1	6	4	3	1		4	4	6	2		6	2	4	4	2	3	3
	2%	2%		1%	2%	1%	3%	2%	2%	2%		2%	2%	3%	1%		3%	1%	1%	3%	3%	6%	1%
	100%	13%		13%	88%	13%	75%	50%	38%	13%		50%	50%	75%	25%		75%	25%	50%	50%	25%	38%	38%

BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
OTHER DRIVING RISK COMMENTS	4	1	1	3	1	1	1	3				2	2	3	1		2	2	3	1	1	1	2
	1%	2%	1%	1%	1%	0%	1%	2%				1%	1%	2%	1%		1%	1%	1%	1%	2%	2%	1%
	100%	25%	25%	75%	25%	25%	25%	75%				50%	50%	75%	25%		50%	50%	75%	25%	25%	25%	50%
NET SPEED COMMENTS RESPONDENTS	62	10	1	11	51	15	35	26	23	11	2	42	20	31	28	3	40	22	38	24	5	12	45
	15%	21%	5%	16%	15%	12%	17%	15%	13%	19%	33%	18%	12%	16%	15%	13%	21%	10%	13%	19%	8%	22%	15%
	100%	16%	2%	18%	82%	24%	56%	42%	37%	18%	3%	68%	32%	50%	45%	5%	65%	35%	61%	39%	8%	19%	73%
DRIVING TOO FAST/ SPEEDING	58	7	1	8	50	15	34	26	22	8	2	39	19	30	25	3	39	19	37	21	4	12	42
	14%	15%	5%	12%	15%	12%	16%	15%	13%	14%	33%	16%	11%	15%	13%	13%	20%	9%	13%	17%	6%	22%	14%
	100%	12%	2%	14%	86%	26%	59%	45%	38%	14%	3%	67%	33%	52%	43%	5%	67%	33%	64%	36%	7%	21%	72%
DRIVING TOO SLOW	2	1	1	1	1	1				2		1	1	1	1		1	1	1	1	1	1	1
	0%	2%	1%	0%	0%	0%				4%		0%	1%	1%	1%		1%	0%	0%	1%	2%	2%	0%
	100%	50%	50%	50%	50%	50%			100%		50%	50%	50%	50%	50%		50%	50%	50%	50%	50%	50%	50%
OTHER SPEED COMMENTS	3	2	2	1	1	1	1	1	1	1		3		1	2		1	2	3				3
	1%	4%	3%	0%	0%	0%	1%	1%	2%			1%		1%	1%		1%	1%	2%				1%
	100%	67%	67%	33%	33%	33%	33%	33%	33%	33%		100%		33%	67%		33%	67%	100%				100%
NET ENVIRONMENTAL COMMENTS RESPONDENTS	48	4	4	8	40	11	28	23	19	6		30	18	25	20	2	23	25	37	11	8	3	37
	12%	8%	20%	12%	12%	9%	13%	14%	11%	11%		13%	10%	13%	11%	9%	12%	12%	13%	9%	13%	6%	13%
	100%	8%	8%	17%	83%	23%	58%	48%	40%	13%		63%	38%	52%	42%	4%	48%	52%	77%	23%	17%	6%	77%
NET WEATHER / FOG	8	1	1	7	1	6	5	2	1			5	3	5	2	1	3	5	7	1			8
	2%	2%	1%	2%	1%	3%	3%	1%	2%			2%	2%	3%	1%	4%	2%	2%	2%	1%			3%
	100%	13%	13%	88%	13%	75%	63%	25%	13%			63%	38%	63%	25%	13%	38%	63%	88%	13%			100%
PEDESTRIANS	5	1	1	4	3	1	2	2	1			3	2		4		1	4	5				5
	1%	2%	1%	1%	2%	0%	1%	1%	2%			1%	1%		2%		1%	2%	2%				2%
	100%	20%	20%	80%	60%	20%	40%	40%	20%			60%	40%		80%		20%	80%	100%				100%
OTHER DRIVERS/ CARELESS DRIVERS/ PATIENT DRIVERS	18	2	4	6	12	4	8	9	6	3		11	7	9	8	1	6	12	12	6	2	1	15
	4%	4%	20%	9%	4%	3%	4%	5%	3%	5%		5%	4%	5%	4%	4%	3%	6%	4%	5%	3%	2%	5%
	100%	11%	22%	13%	67%	72%	44%	50%	33%	17%		61%	39%	50%	44%	6%	33%	67%	67%	33%	11%	6%	83%

BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
		-R																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
NIGHT DRIVING	10				10		9	5	4	1		8	2	8	2		8	2	10		6		4
	2%				3%		4%	3%	2%	2%		3%	1%	4%	1%		4%	1%	4%		9%		1%
	100%				100%		90%	50%	40%	10%		80%	20%	80%	20%		80%	20%	100%		60%		40%
HEAVY TRAFFIC	3				3		3	2	1			1	2	3			3			3			3
	1%				1%		1%	1%	1%			0%	1%	2%			2%			2%			1%
	100%				100%		100%	67%	33%			33%	67%	100%			100%		100%				100%
BIKES	1				1	1			1			1			1			1		1			1
	0%				0%	1%			1%			0%			1%			0%		0%			0%
	100%				100%	100%			100%			100%			100%			100%		100%			100%
OTHER ENVIRONMENT COMMENTS	6				6	2	4	3	3			3	3	3	3		3	3	4	2		2	4
	1%				2%	2%	2%	2%	2%			1%	2%	2%	2%		2%	1%	1%	2%		4%	1%
	100%				100%	33%	67%	50%	50%			50%	50%	50%	50%		50%	50%	67%	33%		33%	67%
NET PEER PRESSURE COMMENTS RESPONDENTS	30	3	2	5	25	5	20	16	12	2		15	15	19	9	2	15	15	18	12	1	4	25
	7%	6%	10%	7%	7%	4%	9%	9%	7%	4%		6%	9%	10%	5%	9%	8%	7%	6%	10%	2%	7%	9%
	100%	10%	7%	17%	83%	17%	67%	53%	40%	7%		50%	50%	63%	30%	7%	50%	50%	60%	40%	3%	13%	83%
FRIENDS IN CAR/BACK SEAT/CAUSE DISTRACTIONS	12				12	3	9	9	2	1		3	9	8	3	1	8	4	7	5	1	2	9
	3%				4%	2%	4%	5%	1%	2%		1%	5%	4%	2%	4%	4%	2%	2%	4%	2%	4%	3%
	100%				100%	25%	75%	75%	17%	8%		25%	75%	67%	25%	8%	67%	33%	58%	42%	8%	17%	75%
RADIO BLARING/MUSIC LOUD	2				2		2	1	1				2	1	1		1	1	1	1			2
	0%				1%		1%	1%	1%				1%	1%	4%		1%	0%	0%	1%			1%
	100%				100%	100%		50%	50%			100%		50%	50%		50%	50%	50%	50%			100%
SHOWING OFF/ACTING SMART/COOL	13	2	2	4	9	1	8	4	8	1		9	4	8	4	1	7	6	6	7			13
	3%	4%	10%	6%	3%	1%	4%	2%	5%	2%		4%	2%	4%	2%	4%	4%	3%	2%	6%			4%
	100%	15%	15%	31%	69%	8%	62%	31%	62%	8%		69%	31%	62%	31%	8%	54%	46%	46%	54%			100%
FEER GROUP PRESSURE	5	1		1	4	1	3	3	2			3	2	3	2		5	5	5	5		2	3
	1%	2%		1%	1%	1%	3%	2%	1%			1%	1%	2%	1%		1%	1%	2%	2%		4%	1%
	100%	20%		20%	80%	20%	60%	60%	40%			60%	40%	60%	40%		100%	100%	100%	100%		40%	60%

BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				UNLICENSED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL																						
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%	
1.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																								
NET ALCOHOL/DRUGS COMMENTS																								
RESPONDENTS	84	11	3	14	70	30	38	31	34	16	3	48	36	30	42	11	32	52	56	28	6	15	63	
	21%	23%	15%	21%	21%	24%	18%	18%	19%	28%	50%	20%	21%	15%	22%	48%	17%	24%	20%	22%	9%	28%	22%	
	100%	13%	4%	17%	83%	36%	45%	37%	40%	19%	4%	57%	43%	36%	50%	13%	38%	62%	67%	33%	7%	18%	75%	
ALCOHOL	17				17	12	4	5	7	4	1	12	5	5	11	1	7	10	8	9	2	3	12	
	4%				5%	10%	2%	3%	4%	7%	17%	5%	3%	3%	6%	4%	4%	5%	3%	7%	3%	6%	4%	
	100%				100%	71%	24%	29%	41%	24%	6%	71%	29%	29%	65%	6%	41%	59%	47%	53%	12%	18%	71%	
LIVING AND THINKING	56	4	2	6	50	15	34	24	23	8	1	31	25	25	24	6	25	31	39	17	4	12	40	
	14%	8%	10%	9%	15%	12%	16%	14%	13%	14%	17%	13%	15%	13%	13%	26%	13%	14%	14%	14%	6%	22%	14%	
	100%	7%	4%	11%	89%	27%	61%	43%	41%	14%	2%	55%	45%	45%	43%	11%	45%	55%	70%	30%	7%	21%	71%	
DRINKING/SMOKING DRUGS	13	5	1	6	7	5	2	4	4	4	1	6	7	1	7	5		13	10	3			13	
	3%	10%	5%	9%	2%	4%	1%	2%	2%	7%	17%	3%	4%	1%	4%	22%		6%	4%	2%			4%	
	100%	38%	8%	46%	54%	38%	15%	31%	31%	31%	8%	46%	54%	8%	54%	38%		100%	77%	23%			100%	
DUNK DRIVERS	3	2		2	1	1			2	1		1	2		3			3	2	1			3	
	1%	4%		3%	0%	1%			1%	2%		0%	1%		2%			1%	1%	1%			1%	
	100%	67%		67%	33%	33%			67%	33%		33%	67%		100%			100%	67%	33%			100%	
NET CAR COMMENTS																								
RESPONDENTS	22	3		3	19	6	12	10	11	1		13	9	13	9		11	11	11	11		4	18	
	5%	6%		4%	6%	5%	6%	6%	6%	2%		5%	5%	7%	5%		6%	5%	4%	9%		7%	6%	
	100%	14%		14%	86%	27%	55%	45%	50%	5%		59%	41%	59%	41%		50%	50%	50%	50%		18%	82%	
DO NOT REGULARLY CHECKING CAR/DRIVING CAR SERVICED/ROADWORTHY	4				4		4	4				2	2	4			2	2	2	2		2	2	
	1%				1%		2%	2%				1%	1%	2%			1%	1%	1%	2%		4%	1%	
	100%				100%		100%	100%				50%	50%	100%			50%	50%	50%	50%		50%	50%	
HEAVY/FAST CARS	3				3	1	2	1	2			2	1	2	1		2		3				3	
	1%				1%	1%	1%	1%	1%			1%	1%	1%	1%		1%	0%	3%				1%	
	100%				100%	33%	67%	33%	67%			67%	33%	67%	33%		67%	33%	100%				100%	

TABLE 7 (CONT.) BANNER

BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL				
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C		
	LEARNER	P OR FULL	TOTAL																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%	
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																								
BEING AWARE OF OTHER CARS ON THE ROAD	7	2		2	5	4		3	3	1		4	3	2	5		2	5	6	1			2	5
	2%	4%		3%	1%	3%		2%	2%	2%		2%	2%	1%	3%		1%	2%	2%	1%			4%	2%
	100%	29%		29%	71%	57%		43%	43%	14%		57%	43%	29%	71%		29%	71%	86%	14%			29%	71%
NOT WEARING SEATBELT	6				6	1	5	1	5			3	3	4	2		4	2	3	3				6
	1%				2%	1%	2%	1%	3%			1%	2%	2%	1%		2%	1%	1%	2%				2%
	100%				100%	17%	83%	17%	83%			50%	50%	67%	33%		67%	33%	50%	50%				100%
OTHER CAR COMMENTS	2	1		1	1		1	1				2		1	1		1	1				2		2
	0%	2%		1%	0%		0%	1%	1%			1%		1%	1%		1%	0%				2%		1%
	100%	50%		50%	50%		50%	50%			100%			50%	50%		50%	50%				100%		100%
NET OTHER COMMENTS RESPONDENTS	71	6	5	11	60	28	32	27	35	8	1	45	26	35	35		31	40	52	19	9	10	52	
	17%	13%	25%	16%	18%	22%	15%	16%	20%	14%	17%	19%	15%	18%	19%		16%	19%	18%	15%	14%	19%	18%	
	100%	8%	7%	15%	85%	39%	45%	38%	49%	11%	1%	63%	37%	49%	49%		44%	56%	73%	27%	13%	14%	73%	
IGNORING SAFETY PRECAUTIONS	3		1	1	2		2	1	2			2	1	2	1		2	1				3		3
	1%		5%	1%	1%		1%	1%	1%			1%	1%	1%	1%		1%	0%				2%		1%
	100%		33%	33%	67%		67%	33%	67%			67%	33%	67%	33%		67%	33%				100%		100%
NOT OBEYING ROAD RULES SIGNS	13	1		1	12	5	7	5	8			10	3	6	5		7	6	9	4	1	5	7	
	3%	2%		1%	4%	4%	3%	3%	5%			4%	2%	4%	3%		4%	3%	3%	3%	2%	9%	2%	
	100%	8%		8%	92%	38%	54%	38%	62%			77%	23%	62%	38%		54%	46%	69%	31%	8%	38%	54%	
OTHER COMMENTS	20	2	2	4	16	10	6	6	9	5		10	10	6	13		6	14	18	2	4	2	14	
	5%	4%	10%	6%	5%	8%	3%	4%	5%	9%		4%	6%	3%	7%		3%	7%	6%	2%	6%	4%	5%	
	100%	10%	10%	20%	80%	50%	30%	30%	45%	25%		50%	50%	30%	65%		30%	70%	90%	10%	20%	10%	70%	
NO INFORMATION	35	3	2	5	30	13	17	15	16	3	1	23	12	19	16		16	19	25	10	4	3	28	
	9%	6%	10%	7%	9%	10%	8%	9%	9%	5%	17%	10%	7%	10%	9%		8%	9%	9%	8%	6%	6%	10%	
	100%	9%	6%	14%	86%	37%	49%	43%	46%	9%	3%	66%	34%	54%	46%		46%	54%	71%	29%	11%	9%	80%	
NET EXPERIENCE COMMENTS	39	5	2	7	32	12	20	17	19	3		23	16	20	16	3	22	14	25	14	9	4	26	
	10%	10%	10%	10%	9%	10%	9%	10%	11%	5%		10%	9%	10%	9%	13%	11%	7%	9%	11%	14%	7%	9%	
	100%	13%	5%	18%	82%	31%	51%	44%	49%	8%		59%	41%	51%	41%	8%	51%	41%	64%	36%	23%	10%	67%	

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
TOTAL	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
NET DRIVING RISK COMMENTS	55	6	2	8	47	11	35	27	23	5		23	32	35	18	2	32	23	38	17	9	5	41
	13%	13%	10%	12%	14%	9%	17%	16%	13%	9%		10%	19%	18%	10%	9%	17%	11%	13%	14%	14%	9%	14%
	100%	11%	4%	15%	85%	20%	64%	49%	42%	9%		42%	58%	64%	33%	4%	58%	42%	69%	31%	16%	9%	75%
NO RESPONSE	20	3	2	5	15	13	2	2	10	8		11	9			2		20	20		19		1
	5%	6%	10%	7%	4%	10%	1%	1%	6%	14%		5%	5%			10%	9%	9%	7%		30%		0%
	100%	15%	10%	25%	75%	65%	10%	10%	50%	40%		55%	45%			90%	10%	100%	100%		95%		5%

BANNER
 BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
LACK OF EXPERIENCE/SITUATIONS NOT ENCOUNTERED BEFORE	23	3	1	4	19	3	14	11	10	2		15	8	13	9	1	13	10	13	10	3	2	18
	6%	6%	5%	6%	6%	2%	7%	6%	6%	4%		6%	5%	7%	5%	4%	7%	5%	5%	8%	5%	4%	6%
	100%	13%	4%	17%	83%	13%	61%	48%	43%	9%		65%	35%	57%	39%	4%	57%	43%	57%	43%	13%	9%	78%
TAKING RISKS/DOING STUPID THINGS/LACK OF CONCERN FOR	13		2	2	11	4	6	6	3	3	1	10	3	7	4	1	7	6	10	3	3	3	7
	3%		10%	3%	3%	3%	3%	4%	2%	5%	17%	4%	2%	4%	2%	4%	4%	3%	4%	2%	5%	6%	2%
	100%		15%	15%	85%	31%	46%	46%	23%	23%	8%	77%	23%	54%	31%	8%	54%	46%	77%	23%	23%	23%	54%
PANICKING/BEING NERVOUS/LACK OF CONFIDENCE	5				5	3	2	3	2			2	3	2	3		2	3	4	1			5
	1%				1%	2%	1%	2%	1%			1%	2%	1%	2%		1%	1%	1%	1%			2%
	100%				100%	60%	40%	60%	40%			40%	60%	40%	60%		40%	60%	80%	20%			100%
OTHER EXPERIENCE COMMENTS	8	2		2	6	2	4	3	5			4	4	4	4		5	3	4	4			8
	2%	4%		3%	2%	2%	2%	2%	3%			2%	2%	2%	2%		3%	1%	1%	3%			3%
	100%	25%		25%	75%	25%	50%	38%	63%			50%	50%	50%	50%		63%	38%	50%	50%			100%
LACK OF CONCENTRATION/ BECOMING DISTRACTED/CARELESS	12				12	5	7	5	4	3		6	6	5	5	2	7	5	11	1	3	1	8
	3%				4%	4%	3%	3%	2%	5%		3%	3%	3%	3%	9%	4%	2%	4%	1%	5%	2%	3%
	100%				100%	42%	58%	42%	33%	25%		50%	50%	42%	42%	17%	58%	42%	92%	8%	25%	8%	67%
OVERCONFIDENCE	1				1		1		1			1	1	1	1		1		1	1			1
	0%				0%		0%		1%			1%	1%	1%	1%		1%		1%	1%			0%
	100%				100%		100%		100%			100%	100%	100%	100%		100%		100%				100%
MAINTAINING CONCENTRATION/ STAYING ALERT/ KEEPING EYES ON	6	2		2	4	2	2	1	5			4	2	1	5		3	3	5	1	1	2	3
	1%	4%		3%	1%	2%	1%	1%	3%			2%	1%	1%	3%		2%	1%	2%	1%	2%	4%	1%
	100%	33%		33%	67%	33%	33%	17%	83%			67%	33%	17%	83%		50%	50%	83%	17%	17%	33%	50%
LACK OF JUDGEMENT	1				1		1		1			1		1			1		1	1			1
	0%				0%		0%		1%			0%		1%			1%		1%	1%			0%
	100%				100%		100%		100%			100%		100%			100%		100%				100%
TIREDDNESS/LONG DISTANCE DRIVING	3	1		1	2	2		2	1			3		2	1			3			2		1
	1%	2%		1%	1%	1%		1%	1%			1%		1%	1%		1%		1%		4%		0%
	100%	33%		33%	67%	67%		67%	33%			100%		67%	33%		100%		100%		67%		33%

TABLE 8 (CONT.) BANNER
 BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING				UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
	LEARNER	P OR FULL																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
NET SPEED COMMENTS RESPONDENTS	37	4	2	6	31	13	18	13	18	6		21	16	17	18	2	20	17	26	11	6	7	24
	9%	8%	10%	9%	9%	10%	9%	8%	10%	11%		9%	9%	9%	10%	9%	10%	8%	9%	9%	9%	13%	8%
	100%	11%	5%	16%	84%	35%	49%	35%	49%	16%		57%	43%	46%	49%	5%	54%	46%	70%	30%	16%	19%	65%
DRIVING TOO FAST/SPEEDING	35	4	2	6	29	12	17	11	18	6		20	15	15	18	2	20	15	24	11	6	6	23
	9%	8%	10%	9%	9%	10%	8%	6%	10%	11%		8%	9%	8%	10%	9%	10%	7%	8%	9%	9%	11%	8%
	100%	11%	6%	17%	83%	34%	49%	31%	51%	17%		57%	43%	43%	51%	6%	57%	43%	69%	31%	17%	17%	66%
DRIVING TOO SLOW	1				1		1	1					1					1		1			1
	0%				0%		0%	1%					1%					0%		0%			0%
	100%				100%		100%	100%				100%					100%		100%				100%
BEING OVERCAUTIOUS	1				1	1		1				1		1				1		1			1
	0%				0%	1%		1%				0%		1%				0%		0%			2%
	100%				100%	100%		100%				100%		100%				100%		100%			100%
NET ENVIRONMENTAL COMMENTS RESPONDENTS	47	5	2	7	40	5	34	27	16	4		25	22	31	14	2	29	18	30	17	11	5	31
	11%	10%	10%	10%	12%	4%	16%	16%	9%	7%		11%	13%	16%	7%	9%	15%	8%	11%	14%	17%	9%	11%
	100%	11%	4%	15%	85%	11%	72%	57%	34%	9%		53%	47%	66%	30%	4%	62%	38%	64%	36%	23%	11%	66%
WET WEATHER /FOG	9	1		1	8	1	6	4	4	1		6	3	6	2	1	6	3	8	1	5		4
	2%	2%		1%	2%	1%	3%	2%	2%	2%		3%	2%	3%	1%	4%	3%	1%	3%	1%	8%		1%
	100%	11%		11%	89%	11%	67%	44%	44%	11%		67%	33%	67%	22%	11%	67%	33%	89%	11%	56%		44%
PEDESTRIANS	8	1	1	2	6		6	6	2			3	5	6	2		5	3	3	5		2	6
	2%	2%	5%	3%	2%		3%	4%	1%			1%	3%	3%	1%		3%	1%	1%	4%		4%	2%
	100%	13%	13%	25%	75%		75%	75%	25%			38%	63%	75%	25%		63%	26%	38%	63%		25%	75%
OTHER DRIVERS/CARELESS DRIVERS/IMPATIENT DRIVERS	13	2	1	3	10	3	7	7	5	1		7	6	7	5	1	6	7	6	5	3		10
	3%	4%	5%	4%	3%	2%	3%	4%	3%	2%		3%	3%	4%	3%	4%	3%	2%	2%	4%	5%		3%
	100%	15%	8%	23%	77%	23%	54%	54%	38%	8%		54%	46%	54%	38%	8%	46%	54%	62%	38%	23%		77%
NIGHT DRIVING	7	1		1	6		6	4	3			4	3	6	1		4	3	7		3	1	3
	2%	2%		1%	2%		3%	2%	2%			2%	2%	3%	1%		2%	1%	2%		5%	2%	1%
	100%	14%		14%	86%		86%	57%	43%			57%	43%	66%	14%		57%	43%	100%		43%	14%	43%

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
	-R																						
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	56%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
HEAVY TRAFFIC	3				3	1	2	2		1		2	1	2	1		2	1	2	1		1	2
	1%				1%	1%	1%	1%		2%		1%	1%	1%	1%		1%	0%	1%	1%		2%	1%
	100%				100%	33%	67%	67%		33%		67%	33%	67%	33%		67%	33%	67%	33%		33%	67%
BIKES	2	1		1	1		1		2			2				2		2					2
	0%	2%		1%	0%		0%		1%			1%				1%		1%					1%
	100%	50%		50%	50%		50%		100%			100%				100%		100%					100%
OTHER ENVIRONMENT COMMENTS	9	1		1	8		8	6	2	1		5	4	6	3		7	2	3	6		1	8
	2%	2%		1%	2%		4%	4%	1%	2%		2%	2%	3%	2%		4%	1%	1%	5%		2%	3%
	100%	11%		11%	89%		89%	67%	22%	11%		56%	44%	67%	33%		78%	22%	33%	67%		11%	89%
NET PEER PRESSURE COMMENTS RESPONDENTS	33	1	2	3	30	11	19	14	16	3		19	14	17	14	1	14	19	26	7	5	4	24
	8%	2%	10%	4%	9%	9%	9%	8%	9%	5%		8%	8%	9%	7%	4%	7%	9%	9%	6%	8%	7%	8%
	100%	3%	6%	9%	91%	33%	58%	42%	48%	9%		58%	42%	52%	42%	3%	42%	58%	79%	21%	15%	12%	73%
FRIENDS IN CAR/BACK SEAT/CAUSE DISTRACTIONS	14				14	4	10	6	7	1		7	7	8	6		8	6	10	4	3	1	10
	3%				4%	3%	5%	4%	4%	2%		3%	4%	4%	3%		4%	3%	4%	3%	5%	2%	3%
	100%				100%	29%	71%	43%	50%	7%		50%	50%	57%	43%		57%	43%	71%	29%	21%	7%	71%
RADIO BLARING/MUSIC LOUD	1				1	1				1		1					1		1				1
	0%				0%	1%				2%		0%					0%		1%				0%
	100%				100%	100%				100%		100%					100%		100%				100%
SHOWING OFF/ACTING SMART/COOL	12	1	1	2	10	5	5	5	7			8	4	5	7		4	8	10	2	1	2	9
	3%	2%	5%	3%	3%	4%	2%	3%	4%			3%	2%	3%	4%		2%	4%	4%	2%	2%	4%	3%
	100%	8%	8%	17%	83%	42%	42%	42%	58%			67%	33%	42%	58%		33%	67%	83%	17%	8%	17%	75%
PEER GROUP PRESSURE	7	1	1		6	2	4	3	3	1		4	3	4	1	1	2	5	7		1	2	4
	2%	5%	1%		2%	2%	2%	2%	2%	2%		2%	2%	2%	1%	4%	1%	2%	2%		2%	4%	1%
	100%	14%	14%		86%	29%	57%	43%	43%	14%		57%	43%	57%	14%	14%	29%	71%	100%		14%	29%	57%

BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNE-R	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
NET NET ALCOHOL/DRUGS COMMENTS																							
RESPONDENTS	54	7	2	9	45	16	29	26	20	6	2	27	27	27	21	6	23	31	35	19	3	5	46
	13%	15%	10%	13%	13%	13%	14%	15%	11%	11%	33%	11%	16%	14%	11%	26%	12%	14%	12%	15%	5%	9%	16%
	100%	13%	4%	17%	83%	30%	54%	48%	37%	11%	4%	50%	50%	50%	39%	11%	43%	57%	65%	35%	6%	9%	85%
ALCOHOL	10	3		3	7	2	5	5	2	3		6	4	5	2	3	6	4	7	3	1	1	8
	2%	6%		4%	2%	2%	2%	3%	1%	5%		3%	2%	3%	1%	13%	3%	2%	2%	2%	2%	2%	3%
	100%	30%		30%	70%	20%	50%	50%	20%	30%		60%	40%	50%	20%	30%	60%	40%	70%	30%	10%	10%	80%
DRIVING AND DRINKING	32	3	1	4	28	7	21	16	15		1	14	18	19	11	2	15	17	20	12	2	3	27
	8%	6%	5%	6%	8%	6%	10%	9%	9%		17%	6%	10%	10%	6%	9%	8%	8%	7%	10%	3%	6%	9%
	100%	9%	3%	13%	88%	22%	66%	50%	47%		3%	44%	56%	59%	34%	6%	47%	53%	63%	38%	6%	9%	84%
TAKING/SMOKING DRUGS	12	2	1	3	9	6	3	3	4	3	2	6	6	3	7	2	3	9	8	4			12
	3%	4%	5%	4%	3%	5%	1%	2%	2%	5%	33%	3%	3%	2%	4%	9%	2%	4%	3%	3%			4%
	100%	17%	8%	25%	75%	50%	25%	25%	33%	25%	17%	50%	50%	25%	58%	17%	25%	75%	67%	33%			100%
DRUNK DRIVERS	2				2	1	1	2				1	1	1	1		1	1	1	1			2
	0%				1%	1%	0%	1%				0%	1%	1%	1%		1%	0%	0%	1%			1%
	100%				100%	50%	50%	100%				50%	50%	50%	50%		50%	50%	50%	50%			100%
OTHER ALCOHOL/ DRUGS COMMENTS	1	1		1					1			1			1			1	1			1	
	0%	2%		1%					1%			0%			1%			0%	0%			2%	
	100%	100%		100%					100%			100%			100%			100%	100%			100%	
NET CAR COMMENTS																							
RESPONDENTS	33	5	1	6	27	7	19	13	15	3	2	24	9	16	13	4	21	12	20	13		6	27
	8%	10%	5%	9%	8%	6%	9%	8%	9%	5%	33%	10%	5%	8%	7%	17%	11%	6%	7%	10%		11%	9%
	100%	15%	3%	18%	82%	21%	58%	39%	45%	9%	6%	73%	27%	48%	39%	12%	64%	36%	61%	39%		18%	82%
NOT REGULARLY CHECKING CAR/ HAVING CAR SERVICED/ UNROADWORTHY	15	2		2	13	4	9	6	7	1	1	13	2	8	6	1	8	7	8	7		3	12
	4%	4%		3%	4%	3%	4%	4%	4%	2%	17%	5%	1%	4%	3%	4%	4%	3%	3%	7%		6%	4%
	100%	13%		13%	87%	27%	60%	40%	47%	7%	7%	87%	13%	53%	40%	7%	53%	47%	53%	47%		20%	80%

BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
POWERFUL/FAST CARS	5	3		3	2	1	1	1	3	1		3	2	1	1	3	2	3	4	1			5
	1%	6%		4%	1%	1%	0%	1%	2%	2%		1%	1%	1%	1%	13%	1%	1%	1%	1%			2%
	100%	60%		60%	40%	20%	20%	20%	60%	20%		60%	40%	20%	20%	60%	40%	60%	80%	20%			100%
BEING AWARE OF OTHER CARS ON THE ROAD	5				5		5	4	1			3	2	4	1		5		3	2			3
	1%				1%		2%	2%	1%			1%	1%	2%	1%		3%		1%	2%			4%
	100%				100%		100%	80%	20%			60%	40%	80%	20%		100%		60%	40%			40%
NOT WEARING SEATBELT	6		1	1	5	1	4	1	4	1		4	2	2	4		4	2	4	2			1
	1%		5%	1%	1%	1%	2%	1%	2%	2%		2%	1%	1%	2%		2%	1%	1%	2%			2%
	100%		17%	17%	83%	17%	67%	17%	67%	17%		67%	33%	33%	67%		67%	33%	67%	33%			17%
OTHER CAR COMMENTS	2				2	1		1			1	1		1	1		2		1	1			2
	0%				1%	1%		1%			17%	1%		1%	1%		1%		0%	1%			1%
	100%				100%	50%		50%			50%	50%		50%	50%		100%		50%	50%			100%
NET OTHER COMMENTS RESPONDENTS	129	16	6	22	107	47	60	54	54	20	1	75	54	59	66	2	54	74	91	38	13	21	95
	32%	33%	30%	32%	31%	38%	28%	32%	31%	35%	17%	32%	31%	30%	35%	9%	28%	34%	32%	30%	20%	39%	33%
	100%	12%	5%	17%	83%	36%	47%	42%	42%	16%	1%	58%	42%	46%	51%	2%	42%	57%	71%	29%	10%	16%	74%
IGNORING SAFETY PRECAUTIONS	1				1		1		1			1		1			1		1				1
	0%				0%		0%		1%			1%		1%			1%		1%				0%
	100%				100%		100%		100%			100%		100%			100%		100%				100%
NOT OBEYING ROAD RULES SIGNS	20	3		3	17	7	10	10	9	1		14	6	11	9		9	11	10	10			5
	5%	6%		4%	5%	6%	5%	6%	5%	2%		6%	3%	6%	5%		5%	5%	4%	8%			9%
	100%	15%		15%	85%	35%	50%	50%	45%	5%		70%	30%	55%	45%		45%	55%	50%	50%			25%
OTHER COMMENTS	22	2	4	6	16	9	7	8	8	6		12	10	6	14	1	3	19	18	4	1	6	15
	5%	4%	20%	9%	5%	7%	3%	5%	5%	11%		5%	6%	3%	7%	4%	2%	9%	6%	3%	2%	11%	5%
	100%	9%	18%	27%	73%	41%	32%	36%	36%	27%		55%	45%	27%	44%	5%	14%	86%	82%	18%	5%	27%	68%
NO INFORMATION	86	11	2	13	73	31	42	36	36	13	1	49	37	41	43	1	41	44	63	23	12	10	64
	21%	23%	10%	19%	21%	25%	20%	21%	20%	23%	17%	21%	22%	21%	23%	4%	21%	20%	22%	18%	19%	19%	22%
	100%	13%	2%	15%	85%	36%	49%	42%	42%	15%	1%	57%	43%	48%	50%	1%	48%	51%	73%	27%	14%	12%	74%

TABLE 8 (CONT.) BANNER
 BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																							
NET EXPERIENCE COMMENTS	35	5	1	6	29	7	20	15	18	2		21	14	19	15	1	20	15	19	16	3	2	30
	9%	10%	5%	9%	9%	6%	9%	9%	10%	4%		9%	8%	10%	8%	4%	10%	7%	7%	13%	5%	4%	10%
	100%	14%	3%	17%	83%	20%	57%	43%	51%	6%		60%	40%	54%	43%	3%	57%	43%	54%	46%	9%	6%	86%
NET DRIVING RISK COMMENTS	35	3	2	5	30	11	18	14	14	6	1	23	12	16	15	3	18	17	29	6	7	8	20
	9%	6%	10%	7%	9%	9%	9%	8%	8%	11%	17%	10%	7%	8%	8%	13%	9%	8%	10%	5%	11%	15%	7%
	100%	9%	6%	14%	86%	31%	51%	40%	40%	17%	3%	66%	34%	46%	43%	9%	51%	49%	83%	17%	20%	23%	57%
NO RESPONSE	20	3	2	5	15	13	2	2	10	8		11	9				20	20			19		1
	5%	6%	10%	7%	4%	10%	1%	1%	6%	14%		5%	5%				9%	7%			30%		0%
	100%	15%	10%	25%	75%	65%	10%	10%	50%	40%		55%	45%				100%	100%			95%		5%

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4-TOTAL RISKS FOR SAFE DRIVING, FOR A NEWLY LICENCED DRIVER																							
LACK OF EXPERIENCE, SITUATIONS NOT ENCOUNTERED BEFORE	94	8	4	12	82	32	48	43	42	9		56	38	47	43	4	49	44	59	35	20	8	66
	23%	17%	20%	18%	24%	26%	23%	25%	24%	16%		24%	22%	24%	23%	17%	25%	20%	21%	28%	31%	15%	23%
	100%	9%	4%	13%	87%	34%	51%	46%	45%	10%		60%	40%	50%	46%	4%	52%	47%	63%	37%	21%	9%	70%
TAKING RISKS/DOING STUPID THINGS/LACK OF CONCERN FOR	23	2	2	4	19	5	13	13	6	3	1	14	9	14	6	2	11	12	16	7	3	3	17
	6%	4%	10%	6%	6%	4%	6%	8%	3%	5%	17%	6%	5%	7%	3%	9%	6%	6%	6%	6%	5%	6%	6%
	100%	9%	9%	17%	83%	22%	57%	57%	26%	13%	4%	61%	39%	61%	26%	9%	48%	52%	70%	30%	13%	13%	74%
PANICKING/BEING NERVOUS/LACK OF CONFIDENCE	33	3	1	4	29	12	17	15	17	1		21	12	16	17		13	20	27	6	8	2	23
	8%	6%	5%	6%	9%	10%	8%	9%	10%	2%		9%	7%	8%	9%		7%	9%	10%	5%	13%	4%	8%
	100%	9%	3%	12%	88%	36%	52%	45%	52%	3%		64%	36%	48%	52%		39%	61%	82%	18%	24%	6%	70%
OTHER EXPERIENCE COMMENTS	21	6	3	9	12	4	8	9	8	4		15	6	9	10	2	10	11	9	12	1	2	18
	5%	13%	15%	13%	4%	3%	4%	5%	5%	7%		6%	3%	5%	5%	9%	5%	5%	3%	10%	2%	4%	6%
	100%	29%	14%	43%	57%	19%	38%	43%	38%	19%		71%	29%	43%	48%	10%	48%	52%	43%	57%	5%	10%	86%
LACK OF CONCENTRATION/ BECOMING DISTRACTED/CARELESS	40	5	1	6	34	16	18	19	16	5		16	24	15	22	3	14	26	33	7	8	4	28
	10%	10%	5%	9%	10%	13%	9%	11%	9%	9%		7%	14%	8%	12%	13%	7%	12%	12%	6%	13%	7%	10%
	100%	13%	3%	15%	85%	40%	45%	48%	40%	13%		40%	60%	38%	55%	8%	35%	65%	83%	18%	20%	10%	70%
OVERCONFIDENCE	12				12	4	8	4	8			7	5	9	3		8	4	11	1	7	1	4
	3%				4%	3%	4%	2%	5%			3%	3%	5%	2%		4%	2%	4%	1%	11%	2%	1%
	100%				100%	33%	67%	33%	67%			58%	42%	75%	25%		67%	33%	92%	8%	58%	8%	33%
MAINTAINING CONCENTRATION/ STAYING ALERT/ KEEPING EYES ON	33	5	3	8	25	6	19	11	14	8		19	14	15	17	1	20	13	23	10	7	3	23
	8%	10%	15%	12%	7%	5%	9%	6%	8%	14%		8%	8%	8%	9%	4%	10%	6%	8%	8%	11%	6%	8%
	100%	15%	9%	24%	76%	18%	58%	33%	42%	24%		58%	42%	45%	52%	3%	61%	39%	70%	30%	21%	9%	70%
LACK OF JUDGEMENT	4				4	1	3	1	2	1		3	1	3		1	3	1	2	2	2		2
	1%				1%	1%	1%	1%	1%	2%		1%	1%	2%		1%	2%	0%	1%	2%	3%		1%
	100%				100%	25%	75%	25%	50%	25%		75%	25%	75%		25%	75%	25%	50%	50%	50%		50%
TIREDDNESS/LONG DISTANCE DRIVING	16	2		2	14	3	11	8	6	2		11	5	11	5		8	8	11	5	4	6	6
	4%	4%		3%	4%	2%	5%	5%	3%	4%		5%	3%	6%	3%		4%	4%	4%	4%	6%	11%	2%
	100%	13%		13%	88%	19%	69%	50%	38%	13%		69%	31%	69%	31%		50%	50%	69%	31%	6%	11%	38%
OTHER DRIVING RISK COMMENTS	5	1		1	4	1	2	1	4				2	4	1		3	2	3	2	1	1	3
	1%	2%		1%	1%	1%	1%	1%	2%			1%	1%	2%	1%		2%	1%	1%	2%	2%	2%	1%
	100%	20%		20%	80%	20%	40%	20%	80%			60%	40%	60%	20%		60%	40%	60%	40%	20%	20%	60%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
		-R																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4-TOTAL RISKS FOR SAFE DRIVING, FOR A NEWLY LICENCED DRIVER																							
NET SPEED COMMENTS RESPONDENTS	165	20	6	26	139	46	91	65	68	30	2	98	67	79	77	8	96	69	109	56	19	30	116
	40%	42%	30%	38%	41%	37%	43%	38%	39%	53%	33%	41%	39%	40%	41%	35%	50%	32%	38%	45%	30%	56%	40%
	100%	12%	4%	16%	84%	28%	55%	39%	41%	18%	1%	59%	41%	48%	47%	5%	58%	42%	66%	34%	12%	18%	70%
DRIVING TOO FAST/SPEEDING	156	17	6	23	133	44	87	63	63	28	2	94	62	74	73	8	93	63	103	53	17	29	110
	38%	35%	30%	34%	39%	35%	41%	37%	36%	49%	33%	40%	36%	38%	39%	35%	48%	29%	36%	42%	27%	54%	38%
	100%	11%	4%	15%	85%	28%	56%	40%	40%	18%	1%	60%	40%	47%	47%	5%	60%	40%	66%	34%	11%	19%	71%
DRIVING TOO SLOW	7	2		2	5	1	4	2	3	2		2	5	3	4		2	5	6	1	2		5
	2%	4%		3%	1%	1%	2%	1%	2%	4%		1%	3%	2%	2%		1%	2%	2%	1%	3%		2%
	100%	29%		29%	71%	14%	57%	29%	43%	29%		29%	71%	43%	57%		29%	71%	86%	14%	29%		71%
BEING OVERCAUTIOUS	3				3	1	2	2		1		1	2	3			1	2	3		1	1	1
	1%				1%	1%	1%	1%		2%		0%	1%	2%			1%	1%	1%		2%	2%	0%
	100%				100%	33%	67%	67%		33%		33%	67%	100%			33%	67%	100%		33%	33%	33%
OTHER SPEED COMMENTS	5	2		2	3	1	2	1	3	1		4	1	2	3		2	3	1	4			5
	1%	4%		3%	1%	1%	1%	1%	2%	2%		2%	1%	1%	2%		1%	1%	0%	3%			2%
	100%	40%		40%	60%	20%	40%	20%	60%	20%		80%	20%	40%	60%		40%	60%	20%	80%			100%
NET ENVIRONMENTAL COMMENTS RESPONDENTS	117	16	6	22	95	26	67	53	47	16	1	62	55	57	52	7	56	61	92	25	30	10	77
	29%	33%	30%	32%	28%	21%	32%	31%	27%	28%	17%	26%	32%	29%	28%	30%	29%	28%	32%	20%	47%	19%	26%
	100%	14%	5%	19%	81%	22%	57%	45%	40%	14%	1%	53%	47%	49%	44%	6%	48%	52%	79%	21%	26%	9%	66%
WET WEATHER /FOG	26	3		3	23	4	18	10	12	4		16	10	13	10	3	16	10	24	2	6		20
	6%	6%		4%	7%	3%	9%	6%	7%	7%		7%	6%	7%	5%	13%	8%	5%	8%	2%	9%		7%
	100%	12%		12%	88%	15%	69%	38%	46%	15%		62%	38%	50%	38%	12%	62%	38%	92%	8%	23%		77%
PEDESTRIANS	18	2	1	3	15	6	9	10	7	1		8	10	8	9		7	11	13	5	1	3	14
	4%	4%	5%	4%	4%	5%	4%	6%	4%	2%		3%	6%	4%	5%		4%	5%	5%	4%	2%	6%	5%
	100%	11%	6%	17%	83%	33%	50%	56%	39%	6%		44%	56%	44%	50%		39%	61%	72%	28%	6%	17%	78%
OTHER DRIVERS/CARELESS DRIVERS/IMPATIENT DRIVERS	54	9	4	13	41	10	29	26	18	10		28	26	30	20	4	26	28	41	13	14	2	38
	13%	19%	20%	19%	12%	8%	14%	15%	10%	18%		12%	15%	15%	11%	17%	13%	13%	14%	10%	22%	4%	13%
	100%	17%	7%	24%	76%	19%	54%	48%	33%	19%		52%	48%	56%	37%	7%	48%	52%	76%	24%	26%	4%	70%

	TOTAL	INCIDENCE OF LICENCING			UNLICE-NCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	FOR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4-TOTAL RISKS FOR SAFE DRIVING.FOR A NEWLY LICENCED DRIVER																							
NIGHT DRIVING	25	3		3	22	3	18	11	12	2		15	10	16	9		14	11	25		17	1	7
	6%	6%		4%	6%	2%	9%	6%	7%	4%		6%	6%	8%	5%		7%	5%	9%		27%	2%	2%
	100%	12%		12%	88%	12%	72%	44%	48%	8%		60%	40%	64%	36%		56%	44%	100%		68%	4%	28%
HEAVY TRAFFIC	12	1	1	2	10	4	6	5	5	2		5	7	5	7		5	7	8	4	6	1	5
	3%	2%	5%	3%	3%	3%	3%	3%	3%	4%		2%	4%	3%	4%		3%	3%	3%	3%	9%	2%	2%
	100%	8%	8%	17%	83%	33%	50%	42%	42%	17%		42%	58%	42%	58%		42%	58%	67%	33%	50%	8%	42%
BIKES	5	1		1	4	1	3	1	3	1		2	3	1	4		1	4	5				5
	1%	2%		1%	1%	1%	1%	1%	2%	2%		1%	2%	1%	2%		1%	2%	2%				2%
	100%	20%		20%	80%	20%	60%	20%	60%	20%		40%	60%	20%	80%		20%	80%	100%				100%
OTHER ENVIRONMENT COMMENTS	17	1	1	2	15	3	12	9	5	2	1	9	8	9	6	2	10	7	10	7	1	3	13
	4%	2%	5%	3%	4%	2%	6%	5%	3%	4%	17%	4%	5%	5%	3%	9%	5%	3%	4%	6%	2%	6%	4%
	100%	6%	6%	12%	88%	18%	71%	53%	29%	12%	6%	53%	47%	53%	35%	12%	59%	41%	59%	41%	6%	18%	76%
NET PEER PRESSURE COMMENTS RESPONDENTS	84	7	4	11	73	22	50	37	41	6		46	38	48	31	4	41	43	57	27	13	9	62
	21%	15%	20%	16%	21%	18%	24%	22%	23%	11%		19%	22%	24%	17%	17%	21%	20%	20%	22%	20%	17%	21%
	100%	8%	5%	13%	87%	26%	60%	44%	49%	7%		55%	45%	57%	37%	5%	49%	51%	68%	32%	15%	11%	74%
FRIENDS IN CAR/BACK SEAT/CAUSE DISTRACTIONS	40	2		2	38	11	27	22	15	3		16	24	24	15	1	23	17	24	16	7	4	29
	10%	4%		3%	11%	9%	13%	13%	9%	5%		7%	14%	12%	8%	4%	12%	8%	8%	13%	11%	7%	10%
	100%	5%		5%	95%	28%	68%	55%	38%	8%		40%	60%	60%	38%	3%	58%	43%	60%	40%	18%	10%	73%
RADIO BLARING/MUSIC LOUD	5				5	3	2	2	2	1		2	3	1	3	1	2	3	3	2			5
	1%				1%	2%	1%	1%	1%	2%		1%	2%	1%	2%	4%	1%	1%	1%	2%			2%
	100%				100%	60%	40%	40%	40%	20%		40%	60%	20%	60%	20%	40%	60%	60%	40%			100%
SHOWING OFF/ACTING SMART/COOL	31	3	3	6	25	6	19	11	19	1		19	12	19	11	1	17	14	20	11	5	2	24
	8%	6%	15%	9%	7%	5%	9%	6%	11%	2%		8%	7%	10%	6%	4%	9%	7%	7%	9%	8%	4%	8%
	100%	10%	10%	19%	81%	19%	61%	35%	61%	3%		61%	39%	61%	35%	3%	55%	45%	65%	35%	16%	6%	77%
PEER GROUP PRESSURE	17	2	1	3	14	5	8	7	9	1		11	6	9	5	2	4	13	15	2	2	4	11
	4%	4%	5%	4%	4%	4%	4%	4%	5%	2%		5%	3%	5%	3%	9%	2%	6%	5%	2%	3%	7%	4%
	100%	12%	6%	18%	82%	29%	47%	41%	53%	6%		65%	35%	53%	29%	12%	24%	76%	88%	12%	12%	24%	65%

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNE-R	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4-TOTAL RISKS FOR SAFE DRIVING, FOR A NEWLY LICENCED DRIVER																							
NET NET ALCOHOL/DRUGS COMMENTS																							
RESPONDENTS	225	21	9	30	195	65	127	97	92	31	5	124	101	110	92	21	109	116	153	72	23	37	165
	55%	44%	45%	44%	57%	52%	60%	57%	52%	54%	83%	52%	59%	56%	49%	91%	56%	54%	54%	58%	36%	69%	57%
	100%	9%	4%	13%	87%	29%	56%	43%	41%	14%	2%	55%	45%	49%	41%	9%	48%	52%	68%	32%	10%	16%	73%
ALCOHOL	54	4	3	7	47	21	24	22	21	10	1	37	17	25	23	6	27	27	32	22	10	10	34
	13%	8%	15%	10%	14%	17%	11%	13%	12%	18%	17%	16%	10%	13%	12%	26%	14%	13%	11%	18%	16%	19%	12%
	100%	7%	6%	13%	87%	39%	44%	41%	39%	19%	2%	69%	31%	46%	43%	11%	50%	50%	59%	41%	19%	19%	63%
DRIVING AND DRINKING	161	15	7	22	139	40	98	71	66	20	4	83	78	80	64	15	79	82	112	49	13	27	121
	39%	31%	35%	32%	41%	32%	46%	42%	38%	35%	67%	35%	45%	41%	34%	65%	41%	38%	39%	39%	20%	50%	42%
	100%	9%	4%	14%	86%	25%	61%	44%	41%	12%	2%	52%	48%	50%	40%	9%	49%	51%	70%	30%	8%	17%	75%
TAKING/SMOKING DRUGS	32	9	2	11	21	15	6	8	12	8	4	16	16	5	17	10	5	27	24	8	1	1	30
	8%	19%	10%	16%	6%	12%	3%	5%	7%	14%	67%	7%	9%	3%	9%	43%	3%	13%	8%	6%	2%	2%	10%
	100%	28%	6%	34%	66%	47%	19%	25%	38%	25%	13%	50%	50%	16%	53%	31%	16%	84%	75%	25%	3%	3%	94%
DRUNK DRIVERS	10	2		2	8	4	4	4	5	1		5	5	4	6		3	7	8	2			10
	2%	4%		3%	2%	3%	2%	2%	3%	2%		2%	3%	2%	3%		2%	3%	3%	2%			3%
	100%	20%		20%	80%	40%	40%	40%	50%	10%		50%	50%	40%	60%		30%	70%	80%	20%			100%
OTHER ALCOHOL/ DRUGS COMMENTS	1	1		1					1			1			1			1	1				1
	0%	2%		1%					1%			0%			1%			0%	0%				2%
	100%	100%		100%					100%			100%			100%			100%	100%				100%
NET CAR COMMENTS																							
RESPONDENTS	74	13	3	16	58	18	38	28	34	8	4	48	26	35	32	7	37	37	47	27	4	14	56
	18%	27%	15%	24%	17%	14%	18%	16%	19%	14%	67%	20%	15%	18%	17%	30%	19%	17%	17%	22%	6%	26%	19%
	100%	18%	4%	22%	78%	24%	51%	38%	46%	11%	5%	65%	35%	47%	43%	9%	50%	50%	64%	36%	5%	19%	76%
NOT REGULARLY CHECKING CAR/HAVING CAR SERVICED/ UNROADWORTHY	22	2		2	20	5	15	12	7	2	1	18	4	14	7	1	11	11	12	10	1	6	15
	5%	4%		3%	6%	4%	7%	7%	4%	4%	17%	8%	2%	7%	4%	4%	6%	5%	4%	8%	2%	11%	5%
	100%	9%		9%	91%	23%	68%	55%	32%	9%	5%	82%	18%	64%	32%	5%	50%	50%	55%	45%	5%	27%	68%
POWERFUL/FAST CARS	9	3		3	6	3	3	2	6	1		5	4	4	2	3	5	4	4	5			9
	2%	6%		4%	2%	2%	1%	1%	3%	2%		2%	2%	2%	1%	1%	3%	2%	1%	4%			3%
	100%	32%		33%	67%	33%	33%	22%	67%	11%		56%	44%	44%	22%	3%	56%	44%	44%	56%			100%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q4-TOTAL RISKS FOR SAFE DRIVING, FOR A NEWLY LICENCED DRIVER																							
BEING AWARE OF OTHER CARS ON THE ROAD	21	4	2	6	15	6	8	10	9	2		12	9	8	12	1	9	12	16	5	2	7	12
	5%	8%	10%	9%	4%	5%	4%	6%	5%	4%		5%	5%	4%	6%	4%	5%	6%	6%	4%	3%	13%	4%
	100%	19%	10%	29%	71%	29%	38%	48%	43%	10%		57%	43%	38%	57%	5%	43%	57%	76%	24%	10%	33%	57%
NOT WEARING SEATBELT	22	4	1	5	17	3	13	4	13	3	2	12	10	9	11	2	12	10	15	7	1	1	20
	5%	8%	5%	7%	5%	2%	6%	2%	7%	5%	33%	5%	6%	5%	6%	9%	6%	5%	5%	6%	2%	2%	7%
	100%	18%	5%	23%	77%	14%	59%	18%	59%	14%	9%	55%	45%	41%	50%	9%	55%	45%	68%	32%	5%	5%	91%
OTHER CAR COMMENTS	4	1		1	3	1	1	2	1		1	3	1	2	2		3	1	1	3			4
	1%	2%		1%	1%	1%	0%	1%	1%		17%	1%	1%	1%	1%		2%	0%	0%	2%			1%
	100%	25%		25%	75%	25%	25%	50%	25%		25%	75%	25%	50%	50%		75%	25%	25%	75%			100%
NET OTHER COMMENTS RESPONDENTS	117	10	7	17	100	48	52	49	54	13	1	75	42	53	61	1	42	75	83	34	9	26	82
	29%	21%	35%	25%	29%	38%	25%	29%	31%	23%	17%	32%	24%	27%	33%	4%	22%	35%	29%	27%	14%	48%	28%
	100%	9%	6%	15%	85%	41%	44%	42%	46%	11%	1%	64%	36%	45%	52%	1%	36%	64%	71%	29%	8%	22%	70%
IGNORING SAFETY PRECAUTIONS	4		1	1	3		3	1	3			2	2	3	1		3	1		4			4
	1%		5%	1%	1%		1%	1%	2%			1%	1%	2%	1%		2%	0%		3%			1%
	100%		25%	25%	75%		75%	25%	75%			50%	50%	75%	25%		75%	25%		100%			100%
NOT OBEYING ROAD RULES SIGNS	49	4		4	45	21	24	23	25	1		29	20	26	22		18	31	33	16	1	13	35
	12%	8%		6%	13%	17%	11%	14%	14%	2%		12%	12%	13%	12%		9%	14%	12%	13%	2%	24%	12%
	100%	8%		8%	92%	43%	49%	47%	51%	2%		59%	41%	53%	45%		37%	63%	67%	33%	2%	27%	71%
OTHER COMMENTS	48	4	4	8	40	22	18	20	18	10		30	18	17	29	1	12	36	39	9	6	11	31
	12%	8%	20%	12%	12%	18%	9%	12%	10%	18%		13%	10%	9%	16%	4%	6%	17%	14%	7%	9%	20%	11%
	100%	8%	8%	17%	83%	46%	38%	42%	38%	21%		63%	38%	35%	60%	2%	25%	75%	81%	19%	13%	23%	65%
NO INFORMATION	22	2	2	4	18	9	9	7	12	2	1	16	6	11	11		11	11	15	7	2	2	18
	5%	4%	10%	6%	5%	7%	4%	4%	7%	4%	17%	7%	3%	6%	6%		6%	5%	5%	6%	3%	4%	6%
	100%	9%	9%	18%	82%	41%	41%	32%	55%	9%	5%	73%	27%	50%	50%		50%	50%	68%	32%	9%	9%	82%
NET EXPERIENCE COMMENTS	122	15	7	22	100	40	58	53	56	13		76	46	57	59	6	5%	6%	75	47	21	10	91
	30%	31%	35%	32%	29%	32%	27%	31%	32%	23%		32%	27%	29%	32%	26%	30%	29%	26%	38%	33%	19%	31%
	100%	12%	6%	18%	82%	33%	48%	43%	46%	11%		62%	38%	47%	48%	5%	48%	52%	61%	39%	17%	8%	75%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
-TOTAL RISKS FOR SAFE DRIVING, FOR A NEWLY LICENCED DRIVER																							
T DRIVING RISK COMMENTS	117	14	6	20	97	32	63	49	50	17	1	65	52	58	52	6	59	58	88	29	27	14	76
	29%	29%	30%	29%	28%	26%	30%	29%	28%	30%	17%	27%	30%	30%	28%	26%	31%	27%	31%	23%	42%	26%	26%
	100%	12%	5%	17%	83%	27%	54%	42%	43%	15%	1%	56%	44%	50%	44%	5%	50%	50%	75%	25%	23%	12%	65%
RESPONSE	2				2	2			1	1		1	1		2			2	2		2		
	0%				1%	2%			1%	2%		0%	1%		1%			1%	1%		3%		
	100%				100%	100%			50%	50%		50%	50%		100%			100%	100%		100%		

TABLE 10 (CONT.) BANNER

BY Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
REDUCES AWARENESS/ BECOME UNAWARE OF OTHER DRIVERS	11		2	2	9	2	7	6	4	1		4	7	6	4	1	6	5	6	5	1	4	6
	3%		10%	3%	3%	2%	3%	4%	2%	2%		2%	4%	3%	2%	4%	3%	2%	2%	4%	2%	7%	2%
	100%		18%	18%	82%	18%	64%	55%	36%	9%		36%	64%	55%	36%	9%	55%	45%	55%	45%	9%	36%	55%
TAKE MORE RISKS	1				1		1	1				1					1		1				1
	0%				0%		0%	1%				1%					0%		0%				0%
	100%				100%		100%	100%				100%					100%		100%				100%
OTHER	3	1		1	2	2		2	1			2	1				3		2	1			3
	1%	2%		1%	1%	2%		1%	1%			1%	1%				1%		1%	1%			1%
	100%	33%		33%	67%	67%		67%	33%			67%	33%				100%		67%	33%			100%
NET AFFECTS THE DRIVING RESPONDENTS	26	6		6	20	8	12	9	10	6	1	12	14	10	15	1	12	14	22	4	10	1	15
	6%	13%		9%	6%	6%	6%	5%	6%	11%	17%	5%	8%	5%	8%	4%	6%	7%	8%	3%	16%	2%	5%
	100%	23%		23%	77%	31%	46%	35%	38%	23%	4%	46%	54%	38%	58%	4%	46%	54%	85%	15%	38%	4%	58%
SLOPPY/CARELESS DRIVING	2				2	2			2			1	1		2		1	1	2				2
	0%				1%	2%			1%			0%	1%		1%		1%	0%	1%				1%
	100%				100%	100%			100%			50%	50%		100%		50%	50%	100%				100%
DRIVE TOO FAST/ SPEEDING	7	2		2	5	1	4	2	3	2		4	3	3	4		1	6	7		5		2
	2%	4%		3%	1%	1%	2%	1%	2%	4%		2%	2%	2%	2%		1%	3%	2%		8%		1%
	100%	29%		29%	71%	14%	57%	29%	43%	29%		57%	43%	43%	57%		14%	86%	100%		71%		29%
CAN'T CONTROL CAR PROPERLY/LOSS CONTROL OF THE CAR	7	2		2	5	2	3	2	2	3		3	4	2	5		4	3	5	2	2	1	4
	2%	4%		3%	1%	2%	1%	1%	1%	5%		1%	2%	1%	3%		2%	1%	2%	2%	3%	2%	1%
	100%	29%		29%	71%	29%	43%	29%	29%	43%		43%	57%	29%	71%		57%	43%	71%	29%	29%	14%	57%
MAKES YOU A DANGER TO OTHERS/CAUSE ACCIDENT	7	2		2	5	3	2	2	4	1		2	5	2	4	1	2	5	5	2	1		6
	2%	4%		3%	1%	2%	1%	1%	2%	2%		1%	3%	1%	2%	4%	1%	2%	2%	2%	2%		2%
	100%	29%		29%	71%	43%	29%	29%	57%	14%		29%	71%	29%	57%	14%	29%	71%	71%	29%	14%		86%
OTHER	4	1		1	3		3	3			1	3	1	3	1		4		4				1
	1%	2%		1%	1%		1%	2%			17%	1%	1%	2%	1%		2%		1%				0%
	100%	25%		25%	75%		75%	75%			25%	75%	25%	75%	25%		100%		100%				25%

BY Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED		TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
NET AFFECT ON SENSES RESPONDENTS	73	3	1	4	69	25	42	26	33	13	1	29	44	40	31	2	43	30	54	19	26	1	46
	18%	6%	5%	6%	20%	20%	20%	15%	19%	23%	17%	12%	26%	20%	17%	9%	22%	14%	19%	15%	41%	2%	16%
	100%	4%	1%	5%	95%	34%	58%	36%	45%	18%	1%	40%	60%	55%	42%	3%	59%	41%	74%	26%	36%	1%	63%
AFFECTS CONCENTRATION/ BECOME DISTRACTED	45	3	1	4	41	18	22	16	18	10	1	17	28	22	21	2	23	22	34	11	19	1	25
	11%	6%	5%	6%	12%	14%	10%	9%	10%	18%	17%	7%	16%	11%	11%	9%	12%	10%	12%	9%	30%	2%	9%
	100%	7%	2%	9%	91%	40%	49%	36%	40%	22%	2%	38%	62%	49%	47%	4%	51%	49%	76%	24%	42%	2%	56%
MAKES YOU TIRED/ DROWSY/SLEEPY	26	1		1	25	5	19	8	13	5		11	15	15	11		17	9	21	5	10		16
	6%	2%		1%	7%	4%	9%	5%	7%	9%		5%	9%	8%	6%		9%	4%	7%	4%	16%		5%
	100%	4%		4%	96%	19%	73%	31%	50%	19%		42%	58%	58%	42%		65%	35%	81%	19%	38%		62%
DISORIENTATION/NOT WITH IT/DON'T KNOW WHAT YOUR DOING	5				5	4	1	2	2	1		1	4	3	2		3	2	2	3	1		4
	1%				1%	3%	0%	1%	1%	2%		0%	2%	2%	1%		2%	1%	1%	2%	2%		1%
	100%				100%	80%	20%	40%	40%	20%		20%	80%	60%	40%		60%	40%	40%	60%	20%		80%
OTHER	1				1	1			1				1		1			1	1				1
	0%				0%	1%			1%				1%		1%			0%	0%				0%
	100%				100%	100%			100%				100%		100%			100%	100%				100%
NET AFFECTS ON MIND RESPONDENTS	52	4	7	11	41	13	28	21	23	8		29	23	23	25	4	24	28	31	21	10	9	33
	13%	8%	35%	16%	12%	10%	13%	12%	13%	14%		12%	13%	12%	13%	17%	12%	13%	11%	17%	16%	17%	11%
	100%	8%	13%	21%	79%	25%	54%	40%	44%	15%		56%	44%	44%	48%	8%	46%	54%	60%	40%	19%	17%	63%
YOU BECOME OVERCONFIDENT/ FALSE SENSE OF CONFIDENCE	4	1	1		3	2	1	1	2	1		2	2	1	3		1	3	3	1	2		2
	1%	5%	1%		1%	2%	0%	1%	1%	2%		1%	1%	1%	2%		1%	1%	1%	1%	3%		1%
	100%	25%	25%		75%	50%	25%	25%	50%	25%		50%	50%	25%	75%		25%	75%	75%	25%	50%		50%
AFFECTS JUDGMENT/ CLEAR THINKING/ CAN'T MAKE SENSIBLE	33	3	4	7	26	7	19	11	16	6		21	12	16	14	3	17	16	19	14	7	5	21
	8%	6%	20%	10%	8%	6%	9%	6%	9%	11%		9%	7%	8%	7%	13%	9%	7%	7%	11%	11%	9%	7%
	100%	9%	12%	21%	79%	21%	58%	33%	48%	18%		64%	36%	48%	42%	9%	52%	48%	58%	42%	21%	15%	64%

BANNER
 BY Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
NET AFFECTS BODY RESPONDENTS	153	21	8	29	124	49	73	68	66	17	2	94	59	70	74	9	62	90	106	47	8	22	123
	37%	44%	40%	43%	36%	39%	35%	40%	38%	30%	33%	40%	34%	36%	40%	39%	32%	42%	37%	38%	13%	41%	42%
	100%	14%	5%	19%	81%	32%	48%	44%	43%	11%	1%	61%	39%	46%	48%	6%	41%	59%	69%	31%	5%	14%	80%
SLOWS REFLEXES	30	2	3	5	25	11	14	11	14	4	1	15	15	12	14	4	14	16	19	11	2	2	26
	7%	4%	15%	7%	7%	9%	7%	6%	8%	7%	17%	6%	9%	6%	7%	17%	7%	7%	7%	9%	3%	4%	9%
	100%	7%	10%	17%	83%	37%	47%	37%	47%	13%	3%	50%	50%	40%	47%	13%	47%	53%	63%	37%	7%	7%	87%
SLOWS REACTION TIME/RESPONSE SLOWER	35	4	1	5	30	14	16	17	14	4		25	10	13	21	1	13	22	23	12	1	6	28
	9%	8%	5%	7%	9%	11%	8%	10%	8%	7%		11%	6%	7%	11%	4%	7%	10%	8%	10%	2%	11%	10%
	100%	11%	3%	14%	86%	40%	46%	49%	40%	11%		71%	29%	37%	60%	3%	37%	63%	66%	34%	3%	17%	80%
AFFECTS VISION/EYESIGHT	67	11	4	15	52	16	35	30	28	8	1	41	26	35	28	4	28	38	46	21	3	12	52
	16%	23%	20%	22%	15%	13%	17%	18%	16%	14%	17%	17%	15%	18%	15%	17%	15%	18%	16%	17%	5%	22%	18%
	100%	16%	6%	22%	78%	24%	52%	45%	42%	12%	1%	61%	39%	52%	42%	6%	42%	57%	69%	31%	4%	18%	78%
AFFECTS CO-ORDINATION/SENSE OF BALANCE/LOSE CONTROL/DIZZY	13	4		4	9	3	5	7	5	1		8	5	6	7		3	10	11	2	1	1	11
	3%	8%		6%	3%	2%	2%	4%	3%	2%		3%	3%	3%	4%		7%	5%	4%	2%	2%	2%	4%
	100%	31%		31%	69%	23%	38%	54%	38%	8%		62%	38%	46%	54%		23%	77%	85%	15%	8%	8%	85%
AFFECT ANTICIPATION	1				1		1	1				1		1			1			1			1
	0%				0%		0%	1%				1%		1%			1%			1%			0%
	100%				100%		100%	100%				100%		100%			100%			100%			100%
MAKES YOU SICK	1				1		1	1				1		1			1		1		1		1
	0%				0%		0%	1%				0%		1%			1%		0%		2%		2%
	100%				100%		100%	100%				100%		100%			100%		100%		100%		100%
OTHER	6				6	5	1	1	5			4	2	2	4		2	4	6				1
	1%				2%	4%	0%	1%	3%			2%	1%	1%	2%		1%	2%	2%				2%
	100%				100%	83%	17%	17%	83%			67%	33%	33%	67%		33%	67%	100%				17%

TABLE 10 (CONT.) BANNER
 BY Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
NET OTHER COMMENTS RESPONDENTS	14	3	3	11	5	6	4	5	5			11	3	8	6		7	7	9	5	2	5	7
	3%	15%	4%	3%	4%	3%	2%	3%	9%			5%	2%	4%	3%		4%	3%	3%	4%	3%	9%	2%
	100%	21%	21%	79%	36%	43%	29%	36%	36%			79%	21%	57%	43%		50%	50%	64%	36%	14%	36%	50%
OTHER COMMENTS	2			2	1	1		1	1			2		1	1		2		2		1		1
	0%			1%	1%	0%		1%	2%			1%		1%	1%		1%		1%		2%		0%
	100%			100%	50%	50%		50%	50%			100%		50%	50%		100%		100%		50%		50%
NO INFORMATION	12	3	3	9	4	5	4	4	4			9	3	7	5		5	7	7	5	1	5	6
	3%	15%	4%	3%	3%	2%	2%	2%	7%			4%	2%	4%	3%		3%	3%	2%	4%	2%	9%	2%
	100%	25%	25%	75%	33%	42%	33%	33%	33%			75%	25%	58%	42%		42%	58%	58%	42%	8%	42%	50%

BANNER
 BY Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

	INCIDENCE OF LICENCING					TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
		-R																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
NET AFFECTS BODY RESPONDENTS																							
	153	21	8	29	124	49	73	68	66	17	2	94	59	70	74	9	62	90	106	47	8	22	123
	37%	44%	40%	43%	36%	39%	35%	40%	38%	30%	33%	40%	34%	36%	40%	39%	32%	42%	37%	38%	13%	41%	42%
	100%	14%	5%	19%	81%	32%	48%	44%	43%	11%	1%	61%	39%	46%	48%	6%	41%	59%	69%	31%	5%	14%	80%
SLOWS REFLEXES																							
	30	2	3	5	25	11	14	11	14	4	1	15	15	12	14	4	14	16	19	11	2	2	26
	7%	4%	15%	7%	7%	9%	7%	6%	8%	7%	17%	6%	9%	6%	7%	17%	7%	7%	7%	9%	3%	4%	9%
	100%	7%	10%	17%	83%	37%	47%	37%	47%	13%	3%	50%	50%	40%	47%	13%	47%	53%	63%	37%	7%	7%	87%
SLOWS REACTION TIME/RESPONSE SLOWER																							
	35	4	1	5	30	14	16	17	14	4		25	10	13	21	1	13	22	23	12	1	6	28
	9%	8%	5%	7%	9%	11%	8%	10%	8%	7%		11%	6%	7%	11%	4%	7%	10%	8%	10%	2%	11%	10%
	100%	11%	3%	14%	86%	40%	46%	49%	40%	11%		71%	29%	37%	60%	3%	37%	63%	66%	34%	3%	17%	80%
AFFECTS VISION/EYESIGHT																							
	67	11	4	15	52	16	35	30	28	8	1	41	26	35	28	4	28	38	46	21	3	12	52
	16%	23%	20%	22%	15%	13%	17%	18%	16%	14%	17%	17%	15%	18%	15%	17%	15%	18%	16%	17%	5%	22%	18%
	100%	16%	6%	22%	78%	24%	52%	45%	42%	12%	1%	61%	39%	52%	42%	6%	42%	57%	69%	31%	4%	18%	78%
AFFECTS CO-ORDINATION/SENSE OF BALANCE/LOSE CONTROL/DIZZY																							
	13	4		4	9	3	5	7	5	1		8	5	6	7		3	10	11	2	1	1	11
	3%	8%		6%	3%	2%	2%	4%	3%	2%		3%	3%	3%	4%		2%	5%	4%	2%	2%	2%	4%
	100%	31%		31%	69%	23%	38%	54%	38%	8%		62%	38%	46%	54%		23%	77%	85%	15%	8%	8%	85%
AFFECT ANTICIPATION																							
	1				1		1	1					1	1			1						1
	0%				0%		0%	1%					1%	1%			1%						0%
	100%				100%		100%	100%				100%		100%			100%			100%			100%
MAKES YOU SICK																							
	1				1		1	1				1		1			1		1				
	0%				0%		0%	1%				0%		1%			1%		0%				
	100%				100%		100%	100%				100%		100%			100%		100%				
OTHER																							
	6				6	5	1	1	5			4	2	2	4		2	4	6			1	5
	1%				2%	4%	0%	1%	3%			2%	1%	1%	2%		1%	2%	2%			2%	2%
	100%				100%	83%	17%	17%	83%			67%	33%	33%	67%		33%	67%	100%			17%	83%

TABLE 11 (CONT.) BANNER
 BY Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICE -NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN -TRY	A	B	C	
	LEARN -R	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
NET AFFECT ON SENS																							
RESPONDENTS	101	9	1	10	91	27	61	47	44	8	2	54	47	58	40	2	59	42	74	27	25	11	65
	25%	19%	5%	15%	27%	22%	29%	28%	25%	14%	33%	23%	27%	30%	21%	9%	31%	20%	26%	22%	39%	20%	22%
	100%	9%	1%	10%	90%	27%	60%	47%	44%	8%	2%	53%	47%	57%	40%	2%	58%	42%	73%	27%	25%	11%	64%
AFFECTS CONCENTRATION/ BECOME DISTRACTED	41	4	1	5	36	11	24	20	18	2	1	16	25	23	16	2	19	22	34	7	9	4	28
	10%	8%	5%	7%	11%	9%	11%	12%	10%	4%	17%	7%	15%	12%	9%	9%	10%	10%	12%	6%	14%	7%	10%
	100%	10%	2%	12%	88%	27%	59%	49%	44%	5%	2%	39%	61%	56%	39%	5%	46%	54%	83%	17%	22%	10%	68%
MAKES YOU TIRED/ DROWSY/SLEEPY	50	5		5	45	13	30	22	22	5	1	33	17	29	20		34	16	35	15	16	6	28
	12%	10%		7%	13%	10%	14%	13%	13%	9%	17%	14%	10%	15%	11%		18%	7%	12%	12%	25%	11%	10%
	100%	10%		10%	90%	26%	60%	44%	44%	10%	2%	66%	34%	58%	40%		68%	32%	70%	30%	32%	12%	56%
DIORIENTATION/NOT WITH IT/DON'T KNOW WHAT YOUR DOING	6				6	1	5	4	2			3	3	4	2		4	2	3	3			6
	1%				2%	1%	2%	2%	1%			1%	2%	2%	1%		2%	1%	1%	2%			2%
	100%				100%	17%	83%	67%	33%			50%	50%	67%	33%		67%	33%	50%	50%			100%
OTHER	4				4	2	2	1	2	1		2	2	2	2		2	2	2	2		1	3
	1%				1%	2%	1%	1%	1%	2%		1%	1%	1%	1%		1%	1%	1%	2%		2%	1%
	100%				100%	50%	50%	25%	50%	25%		50%	50%	50%	50%		50%	50%	50%	50%		25%	75%
NET AFFECTS ON MIND RESPONDENTS	59	7	5	12	47	13	34	24	25	9	1	37	22	32	19	6	32	27	35	24	6	8	45
	14%	15%	25%	18%	14%	10%	16%	14%	14%	16%	17%	16%	13%	16%	10%	26%	17%	13%	12%	19%	9%	15%	15%
	100%	12%	8%	20%	80%	22%	58%	41%	42%	15%	2%	63%	37%	54%	32%	10%	54%	46%	59%	41%	10%	14%	76%
YOU BECOME OVERCONFIDENT/ FALSE SENSE OF CONFIDENCE	10				10	1	9	5	3	2		9	1	9	1		7	3	4	6	2	3	5
	2%				3%	1%	4%	3%	2%	4%		4%	1%	5%	1%		4%	1%	1%	5%	3%	6%	2%
	100%				100%	10%	90%	50%	30%	20%		90%	10%	90%	10%		70%	30%	40%	60%	20%	30%	50%
AFFECTS JUDGMENT/ CLEAR THINKING/ CAN'T MAKE SENSIBL	28	4	4	8	20	8	12	9	13	5	1	19	9	13	10	5	14	14	17	11	3	4	21
	7%	8%	20%	12%	6%	6%	6%	5%	7%	9%	17%	8%	5%	7%	5%	22%	7%	7%	6%	9%	5%	7%	7%
	100%	14%	14%	29%	71%	29%	43%	32%	46%	18%	4%	68%	32%	46%	36%	18%	50%	50%	61%	39%	11%	14%	75%

BANNER
 BY Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
NET AFFECTS BODY RESPONDENTS	83	17	4	21	62	21	39	29	46	6	2	49	34	36	41	5	36	47	55	28	10	10	63
	20%	35%	20%	31%	18%	17%	18%	17%	26%	11%	33%	21%	20%	18%	22%	22%	19%	22%	19%	22%	16%	19%	22%
	100%	20%	5%	25%	75%	25%	47%	35%	55%	7%	2%	59%	41%	43%	49%	6%	43%	57%	66%	34%	12%	12%	76%
SLOWS REFLEXES	16	1		1	15	5	8	9	5	2		5	11	9	5	2	9	7	10	6		2	14
	4%	2%		1%	4%	4%	4%	5%	3%	4%		2%	6%	5%	3%	9%	5%	3%	4%	5%		4%	5%
	100%	6%		6%	94%	31%	50%	56%	31%	13%		31%	69%	56%	31%	13%	56%	44%	63%	38%		13%	88%
SLOWS REACTION TIME/RESPONSE SLOWER	17	2		2	15	5	9	6	11			7	10	10	6	1	10	7	9	8	3	3	11
	4%	4%		3%	4%	4%	4%	4%	6%			3%	6%	5%	3%	4%	5%	3%	3%	6%	5%	6%	4%
	100%	12%		12%	88%	29%	53%	35%	65%			41%	59%	59%	35%	6%	59%	41%	53%	47%	18%	18%	65%
AFFECTS VISION/EYESIGHT	33	9	3	12	21	7	14	9	19	3	2	24	9	12	19	2	11	22	25	8	4	4	25
	8%	19%	15%	18%	6%	6%	7%	5%	11%	5%	33%	10%	5%	6%	10%	9%	6%	10%	9%	6%	6%	7%	9%
	100%	27%	9%	36%	64%	21%	42%	27%	58%	9%	6%	73%	27%	36%	58%	6%	33%	67%	76%	24%	12%	12%	76%
AFFECTS CO-ORDINATION/SENSE OF BALANCE/LOSE CONTROL/DIZZY	10	3	1	4	6	1	5	4	5	1		6	4	5	5		4	6	5	5	2	1	7
	2%	6%	5%	6%	2%	1%	2%	2%	3%	2%		3%	2%	3%	3%		2%	3%	2%	4%	3%	2%	2%
	100%	30%	10%	40%	60%	10%	50%	40%	50%	10%		60%	40%	50%	50%		40%	60%	50%	50%	20%	10%	70%
MAKES YOU SICK	4	1		1	3	2	1	1	3			3	1				1	3	3	1	1		3
	1%	2%		1%	1%	2%	0%	1%	2%			1%	1%				1%	1%	1%	1%	2%		1%
	100%	25%		25%	75%	50%	25%	25%	75%			75%	25%				25%	75%	75%	25%	25%		75%
OTHER	4	1		1	3	1	2	1	3			4		1			2	2	3	1			4
	1%	2%		1%	1%	1%	1%	1%	2%			2%		1%			1%	1%	1%	1%			1%
	100%	25%		25%	75%	25%	50%	25%	75%			100%		25%			50%	50%	75%	25%			100%
NET AFFECT ON SENSES RESPONDENTS	64	7	4	11	53	18	35	33	24	7		43	21	37	24	4	33	30	42	22	7	13	44
	16%	15%	20%	16%	16%	14%	17%	19%	14%	12%		18%	12%	19%	12%	17%	17%	14%	15%	18%	11%	24%	15%
	100%	11%	6%	17%	83%	28%	55%	52%	38%	11%		67%	33%	58%	44%	6%	52%	47%	66%	34%	11%	20%	69%

TABLE 11 (CONT.) BANNER
 BY Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
MAKES YOU A DANGER TO OTHERS/CAUSE ACCIDENT	7				7	2	5			6	1	2	5	3	4		4	3	5	2	1		6
	2%				2%	2%	2%			3%	2%	1%	3%	2%	2%		2%	1%	2%	2%	2%		2%
	100%				100%	29%	71%			86%	14%	29%	71%	43%	57%		57%	43%	71%	29%	14%		86%
OTHER	5	3	1	4	1	1		3	2			3	2		4	1	1	4	5		1		4
	1%	6%	5%	6%	0%	1%		2%	4%			1%	1%		2%	4%	1%	2%	2%		2%		1%
	100%	60%	20%	80%	20%	20%		60%	40%			60%	40%		80%	20%	20%	80%	100%		20%		80%
NET OTHER COMMENTS RESPONDENTS	37	3	3	6	31	12	19	15	13	8	1	22	15	20	15	2	16	21	24	13	4	10	23
	9%	6%	15%	9%	9%	10%	9%	9%	7%	14%	17%	9%	9%	10%	8%	9%	8%	10%	8%	10%	6%	19%	8%
	100%	8%	8%	16%	84%	32%	51%	41%	35%	22%	3%	59%	41%	54%	41%	5%	43%	57%	65%	35%	11%	27%	62%
OTHER COMMENTS	6	2		2	4	1	3	2	3	1		2	4	2	3	1	2	4	4	2		1	5
	1%	4%		3%	1%	1%	1%	1%	2%	2%		1%	2%	1%	2%	4%	1%	2%	1%	2%		2%	2%
	100%	33%		33%	67%	17%	50%	33%	50%	17%		33%	67%	33%	50%	17%	33%	67%	67%	33%		17%	83%
NO INFORMATION	31	1	3	4	27	11	16	13	10	7	1	20	11	18	12	1	14	17	20	11	4	9	18
	8%	2%	15%	6%	8%	9%	8%	8%	6%	12%	17%	8%	6%	9%	6%	4%	7%	8%	7%	9%	6%	17%	6%
	100%	3%	10%	13%	87%	35%	52%	42%	32%	23%	3%	65%	35%	58%	39%	3%	45%	55%	65%	35%	13%	29%	58%
NO RESPONSE	19	3	2	5	14	12	2	1	10	8		11	8		17	2		19	19		19		
	5%	6%	10%	7%	4%	10%	1%	1%	6%	14%		5%	5%		9%	9%		9%	7%		30%		
	100%	16%	11%	26%	74%	63%	11%	5%	53%	42%		58%	42%		89%	11%		100%	100%		100%		

TABLE 12 (CONT.) BANNER
 BY Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL	15-YRS			16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C		
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
SHOWING OFF/ACT SILLY	5				5	1	4	4		1		3	2	4		1	1	4	4	1		1	4
	1%				1%	1%	2%	2%		2%		1%	1%	2%		4%	1%	2%	1%	1%		2%	1%
	100%				100%	20%	80%	80%		20%		60%	40%	80%		20%	80%	80%	20%		20%	80%	
OTHER	2				2	2			1	1		1	1			2	1	1	2				2
	0%				1%	2%			1%	2%		0%	1%			1%	0%	1%					1%
	100%				100%	100%		50%	50%			50%	50%	100%		50%	50%	100%					100%
NET AFFECTS THE DRIVING RESPONDENTS	39	4		4	35	11	24	18	16	4	1	17	22	19	17	3	21	18	29	10	2	4	33
	10%	8%		6%	10%	9%	11%	11%	9%	7%	17%	7%	13%	10%	9%	13%	11%	8%	10%	8%	3%	7%	11%
	100%	10%		10%	90%	28%	62%	46%	41%	10%	3%	44%	56%	49%	44%	8%	54%	46%	74%	26%	5%	10%	85%
SLOPPY/CARELESS DRIVING	7	2		2	5	1	4	2	2	2	1	1	6	1	3	3	4	3	7			1	6
	2%	4%		3%	1%	1%	2%	1%	1%	4%	17%	0%	3%	1%	2%	13%	2%	1%	2%			2%	2%
	100%	29%		29%	71%	14%	57%	29%	29%	29%	14%	14%	86%	14%	43%	43%	57%	43%	100%			14%	86%
DRIVE TOO FAST/SPEEDING	11	3		3	8		8	5	4	1	1	6	5	6	3	2	7	4	8	3			11
	3%	6%		4%	2%		4%	3%	2%	2%	17%	3%	3%	3%	2%	9%	4%	2%	3%	2%			4%
	100%	27%		27%	73%	73%		45%	36%	9%	9%	55%	45%	55%	27%	18%	64%	36%	73%	27%			100%
CAN'T CONTROL CAR PROPERLY/LOSS CONTROL OF THE CAR	10				10	5	5	4	5	1		5	5	4	6		4	6	8	2			1
	2%				3%	4%	2%	2%	3%	2%		2%	3%	2%	3%		2%	3%	3%	2%			2%
	100%				100%	50%	50%	40%	50%	10%		50%	50%	40%	60%		40%	60%	80%	20%			10%
MAKES YOU A DANGER TO OTHERS/CAUSE ACCIDENT	5				5	2	3	3	2			1	4	2			3	2	3	2			5
	1%				1%	2%	1%	2%	1%			0%	2%	1%			2%	1%	1%	2%			2%
	100%				100%	40%	60%	60%	40%			20%	80%	40%	60%		60%	40%	60%	40%			100%
OTHER	8				8	3	5	4	3	1		4	4	4	2		5	3	5	3	2	2	4
	2%				2%	2%	2%	2%	2%	2%		2%	2%	3%	1%		3%	1%	2%	2%	3%	4%	1%
	100%				100%	38%	63%	50%	38%	13%		50%	50%	75%	25%		63%	38%	63%	38%	25%	25%	50%

BY Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED		TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
AFFECTS CONCENTRATION/ BECOME DISTRACTED	28	5	1	6	22	7	15	14	12	2		18	10	16	9	2	12	16	16	12	1	10	17
	7%	10%	5%	9%	6%	6%	7%	8%	7%	4%		8%	6%	8%	5%	9%	6%	7%	6%	10%	2%	19%	6%
	100%	18%	4%	21%	79%	25%	54%	50%	43%	7%		64%	36%	57%	32%	7%	43%	57%	57%	43%	4%	36%	61%
MAKES YOU TIRED/ DROWSY/SLEEPY	28	1	2	3	25	8	17	15	10	3		20	8	18	8	2	19	8	23	5	6	4	18
	7%	2%	10%	4%	7%	6%	8%	9%	6%	5%		8%	5%	9%	4%	9%	10%	4%	8%	4%	9%	7%	6%
	100%	4%	7%	11%	89%	29%	61%	54%	36%	11%		71%	29%	64%	29%	7%	68%	29%	82%	18%	21%	14%	64%
ORIENTATION/NOT WITH IT/DON'T KNOW WHAT YOUR DOING	3	1	1	1	2	2	2	2	1	1		2	1	3		3	3	1	2	1	2		3
	1%	5%	1%	1%	1%	2%	1%	1%	2%	2%		1%	1%	2%		1%	1%	0%	2%	0%	2%		1%
	100%	33%	33%	67%	67%	67%	33%	67%	33%			67%	33%	100%		100%	33%	67%					100%
OTHER	6	1		1	5	2	3	3	2	1		4	2	3	3		2	4	3	3			6
	1%	2%		1%	1%	2%	1%	2%	1%	2%		2%	1%	2%	2%		1%	2%	1%	2%			2%
	100%	17%		17%	83%	33%	50%	50%	33%	17%		67%	33%	50%	50%		33%	67%	50%	50%			100%
NET AFFECTS ON MIND RESPONDENTS	48	4	2	6	42	18	24	19	19	9	1	33	15	21	23	4	20	28	35	13	4	5	39
	12%	8%	10%	9%	12%	14%	11%	11%	11%	16%	17%	14%	9%	11%	12%	17%	10%	13%	12%	10%	6%	9%	13%
	100%	8%	4%	13%	88%	38%	50%	40%	40%	19%	2%	69%	31%	44%	48%	8%	42%	58%	73%	27%	8%	10%	81%
YOU BECOME OVERCONFIDENT/ FALSE SENSE OF CONFIDENCE	1		1	1					1				1			1		1	1				1
	0%		5%	1%					1%				1%			4%		0%	0%				0%
	100%		100%	100%					100%				100%			100%		100%	100%				100%
AFFECTS JUDGMENT/ CLEAR THINKING/ CAN'T MAKE SENSIBLE	23	3	1	4	19	11	8	7	11	4	1	19	4	7	15	1	6	17	16	7	1	3	19
	6%	6%	5%	6%	6%	9%	4%	4%	6%	7%	17%	8%	2%	4%	8%	4%	3%	8%	6%	6%	2%	6%	7%
	100%	13%	4%	17%	83%	48%	35%	30%	48%	17%	4%	83%	17%	30%	65%	4%	26%	74%	70%	30%	4%	13%	83%
REDUCES AWARENESS/ BECOME UNAWARE OF OTHER DRIVERS	15	1		1	14	2	12	8	5	2		9	6	10	4	1	11	4	10	5	3	1	11
	4%	2%		1%	4%	2%	6%	5%	3%	4%		4%	3%	5%	2%	4%	6%	2%	4%	4%	5%	2%	4%
	100%	7%		7%	93%	13%	80%	53%	33%	13%		60%	40%	67%	27%	7%	73%	27%	67%	33%	20%	7%	73%
TAKE MORE RISKS	3				3	2	1	1	1	1		2	1	1	2		2	1	2	1			3
	1%				1%	2%	0%	1%	1%	2%		1%	1%	1%	1%		1%	0%	1%	1%			1%
	100%				100%	67%	33%	33%	33%	33%		67%	33%	33%	67%		67%	33%	67%	33%			100%

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																							
NET AFFECTS BODY RESPONDENTS	333	43	16	59	274	105	164	138	148	42	5	210	123	150	160	20	148	184	230	103	44	48	241
	81%	90%	80%	87%	80%	84%	78%	81%	84%	74%	83%	89%	72%	77%	86%	87%	77%	86%	81%	82%	69%	89%	83%
	100%	13%	5%	18%	82%	32%	49%	41%	44%	13%	2%	63%	37%	45%	48%	6%	44%	55%	69%	31%	13%	14%	72%
SLOWS REFLEXES	117	16	7	23	94	40	51	49	48	18	2	69	48	48	58	11	43	74	77	40	8	17	92
	29%	33%	35%	34%	28%	32%	24%	29%	27%	32%	33%	29%	28%	24%	31%	48%	22%	34%	27%	32%	13%	31%	32%
	100%	14%	6%	20%	80%	34%	44%	42%	41%	15%	2%	59%	41%	41%	50%	9%	37%	63%	66%	34%	7%	15%	79%
SLOWS REACTION TIME/RESPONSE SLOWER	145	21	8	29	116	47	67	63	66	14	2	100	45	66	68	9	56	88	93	52	15	26	104
	35%	44%	40%	43%	34%	38%	32%	37%	38%	25%	33%	42%	26%	34%	36%	39%	29%	41%	33%	42%	23%	48%	36%
	100%	14%	6%	20%	80%	32%	46%	43%	46%	10%	1%	69%	31%	46%	47%	6%	39%	61%	64%	36%	10%	18%	72%
AFFECTS VISION/EYESIGHT	181	27	9	36	145	53	90	74	86	18	3	105	76	82	90	8	79	101	135	46	24	24	133
	44%	56%	45%	53%	43%	42%	43%	44%	49%	32%	50%	44%	44%	42%	48%	35%	41%	47%	48%	37%	38%	44%	46%
	100%	15%	5%	20%	80%	29%	50%	41%	48%	10%	2%	58%	42%	45%	50%	4%	44%	56%	75%	25%	13%	13%	73%
AFFECTS CO-ORDINATION/SENSE OF BALANCE/LOSE CONTROL/DIZZY	41	9	1	10	31	10	20	17	19	4	1	27	14	17	21	3	16	25	29	12	7	2	32
	10%	19%	5%	15%	9%	8%	9%	10%	11%	7%	17%	11%	8%	9%	11%	13%	8%	12%	10%	10%	11%	4%	11%
	100%	22%	2%	24%	76%	24%	49%	41%	46%	10%	2%	66%	34%	41%	51%	7%	39%	61%	71%	29%	17%	5%	78%
AFFECT ANTICIPATION	2				2		2	1	1					2			2			2			2
	0%				1%		1%	1%	1%			1%		1%			1%			2%			1%
	100%				100%		100%	50%	50%			100%		100%			100%		100%				100%
MAKES YOU SICK	7	1		1	6	4	2	2	3	2		6	1	1	5		2	5	6	1	4		3
	2%	2%		1%	2%	3%	1%	1%	2%	4%		3%	1%	1%	3%		1%	2%	2%	1%	6%		1%
	100%	14%		14%	86%	57%	29%	29%	43%	29%		86%	14%	14%	71%		29%	71%	86%	14%	57%		43%
OTHER	21	3	2	5	16	9	7	4	13	4		14	7	6	15		8	13	19	2	7	1	13
	5%	6%	10%	7%	5%	7%	3%	2%	7%	7%		6%	4%	3%	8%		4%	6%	7%	2%	11%	2%	4%
	100%	14%	10%	24%	76%	43%	33%	19%	62%	19%		67%	33%	29%	71%		38%	62%	90%	10%	33%	5%	62%
NET AFFECT ON SENSES RESPONDENTS	200	18	6	24	176	59	113	89	81	27	3	105	95	106	84	8	104	95	144	56	44	22	134
	49%	38%	30%	35%	52%	47%	54%	52%	46%	47%	50%	44%	55%	54%	45%	35%	54%	44%	51%	45%	69%	41%	46%
	100%	9%	3%	12%	88%	30%	57%	45%	41%	14%	2%	53%	48%	57%	42%	4%	52%	48%	72%	28%	22%	11%	67%

TABLE 12 (CONT.)

BANNER
 BY Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNE-R	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																							
NET OTHER COMMENTS RESPONDENTS	158	13	8	21	137	44	90	72	61	23	2	87	71	85	67	5	84	74	105	53	22	23	113
	39%	27%	40%	31%	40%	35%	43%	42%	35%	40%	33%	37%	41%	43%	36%	22%	44%	34%	37%	42%	34%	43%	39%
	100%	8%	5%	13%	87%	28%	57%	46%	39%	15%	1%	55%	45%	54%	42%	3%	53%	47%	66%	34%	14%	15%	72%
OTHER COMMENTS	8	1		1	7	4	3	3	3	2		5	3	4	4		3	5	5	3	1	1	6
	2%	2%		1%	2%	3%	1%	2%	2%	4%		2%	2%	2%	2%		2%	2%	2%	2%	2%	2%	2%
	100%	13%		13%	88%	50%	38%	38%	38%	25%		63%	38%	50%	50%		38%	63%	63%	38%	13%	13%	75%
NO INFORMATION	150	12	8	20	130	40	87	69	58	21	2	82	68	81	63	5	81	69	100	50	21	22	107
	37%	25%	40%	29%	38%	32%	41%	41%	33%	37%	33%	35%	40%	41%	34%	22%	42%	32%	35%	40%	33%	41%	37%
	100%	8%	5%	13%	87%	27%	58%	46%	39%	14%	1%	55%	45%	54%	42%	3%	54%	46%	67%	33%	14%	15%	71%
NO RESPONSE	21	3	2	5	16	13	3	2	11	8		12	9	2	17	2	2	19	20	1	20		1
	5%	6%	10%	7%	5%	10%	1%	1%	6%	14%		5%	5%	1%	9%	9%	1%	9%	7%	1%	31%		0%
	100%	14%	10%	24%	76%	62%	14%	10%	52%	38%		57%	43%	10%	81%	10%	10%	90%	95%	5%	95%		5%

	INCIDENCE OF LICENCING				UNLICENSED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
	LEARNER	P OR FULL																					
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																							
NET AFFECTS BODY RESPONDENTS	333	43	16	59	274	105	164	138	148	42	5	210	123	150	160	20	148	184	230	103	44	48	241
	81%	90%	80%	87%	80%	84%	78%	81%	84%	74%	83%	89%	72%	77%	86%	87%	77%	86%	81%	82%	69%	89%	83%
	100%	13%	5%	18%	82%	32%	49%	41%	44%	13%	2%	63%	37%	45%	48%	6%	44%	55%	69%	31%	13%	14%	72%
SLOWS REFLEXES	117	16	7	23	94	40	51	49	48	18	2	69	48	48	58	11	43	74	77	40	8	17	92
	29%	33%	35%	34%	28%	32%	24%	29%	27%	32%	33%	29%	28%	24%	31%	48%	22%	34%	27%	32%	13%	31%	32%
	100%	14%	6%	20%	80%	34%	44%	42%	41%	15%	2%	59%	41%	41%	50%	9%	37%	63%	66%	34%	7%	15%	79%
SLOWS REACTION TIME/RESPONSE SLOWER	145	21	8	29	116	47	67	63	66	14	2	100	45	66	68	9	56	88	93	52	15	26	104
	35%	44%	40%	43%	34%	38%	32%	37%	38%	25%	33%	42%	26%	34%	36%	39%	29%	41%	33%	42%	23%	48%	36%
	100%	14%	6%	20%	80%	32%	46%	43%	46%	10%	1%	69%	31%	46%	47%	6%	39%	61%	64%	36%	10%	18%	72%
AFFECTS VISION/EYESIGHT	181	27	9	36	145	53	90	74	86	18	3	105	76	82	90	8	79	101	135	46	24	24	133
	44%	56%	45%	53%	43%	42%	43%	44%	49%	32%	50%	44%	44%	42%	48%	35%	41%	47%	48%	37%	38%	44%	46%
	100%	15%	5%	20%	80%	29%	50%	41%	48%	10%	2%	58%	42%	45%	50%	4%	44%	56%	75%	25%	13%	13%	73%
AFFECTS CO-ORDINATION/SENSE OF BALANCE/LOSE CONTROL/DIZZY	41	9	1	10	31	10	20	17	19	4	1	27	14	17	21	3	16	25	29	12	7	2	32
	10%	19%	5%	15%	9%	8%	9%	10%	11%	7%	17%	11%	8%	9%	11%	13%	8%	12%	10%	10%	11%	4%	11%
	100%	22%	2%	24%	76%	24%	49%	41%	46%	10%	2%	66%	34%	41%	51%	7%	39%	61%	71%	29%	17%	5%	78%
AFFECT ANTICIPATION	2				2		2	1	1				2				2			2			2
	0%				1%		1%	1%	1%				1%				1%			2%			1%
	100%				100%		100%	50%	50%			100%	100%	100%	100%		100%		100%				100%
MAKES YOU SICK	7	1		1	6	4	2	2	3	2		6	1	1	5		2	5	6	1	4		3
	2%	2%		1%	2%	3%	1%	1%	2%	4%		3%	1%	1%	3%		1%	7%	2%	1%	6%		1%
	100%	14%		14%	86%	57%	29%	29%	43%	29%		86%	14%	14%	71%		29%	71%	86%	14%	57%		43%
OTHER	21	3	2	5	16	9	7	4	13	4		14	7	6	15		8	13	19	2	7	1	13
	5%	6%	10%	7%	5%	7%	3%	2%	7%	7%		6%	4%	3%	8%		4%	6%	7%	2%	11%	2%	4%
	100%	14%	10%	24%	76%	43%	33%	19%	62%	19%		67%	33%	29%	71%		38%	62%	90%	10%	33%	5%	62%
NET AFFECT ON SENSES RESPONDENTS	200	18	6	24	176	59	113	89	81	27	3	105	95	104	84	8	104	95	144	56	44	22	134
	49%	38%	30%	35%	52%	47%	54%	52%	46%	47%	50%	44%	55%	54%	45%	35%	54%	44%	51%	45%	69%	41%	46%
	100%	9%	3%	12%	88%	30%	57%	45%	41%	14%	2%	53%	46%	53%	42%	4%	52%	48%	72%	28%	22%	11%	67%

	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNED	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																							
AFFECTS CONCENTRATION/ BECOME DISTRACTED	114	12	3	15	99	36	61	50	48	14	2	51	63	61	46	6	54	60	84	30	29	15	70
	28%	25%	15%	22%	29%	29%	29%	29%	27%	25%	33%	22%	37%	31%	25%	26%	28%	28%	30%	24%	45%	28%	24%
	100%	11%	3%	13%	87%	32%	54%	44%	42%	12%	2%	45%	55%	54%	40%	5%	47%	53%	74%	26%	25%	13%	61%
MAKES YOU TIRED/ DROWSY/SLEEPY	103	7	2	9	94	26	65	45	44	13	1	63	40	61	39	2	69	33	79	24	32	10	61
	25%	15%	10%	13%	28%	21%	31%	26%	25%	23%	17%	27%	23%	31%	21%	9%	36%	15%	28%	19%	50%	19%	21%
	100%	7%	2%	9%	91%	25%	63%	44%	43%	13%	1%	61%	39%	59%	38%	2%	67%	32%	77%	23%	31%	10%	59%
DIORIENTATION/NOT WITH IT/DON'T KNOW WHAT YOUR DOING	14		1	1	13	7	6	8	4	2		6	8	7	7		7	7	6	8	1		13
	3%		5%	1%	4%	6%	3%	5%	2%	4%		3%	5%	4%	4%		4%	3%	2%	6%	2%		4%
	100%		7%	7%	93%	50%	43%	57%	29%	14%		43%	57%	50%	50%		50%	50%	43%	57%	7%		93%
OTHER	11	1		1	10	5	5	4	5	2		6	5	5	6		4	7	6	5		1	10
	3%	2%		1%	3%	4%	2%	2%	3%	4%		3%	3%	3%	3%		2%	3%	2%	4%		2%	3%
	100%	9%		9%	91%	45%	45%	36%	45%	18%		55%	45%	45%	55%		36%	64%	55%	45%		9%	91%
NET AFFECTS ON MIND RESPONDENTS	146	15	13	28	118	41	77	56	63	25	2	91	55	67	64	13	70	76	93	53	19	20	107
	36%	31%	65%	41%	35%	33%	36%	33%	36%	44%	33%	38%	32%	34%	34%	57%	36%	35%	33%	42%	30%	37%	37%
	100%	10%	9%	19%	81%	28%	53%	38%	43%	17%	1%	62%	38%	46%	44%	9%	48%	52%	64%	36%	13%	14%	73%
YOU BECOME OVERCONFIDENT/ FALSE SENSE OF CONFIDENCE	15		2	2	13	3	10	6	6	3		11	4	10	4	1	8	7	8	7	4	3	8
	4%		10%	3%	4%	2%	5%	4%	3%	5%		5%	2%	5%	2%	4%	4%	3%	3%	6%	6%	6%	3%
	100%		13%	13%	87%	20%	67%	40%	40%	20%		73%	27%	67%	27%	7%	53%	47%	53%	47%	27%	20%	53%
AFFECTS JUDGMENT/ CLEAR THINKING/ CAN'T MAKE SENSIBLE	84	10	9	19	65	26	39	27	40	15	2	59	25	36	39	9	37	47	52	32	11	12	61
	21%	21%	45%	28%	19%	21%	18%	16%	23%	26%	33%	25%	15%	18%	21%	39%	19%	22%	18%	26%	17%	22%	21%
	100%	12%	11%	23%	77%	31%	46%	32%	48%	18%	2%	70%	30%	43%	46%	11%	44%	56%	62%	38%	13%	14%	73%
REDUCES AWARENESS/ BECOME UNAWARE OF OTHER DRIVERS	36	2	2	4	32	7	25	17	15	4		17	19	19	14	2	22	14	24	12	5	5	26
	9%	4%	10%	6%	9%	6%	12%	10%	9%	7%		7%	11%	10%	7%	9%	11%	7%	8%	10%	8%	9%	9%
	100%	6%	6%	11%	89%	19%	69%	47%	42%	11%		47%	53%	53%	39%	6%	61%	39%	67%	33%	14%	14%	72%
TAKE MORE RISKS	6				6	2	4	4	1	1		2	4	3	3		4	2	3	3		1	5
	1%				2%	2%	2%	2%	1%	2%		1%	2%	2%	2%		2%	1%	1%	2%		2%	2%
	100%				100%	33%	67%	67%	17%	17%		33%	67%	50%	50%		67%	33%	50%	50%		17%	83%

TABLE 13 (CONT.) BANNER *BY* Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																							
LACK OF ABILITY TO RECOGNISE DANGEROUS SITUATIONS	2				2		2	1	1			1	1	2			2			2			2
	0%				1%		1%	1%	1%			0%	1%	1%			1%			2%			1%
	100%				100%		100%	50%	50%			50%	50%	100%			100%			100%			100%
SHOWING OFF/ACT SILLY	9	1		1	8	2	6	7		2		5	4	6	1	2	2	7	8			1	8
	2%	2%		1%	2%	2%	3%	4%		4%		2%	2%	3%	1%	9%	1%	3%	3%			2%	3%
	100%	11%		11%	89%	22%	67%	78%		22%		56%	44%	67%	11%	22%	22%	78%	89%			11%	89%
OTHER	8	2	1	3	5	4	1	3	4	1		5	3	1	6		2	6	6	2			8
	2%	4%	5%	4%	1%	3%	0%	2%	2%	2%		2%	2%	1%	3%		1%	3%	2%	2%			3%
	100%	25%	13%	38%	63%	50%	13%	38%	50%	13%		63%	38%	13%	75%		25%	75%	75%	25%			100%
NET AFFECTS THE DRIVING RESPONDENTS	91	13	1	14	77	24	53	37	37	15	2	43	48	41	45	5	49	42	67	24	13	6	72
	22%	27%	5%	21%	23%	19%	25%	22%	21%	26%	33%	18%	28%	21%	24%	22%	25%	20%	24%	19%	20%	11%	25%
	100%	14%	1%	15%	85%	26%	58%	41%	41%	16%	2%	47%	53%	45%	49%	5%	54%	46%	74%	26%	14%	7%	79%
SLOPPY/CARELESS DRIVING	15	2		2	13	6	7	7	5	2	1	4	11	4	8	3	8	7	11	4		2	13
	4%	4%		3%	4%	5%	3%	4%	3%	4%	17%	2%	6%	2%	4%	13%	4%	3%	4%	3%		4%	4%
	100%	13%		13%	87%	40%	47%	47%	33%	13%	7%	27%	73%	27%	53%	20%	53%	47%	73%	27%		13%	87%
DRIVE TOO FAST/SPEEDING	33	7		7	26	6	20	11	15	6	1	20	13	14	16	3	18	15	25	8	5	1	27
	8%	15%		10%	8%	5%	9%	6%	9%	11%	17%	8%	8%	7%	9%	13%	9%	7%	9%	6%	8%	2%	9%
	100%	21%		21%	79%	18%	61%	33%	45%	18%	3%	61%	39%	42%	48%	9%	55%	45%	76%	24%	15%	3%	82%
CAN'T CONTROL CAR PROPERLY/LOSS CONTROL OF THE CAR	24	2		2	22	8	14	12	7	5		10	14	11	13		14	10	17	7	2	3	19
	6%	4%		3%	6%	6%	7%	7%	4%	9%		4%	8%	6%	7%		7%	5%	6%	6%	3%	6%	7%
	100%	8%		8%	92%	33%	58%	50%	29%	21%		42%	58%	46%	54%		58%	42%	71%	29%	8%	13%	79%
MAKES YOU A DANGER TO OTHERS/CAUSE ACCIDENT	19	2		2	17	7	10	5	12	2		5	14	7	11	1	9	10	13	6	2		17
	5%	4%		3%	5%	6%	5%	3%	7%	4%		2%	8%	4%	6%	4%	5%	5%	5%	5%	3%		6%
	100%	11%		11%	89%	37%	53%	26%	63%	11%		26%	74%	37%	58%	5%	47%	54%	68%	32%	11%		89%
OTHER	17	4	1	5	12	4	8	7	6	3	1	10	7	9	7	1	10	7	14	3	6	2	9
	4%	8%	5%	7%	4%	3%	4%	4%	3%	5%	17%	4%	4%	5%	4%	4%	5%	3%	5%	2%	9%	4%	3%
	100%	24%	6%	29%	71%	24%	47%	41%	35%	18%	6%	59%	41%	53%	41%	6%	59%	41%	62%	18%	35%	12%	53%

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																							
NET OTHER COMMENTS RESPONDENTS	16	3		3	13	6	7	5	7	4		9	7	7	8	1	7	9	11	5	2	2	12
	4%	6%		4%	4%	5%	3%	3%	4%	7%		4%	4%	4%	4%	4%	4%	4%	4%	4%	3%	4%	4%
	100%	19%		19%	81%	38%	44%	31%	44%	25%		56%	44%	44%	50%	6%	44%	56%	69%	31%	13%	13%	75%
NO INFORMATION	16	3		3	13	6	7	5	7	4		9	7	7	8	1	7	9	11	5	2	2	12
	4%	6%		4%	4%	5%	3%	3%	4%	7%		4%	4%	4%	4%	4%	4%	4%	4%	4%	3%	4%	4%
	100%	19%		19%	81%	38%	44%	31%	44%	25%		56%	44%	44%	50%	6%	44%	56%	69%	31%	13%	13%	75%
NO RESPONSE	12		3	3	9	4	5	4	4	4		9	3	7	5		5	7	7	5	1	5	6
	3%		15%	4%	3%	3%	2%	2%	2%	7%		4%	2%	4%	3%		3%	3%	2%	4%	2%	9%	2%
	100%		25%	25%	75%	33%	42%	33%	33%	33%		75%	25%	58%	42%		42%	58%	58%	42%	8%	42%	50%

BY Q6e-THE PRESENT RULES MAKE GETTING A DRIVERS LICENCE TOO HARD FOR YOUNG PEOPLE

LEVEL OF AGREEMENT WITH THE STATEMENT

	TOTAL	INCIDENCE OF LICENCING			TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
		LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNE-R	P OR FULL	TOTAL																			
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6e-THE PRESENT RULES MAKE GETTING A DRIVERS LICENCE TOO HARD FOR YOUNG PEOPLE																							
AGREE STRONGLY (1)	23	8	2	10	13	10	3	5	13	4	1	17	6	2	18	3	2	21	16	7	1	22	
	6%	17%	10%	15%	4%	8%	1%	3%	7%	7%	17%	7%	3%	1%	10%	13%	1%	10%	6%	6%	2%	8%	
	100%	35%	9%	43%	57%	43%	13%	22%	57%	17%	4%	74%	26%	9%	78%	13%	9%	91%	70%	30%	4%	96%	
AGREE (2)	73	7	4	11	62	35	26	20	35	16	2	46	27	23	48	2	26	47	53	20	14	4	55
	18%	15%	20%	16%	18%	28%	12%	12%	20%	28%	33%	19%	16%	12%	26%	9%	13%	22%	19%	16%	22%	7%	19%
	100%	10%	5%	15%	85%	48%	36%	27%	48%	22%	3%	63%	37%	32%	66%	3%	36%	64%	73%	27%	19%	5%	75%
CAN'T DECIDE (3)	87	5	2	7	80	21	57	42	36	8	1	46	41	55	30	1	54	33	57	30	16	14	57
	21%	10%	10%	10%	23%	17%	27%	25%	20%	14%	17%	19%	24%	28%	16%	4%	28%	15%	20%	24%	25%	26%	20%
	100%	6%	2%	8%	92%	24%	66%	48%	41%	9%	1%	53%	47%	63%	34%	1%	62%	38%	66%	34%	18%	16%	66%
DISAGREE (4)	200	23	11	34	166	56	108	94	79	26	1	114	86	101	83	14	93	106	143	57	31	33	136
	49%	48%	55%	50%	49%	45%	51%	55%	45%	46%	17%	48%	50%	52%	44%	61%	48%	49%	50%	46%	48%	61%	47%
	100%	12%	6%	17%	83%	28%	54%	47%	40%	13%	1%	57%	43%	51%	42%	7%	47%	53%	72%	29%	16%	17%	68%
STRONGLY DISAGREE (5)	26	5	1	6	20	3	17	9	13	3	1	14	12	15	8	3	18	8	15	11	3	2	21
	6%	10%	5%	9%	6%	2%	8%	5%	7%	5%	17%	6%	7%	8%	4%	13%	9%	4%	5%	9%	5%	4%	7%
	100%	19%	4%	23%	77%	12%	65%	35%	50%	12%	4%	54%	46%	58%	31%	12%	69%	31%	58%	42%	12%	8%	81%
MEANS	3.3	3.2	3.3	3.2	3.3	3.1	3.5	3.5	3.3	3.1	2.8	3.3	3.4	3.5	3.1	3.5	3.5	3.2	3.3	3.4	3.4	3.6	3.3
STD. DEVIATION	1.0	1.3	1.2	1.3	1.0	1.1	0.9	0.9	1.1	1.1	1.5	1.1	1.0	0.8	1.1	1.2	0.9	1.1	1.0	1.0	0.9	0.8	1.1

BANNER
 BY Q6f-HAVE A DRIVERS LICENCY IS A PRIVILEGE YOU HAVE TO EARN
 EVEN AFTER YOU HAVE PASSED THE DRIVING TEST

LEVEL OF AGREEMENT WITH THE STATEMENT

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6f-HAVE A DRIVERS LICENCE IS A PRIVILEGE YOU HAVE TO EARN EVEN AFTER YOU HAVE PASSED THE DRIVING TEST																							
AGREE STRONGLY (1)	66	16	3	19	47	18	28	21	33	10	2	33	33	29	29	7	33	33	45	21	13	4	49
	16%	33%	15%	28%	14%	14%	13%	12%	19%	18%	33%	14%	19%	15%	16%	30%	17%	15%	16%	17%	20%	7%	17%
	100%	24%	5%	29%	71%	27%	42%	32%	50%	15%	3%	50%	50%	44%	44%	11%	50%	50%	68%	32%	20%	6%	74%
AGREE (2)	249	20	9	29	220	76	140	119	97	30	3	142	107	127	107	13	117	132	170	79	32	39	178
	61%	42%	45%	43%	65%	61%	66%	70%	55%	53%	50%	60%	62%	65%	57%	57%	61%	61%	60%	63%	50%	72%	61%
	100%	8%	4%	12%	88%	31%	56%	48%	39%	12%	1%	57%	43%	51%	43%	5%	47%	53%	68%	32%	13%	16%	71%
CAN'T DECIDE (3)	51	7	5	12	39	21	18	15	24	11	1	34	17	17	31	3	18	32	40	11	10	5	36
	12%	15%	25%	18%	11%	17%	9%	9%	14%	19%	17%	14%	10%	9%	17%	13%	9%	15%	14%	9%	16%	9%	12%
	100%	14%	10%	24%	76%	41%	35%	29%	47%	22%	2%	67%	33%	33%	61%	6%	35%	63%	78%	22%	20%	10%	71%
DISAGREE (4)	32	5	2	7	25	9	16	9	17	6		20	12	15	17		17	15	23	9	7	3	22
	8%	10%	10%	10%	7%	7%	8%	5%	10%	11%		8%	7%	8%	9%		9%	7%	8%	7%	11%	6%	8%
	100%	16%	6%	22%	78%	28%	50%	28%	53%	19%		63%	38%	47%	53%		53%	47%	72%	28%	22%	9%	69%
STRONGLY DISAGREE (5)	7		1	1	6	1	5	3	4			4	3	4	3		5	2	3	4	1	1	5
	2%		5%	1%	2%	1%	2%	2%	2%			2%	2%	2%	2%		3%	1%	1%	3%	2%	2%	2%
	100%		14%	14%	86%	14%	71%	43%	57%			57%	43%	57%	43%		71%	29%	43%	57%	14%	14%	71%
NO INFORMATION	4				4		4	3	1			4		4			3	1	3	1	1	2	1
	1%				1%		4%	2%	1%			2%		2%			2%	0%	1%	1%	2%	4%	0%
	100%				100%		100%	75%	25%			100%		100%			75%	25%	75%	25%	25%	50%	25%
MEANS	2.2	2.0	2.5	2.1	2.2	2.2	2.2	2.1	2.2	2.2	1.8	2.2	2.1	2.2	2.2	1.8	2.2	2.2	2.2	2.2	2.2	2.2	2.2
STD. DEVIATION	0.9	1.0	1.1	1.0	0.8	0.8	0.8	0.8	0.9	0.9	0.8	0.9	0.8	0.8	0.9	0.7	0.9	0.8	0.8	0.9	1.0	0.7	0.9

BANNER
 BY Q6h-AS LONG AS I HAVE ONLY HAVE THREE DRINKS AN HOUR I CAN
 DRIVE SAFELY AND BE UNDER THE LIMIT

LEVEL OF AGREEMENT WITH THE STATEMENT

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6h-AS LONG AS I HAVE ONLY HAVE THREE DRINKS AN HOUR I CAN DRIVE SAFELY AND BE UNDER THE LIMIT																							
AGREE STRONGLY (1)	6	1	1	2	4	3	1	2	3		1	4	2	2	4		2	4	6		2		4
	1%	2%	5%	3%	1%	2%	0%	1%	2%		17%	2%	1%	1%	2%		1%	2%	2%		3%		1%
	100%	17%	17%	33%	67%	50%	17%	33%	50%		17%	67%	33%	33%	67%		33%	67%	100%		33%		67%
AGREE (2)	31	3	4	7	24	13	11	11	14	6		26	5	11	20		7	24	23	8	4	8	19
	8%	6%	20%	10%	7%	10%	5%	6%	8%	11%		11%	3%	6%	11%		4%	11%	8%	6%	6%	15%	7%
	100%	10%	13%	23%	77%	42%	35%	35%	45%	19%		84%	16%	35%	65%		23%	77%	74%	26%	13%	26%	61%
CAN'T DECIDE (3)	58	5	1	6	52	19	32	30	19	8	1	34	24	30	26	1	23	35	42	16	5	7	46
	14%	10%	5%	9%	15%	15%	15%	18%	11%	14%	17%	14%	14%	15%	14%	4%	12%	16%	15%	13%	8%	13%	16%
	100%	9%	2%	10%	90%	33%	55%	52%	33%	14%	2%	59%	41%	52%	45%	2%	40%	60%	72%	28%	9%	12%	79%
DISAGREE (4)	175	16	8	24	151	54	94	75	76	22	2	91	84	90	76	8	91	83	114	61	31	29	115
	43%	33%	40%	35%	44%	43%	45%	44%	43%	39%	33%	38%	49%	46%	41%	35%	47%	39%	40%	49%	48%	54%	40%
	100%	9%	5%	14%	86%	31%	54%	43%	43%	13%	1%	52%	48%	51%	43%	5%	52%	47%	65%	35%	18%	17%	66%
STRONGLY DISAGREE (5)	137	22	6	28	109	36	72	51	63	21	2	80	57	62	60	14	69	68	97	40	21	10	106
	33%	46%	30%	41%	32%	29%	34%	30%	36%	37%	33%	34%	33%	32%	32%	61%	36%	32%	34%	32%	33%	19%	36%
	100%	16%	4%	20%	80%	26%	53%	37%	46%	15%	1%	58%	42%	45%	44%	10%	50%	50%	71%	29%	15%	7%	77%
NO INFORMATION	2	1	1	1	1	1	1	1	1			2		1	1		1	1	2		1		1
	0%	2%	1%	1%	0%	0%	0%	1%	1%			1%		1%	1%		1%	0%	1%		2%		0%
	100%	50%	50%	50%	50%	50%	50%	50%	50%			100%		50%	50%		50%	50%	100%		50%		50%
MEANS	4.0	4.2	3.7	4.0	4.0	3.9	4.1	4.0	4.0	4.0	3.7	3.9	4.1	4.0	3.9	4.6	4.1	3.9	4.0	4.1	4.0	3.8	4.0
STD. DEVIATION	1.0	1.0	1.3	1.1	0.9	1.0	0.9	0.9	1.0	1.0	1.5	1.0	0.8	0.9	1.0	0.6	0.8	1.0	1.0	0.8	1.0	0.9	1.0

BANNER
 BY Q61-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY
 GET RID OF ALCOHOL FROM THE BLOODSTREAM

LEVEL OF AGREEMENT WITH THE STATEMENT

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	100%	100%	100%
Q61-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY GET RID OF ALCOHOL FROM THE BLOODSTREAM																							
AGREE STRONGLY (1)	9	1		1	8	5	3	1	3	5		4	5	2	7		3	6	7	2	1	1	7
	2%	2%		1%	2%	4%	1%	1%	2%	9%		2%	3%	1%	4%		2%	3%	2%	2%	2%	2%	2%
	100%	11%		11%	89%	56%	33%	11%	33%	56%		44%	56%	22%	78%		33%	67%	78%	22%	11%	11%	78%
AGREE (2)	6		1	1	5	1	4	2	1	3		5	1	3	3		4	2	5	1	1	1	4
	1%		5%	1%	1%	1%	2%	1%	1%	5%		2%	1%	2%	2%		2%	1%	2%	1%	2%	2%	1%
	100%		17%	17%	83%	17%	67%	33%	17%	50%		83%	17%	50%	50%		67%	33%	83%	17%	17%	17%	67%
CAN'T DECIDE (3)	42	1		1	41	8	32	22	17	3		24	18	31	11		32	10	27	15	7	2	33
	10%	2%		1%	12%	6%	15%	13%	10%	5%		10%	10%	16%	6%		17%	5%	10%	12%	11%	4%	11%
	100%	2%		2%	98%	19%	76%	52%	40%	7%		57%	43%	74%	26%		76%	24%	64%	36%	17%	5%	79%
DISAGREE (4)	170	19	10	29	141	41	99	76	73	18	3	90	80	87	72	9	84	86	116	54	23	29	118
	42%	40%	50%	43%	41%	33%	47%	45%	41%	32%	50%	38%	47%	44%	39%	39%	44%	40%	41%	43%	36%	54%	41%
	100%	11%	6%	17%	83%	24%	58%	45%	43%	11%	2%	53%	47%	51%	42%	5%	49%	51%	68%	32%	14%	17%	69%
STRONGLY DISAGREE (5)	181	27	9	36	145	70	72	69	81	28	3	113	68	72	94	14	69	111	129	52	32	21	128
	44%	56%	45%	53%	43%	56%	34%	41%	46%	49%	50%	48%	40%	37%	50%	61%	36%	52%	45%	42%	50%	39%	44%
	100%	15%	5%	20%	80%	39%	40%	38%	45%	15%	2%	62%	38%	40%	52%	8%	38%	61%	71%	29%	18%	12%	71%
NO INFORMATION	1				1		1		1			1		1			1		1				1
	0%				0%		0%		1%			0%		1%			1%		1%				0%
	100%				100%		100%		100%			100%		100%			100%		100%				100%
MEANS	4.2	4.5	4.3	4.4	4.2	4.4	4.1	4.2	4.3	4.1	4.5	4.3	4.2	4.1	4.3	4.6	4.1	4.4	4.3	4.2	4.3	4.3	4.2
STD. DEVIATION	0.9	0.7	0.7	0.7	0.9	0.9	0.8	0.8	0.8	1.3	0.5	0.9	0.9	0.8	0.9	0.5	0.9	0.8	0.9	0.8	0.9	0.8	0.9

	TOTAL	INCIDENCE OF LICENCING			UNLICENSED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6J-YOUNG DRIVERS SHOULD NOT DRIVE LATE AT NIGHT																							
AGREE STRONGLY (1)	11	4	2	6	5	3	2	1	5	3	2	7	4	2	6	2	4	7	9	2	3	1	7
	3%	8%	10%	9%	1%	2%	1%	1%	3%	5%	33%	3%	2%	1%	3%	9%	2%	3%	3%	2%	5%	2%	2%
	100%	36%	18%	55%	45%	27%	18%	9%	45%	27%	18%	64%	36%	18%	55%	18%	36%	64%	82%	18%	27%	9%	64%
AGREE (2)	34	4	1	5	29	9	20	17	10	7		17	17	18	14	2	15	19	26	8	8	6	20
	8%	8%	5%	7%	9%	7%	9%	10%	6%	12%		7%	10%	9%	7%	9%	8%	9%	9%	6%	13%	11%	7%
	100%	12%	3%	15%	85%	26%	59%	50%	29%	21%		50%	50%	53%	41%	6%	44%	56%	76%	24%	24%	18%	59%
CAN'T DECIDE (3)	67	5	2	7	60	14	46	29	29	9		31	36	41	23	2	39	28	42	25	15	6	46
	16%	10%	10%	10%	18%	11%	22%	17%	16%	16%		13%	21%	21%	12%	9%	20%	13%	15%	20%	23%	11%	16%
	100%	7%	3%	10%	90%	21%	69%	43%	43%	13%		46%	54%	61%	34%	3%	58%	42%	63%	37%	22%	9%	69%
DISAGREE (4)	191	16	3	19	172	62	105	88	74	26	3	110	81	104	78	9	99	92	133	58	28	32	131
	47%	33%	15%	28%	50%	50%	50%	52%	42%	46%	50%	46%	47%	53%	42%	39%	51%	43%	47%	46%	44%	59%	45%
	100%	8%	2%	10%	90%	32%	55%	46%	39%	14%	2%	58%	42%	54%	41%	5%	52%	48%	70%	30%	15%	17%	69%
STRONGLY DISAGREE (5)	106	19	12	31	75	37	38	35	58	12	1	72	34	31	66	8	36	69	74	32	10	9	87
	26%	40%	60%	46%	22%	30%	18%	21%	33%	21%	17%	30%	20%	16%	35%	35%	19%	32%	26%	26%	16%	17%	30%
	100%	18%	11%	29%	71%	35%	36%	33%	55%	11%	1%	68%	32%	29%	62%	8%	34%	65%	70%	30%	9%	8%	82%
MEANS	3.8	3.9	4.1	3.9	3.8	4.0	3.7	3.8	4.0	3.6	3.2	3.9	3.7	3.7	4.0	3.8	3.8	3.9	3.8	3.9	3.5	3.8	3.9
STD. DEVIATION	1.0	1.3	1.4	1.3	0.9	1.0	0.9	0.9	1.0	1.1	1.7	1.0	1.0	0.9	1.0	1.3	0.9	1.0	1.0	0.9	1.1	0.9	1.0

BANNER *BY* Q6a-YOUNG PEOPLE ARE BETTER DRIVERS THAN OTHER PEOPLE
LEVEL OF AGREEMENT WITH THE STATEMENT

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6a-YOUNG PEOPLE ARE BETTER DRIVERS THAN OTHER PEOPLE																							
AGREE STRONGLY (1)	4				4	2	2	2	1	1		4		1	3		3	1	2	2		1	3
	1%				1%	2%	1%	1%	1%	2%		2%		1%	2%		2%	0%	1%	2%		2%	1%
	100%				100%	50%	50%	50%	25%	25%		100%		25%	75%		75%	25%	50%	50%		25%	75%
AGREE (2)	30	6	2	8	22	10	12	8	16	5	1	19	11	11	18	1	12	17	19	11	2	5	23
	7%	13%	10%	12%	6%	8%	6%	5%	9%	9%	17%	8%	6%	6%	10%	4%	6%	8%	7%	9%	3%	9%	8%
	100%	20%	7%	27%	73%	33%	40%	27%	53%	17%	3%	63%	37%	37%	60%	3%	40%	57%	63%	37%	7%	17%	77%
CAN'T DECIDE (3)	121	12	7	19	102	35	67	53	51	17		67	54	60	54	5	57	64	84	37	21	15	85
	30%	25%	35%	28%	30%	28%	32%	31%	29%	30%		28%	31%	31%	29%	22%	30%	30%	30%	30%	33%	28%	29%
	100%	10%	6%	16%	84%	29%	55%	44%	42%	14%		55%	45%	50%	45%	4%	47%	53%	69%	31%	17%	12%	70%
DISAGREE (4)	205	24	7	31	174	60	110	92	83	27	3	118	87	104	85	15	99	106	146	59	33	27	145
	50%	50%	35%	46%	51%	48%	52%	54%	47%	47%	50%	50%	51%	53%	45%	65%	51%	49%	51%	47%	52%	50%	50%
	100%	12%	3%	15%	85%	29%	54%	45%	40%	13%	1%	58%	42%	51%	41%	7%	48%	52%	71%	29%	16%	13%	71%
STRONGLY DISAGREE (5)	45	4	2	6	39	18	20	15	24	4	2	26	19	20	24	1	22	23	30	15	8	5	32
	11%	8%	10%	9%	11%	14%	9%	9%	14%	7%	33%	11%	11%	10%	13%	4%	11%	11%	11%	12%	13%	9%	11%
	100%	9%	4%	13%	87%	40%	44%	33%	53%	9%	4%	58%	42%	44%	53%	2%	49%	51%	67%	33%	18%	11%	71%
NO INFORMATION	4	2	2	4					1	3		3	1		3	1		4	3	1		1	3
	1%	4%	10%	6%					1%	5%		1%	1%		2%	4%		2%	1%	1%		2%	1%
	100%	50%	50%	100%					25%	75%		75%	25%		75%	25%		100%	75%	25%		25%	75%
MEANS	3.6	3.6	3.5	3.5	3.7	3.7	3.6	3.6	3.6	3.5	4.0	3.6	3.7	3.7	3.6	3.7	3.6	3.6	3.7	3.6	3.7	3.6	3.6
STD. DEVIATION	0.8	0.8	0.9	0.8	0.8	0.9	0.8	0.8	0.9	0.8	1.1	0.9	0.8	0.8	0.9	0.6	0.8	0.8	0.8	0.9	0.7	0.9	0.8

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICED -NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN- TRY	A	B	C	
	LEARN- -R	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6b-ITS QUITE OK TO DRINK A FEW BEERS AND THEN DRIVE																							
AGREE STRONGLY (1)	5				5	3	2	2	2	1		4	1	1	4		1	3	5		1	1	3
	1%				1%	2%	1%	1%	1%	2%		2%	1%	1%	2%		1%	1%	2%		2%	2%	1%
	100%				100%	60%	40%	40%	40%	20%		80%	20%	20%	80%		20%	60%	100%		20%	20%	60%
AGREE (2)	44	7	5	12	32	19	13	16	23	4	1	34	10	11	32	1	9	35	30	14	3	4	37
	11%	15%	25%	18%	9%	15%	6%	9%	13%	7%	17%	14%	6%	6%	17%	4%	5%	16%	11%	11%	5%	7%	13%
	100%	16%	11%	27%	73%	43%	30%	36%	52%	9%	2%	77%	23%	25%	73%	2%	20%	80%	68%	32%	7%	9%	84%
CAN'T DECIDE (3)	24	2			22	10	12	15	7	2		16	8	13	11		10	14	14	10	1	5	18
	6%	4%			6%	8%	6%	9%	4%	4%		7%	5%	7%	6%		5%	7%	5%	8%	2%	9%	6%
	100%	8%			92%	42%	50%	63%	29%	8%		67%	33%	54%	46%		42%	58%	58%	42%	4%	21%	75%
DISAGREE (4)	137	9	3	12	125	43	79	55	57	24	1	73	64	65	61	10	64	73	94	43	13	26	98
	33%	19%	15%	18%	37%	34%	37%	32%	32%	42%	17%	31%	37%	33%	33%	43%	33%	34%	33%	34%	20%	48%	34%
	100%	7%	2%	9%	91%	31%	58%	40%	42%	18%	1%	53%	47%	47%	45%	7%	47%	53%	69%	31%	9%	19%	72%
STRONGLY DISAGREE (5)	197	30	10	40	157	50	105	82	87	24	4	108	89	106	77	12	109	88	140	57	46	17	134
	48%	63%	50%	59%	46%	40%	50%	48%	49%	42%	67%	46%	52%	54%	41%	52%	56%	41%	49%	46%	72%	31%	46%
	100%	15%	5%	20%	80%	25%	53%	42%	44%	12%	2%	55%	45%	54%	39%	6%	55%	45%	71%	29%	23%	9%	68%
NO INFORMATION	2		2							2		2			2			2	1	1		1	1
	0%		10%		3%					4%		1%			1%			1%	0%	1%		2%	0%
	100%		100%		100%					100%		100%			100%			100%	50%	50%		50%	50%
MEANS	4.2	4.3	4.0	4.2	4.2	3.9	4.3	4.2	4.2	4.2	4.3	4.1	4.3	4.3	3.9	4.4	4.4	4.0	4.2	4.2	4.6	4.0	4.1
STD. DEVIATION	1.0	1.1	1.3	1.2	1.0	1.1	0.9	1.0	1.1	1.0	1.2	1.1	0.9	0.9	1.2	0.7	0.8	1.1	1.0	1.0	0.9	1.0	1.1

LEVEL OF AGREEMENT WITH THE STATEMENT

	TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P OR FULL	TOTAL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6c-DRIVING WITH A CAR FULL OF FRIENDS MAKES IT DIFFICULT FOR A NEW DRIVER SINCE HE OR SHE CAN BE TOO EASILY DISTRACTED																							
AGREE STRONGLY (1)	125	20	5	25	100	32	65	54	53	15	3	67	58	66	52	5	62	63	90	35	22	14	89
	31%	42%	25%	37%	29%	26%	31%	32%	30%	26%	50%	28%	34%	34%	28%	22%	32%	29%	32%	28%	34%	26%	31%
	100%	16%	4%	20%	80%	26%	52%	43%	42%	12%	2%	54%	46%	53%	42%	4%	50%	50%	72%	28%	18%	11%	71%
AGREE (2)	204	17	6	23	181	69	110	93	82	27	2	117	87	102	89	13	97	106	135	69	25	32	147
	50%	35%	30%	34%	53%	55%	52%	55%	47%	47%	33%	49%	51%	52%	48%	57%	50%	49%	48%	55%	39%	59%	51%
	100%	8%	3%	11%	89%	34%	54%	46%	40%	13%	1%	57%	43%	50%	44%	6%	48%	52%	66%	34%	12%	16%	72%
CAN'T DECIDE (3)	21	2	1	3	18	6	12	6	8	7		15	6	9	11	1	14	7	16	5	5	3	13
	5%	4%	5%	4%	5%	5%	6%	4%	5%	12%		6%	3%	5%	6%	4%	7%	3%	6%	4%	8%	6%	4%
	100%	10%	5%	14%	86%	29%	57%	29%	38%	33%		71%	29%	43%	52%	5%	67%	33%	76%	24%	24%	14%	62%
DISAGREE (4)	34	6	4	10	24	13	11	9	21	4		25	9	9	22	2	10	24	27	7	8	4	22
	8%	13%	20%	15%	7%	10%	5%	5%	12%	7%		11%	5%	5%	12%	9%	5%	11%	10%	6%	13%	7%	8%
	100%	18%	12%	29%	71%	38%	32%	26%	62%	12%		74%	26%	26%	65%	6%	29%	71%	79%	21%	24%	12%	65%
STRONGLY DISAGREE (5)	23	3	3	6	17	5	12	7	12	3	1	11	12	9	12	2	10	13	15	8	4		19
	6%	6%	15%	9%	5%	4%	6%	4%	7%	5%	17%	5%	7%	5%	6%	9%	5%	6%	5%	6%	6%		7%
	100%	13%	13%	26%	74%	22%	52%	30%	52%	13%	4%	48%	52%	39%	52%	9%	43%	57%	65%	35%	17%		83%
NO INFORMATION	2		1	1	1		1	1		1		2		1	1			2	1	1		1	1
	0%		5%	1%	0%		0%	1%		2%		1%		1%	1%			1%	0%	1%		2%	0%
	100%		50%	50%	50%		50%	50%		50%		100%		50%	50%			100%	50%	50%		50%	50%
MEANS	2.1	2.1	2.7	2.2	2.0	2.1	2.0	1.9	2.2	2.2	2.0	2.1	2.0	1.9	2.2	2.3	2.0	2.1	2.1	2.1	2.2	1.9	2.1
STD. DEVIATION	1.1	1.2	1.5	1.3	1.0	1.0	1.0	1.0	1.2	1.1	1.5	1.1	1.1	1.0	1.2	1.2	1.0	1.1	1.1	1.1	1.2	0.8	1.1

BANNER
 BY Q6d-DRIVING AT NIGHT IS REALLY NO MORE OF A PROBLEM THAN
 DRIVING DURING THE DAY

LEVEL OF AGREEMENT WITH THE STATEMENT

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNED	P OR FULL	TOTAL																				
	-R																						
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q6d-DRIVING AT NIGHT IS REALLY NO MORE OF A PROBLEM THAN DRIVING DURING THE DAY																							
AGREE STRONGLY (1)	14	4	2	6	8	5	3	3	10	1		9	5	3	10		2	11	8	6	1	2	11
	3%	8%	10%	9%	2%	4%	1%	2%	6%	2%		4%	3%	2%	5%		1%	5%	3%	5%	2%	4%	4%
	100%	29%	14%	43%	57%	36%	21%	21%	71%	7%		64%	36%	21%	71%		14%	79%	57%	43%	7%	14%	79%
AGREE (2)	93	17	13	30	63	30	33	31	44	15	3	52	41	28	56	9	26	67	68	25	6	18	69
	23%	35%	65%	44%	18%	24%	16%	18%	25%	26%	50%	22%	24%	14%	30%	39%	13%	31%	24%	20%	9%	33%	24%
	100%	18%	14%	32%	68%	32%	35%	33%	47%	16%	3%	56%	44%	30%	60%	10%	28%	72%	73%	27%	6%	19%	74%
CAN'T DECIDE (3)	46	3		3	43	19	24	21	20	5		20	26	20	24	2	20	26	34	12	1	3	42
	11%	6%		4%	13%	15%	11%	12%	11%	9%		8%	15%	10%	13%	9%	10%	12%	12%	10%	2%	6%	14%
	100%	7%		7%	93%	41%	52%	46%	43%	11%		43%	57%	43%	52%	4%	43%	57%	74%	26%	2%	7%	91%
DISAGREE (4)	212	21	4	25	187	57	125	97	84	28	3	127	85	122	79	10	115	97	140	72	40	29	143
	52%	44%	20%	37%	55%	46%	59%	57%	48%	49%	50%	54%	49%	62%	42%	43%	60%	45%	49%	58%	63%	54%	49%
	100%	10%	2%	12%	88%	27%	59%	46%	40%	13%	1%	60%	40%	58%	37%	5%	54%	46%	66%	34%	19%	14%	67%
STRONGLY DISAGREE (5)	44	3	1	4	40	14	26	18	18	8		29	15	23	18	2	30	14	34	10	16	2	26
	11%	6%	5%	6%	12%	11%	12%	11%	10%	14%		12%	9%	12%	10%	9%	16%	7%	12%	8%	25%	4%	9%
	100%	7%	2%	9%	91%	32%	59%	41%	41%	18%		66%	34%	52%	41%	5%	68%	32%	77%	23%	36%	5%	59%
MEANS	3.4	3.0	2.5	2.9	3.6	3.4	3.7	3.6	3.3	3.5	3.0	3.5	3.4	3.7	3.2	3.2	3.8	3.2	3.4	3.4	4.0	3.2	3.4
STD. DEVIATION	1.1	1.2	1.1	1.2	1.0	1.1	0.9	1.0	1.1	1.1	1.1	1.1	1.0	0.9	1.1	1.1	0.9	1.1	1.1	1.1	0.9	1.1	1.1

TABLE 24 (CONT.) BANNER

BY Q61-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY
GET RID OF ALCOHOL FROM THE BLOODSTREAM

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICE -NCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN -TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
Q61-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY GET RID OF ALCOHOL FROM THE BLOODSTREAM																							
MEANS	4.2	4.5	4.3	4.4	4.2	4.4	4.1	4.2	4.3	4.1	4.5	4.3	4.2	4.1	4.3	4.6	4.1	4.4	4.3	4.2	4.3	4.3	4.2
STD. DEVIATION	0.9	0.7	0.7	0.7	0.9	0.9	0.8	0.8	0.8	1.3	0.5	0.9	0.9	0.8	0.9	0.5	0.9	0.8	0.9	0.8	0.9	0.8	0.9
Q61-YOUNG DRIVERS SHOULD NOT DRIVE LATE AT NIGHT																							
MEANS	3.8	3.9	4.1	3.9	3.8	4.0	3.7	3.8	4.0	3.6	3.2	3.9	3.7	3.7	4.0	3.8	3.8	3.9	3.8	3.9	3.5	3.8	3.9
STD. DEVIATION	1.0	1.3	1.4	1.3	0.9	1.0	0.9	0.9	1.0	1.1	1.7	1.0	1.0	0.9	1.0	1.3	0.9	1.0	1.0	0.9	1.1	0.9	1.0

	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q7-RESPONDENT AGE																							
15-YRS	170				170	32	137	170				94	76	137	32		94	75	103	67	22	32	116
	42%				50%	26%	65%	100%				40%	44%	70%	17%		49%	35%	36%	54%	34%	59%	40%
	100%				100%	19%	81%	100%				55%	45%	81%	19%		55%	44%	61%	39%	13%	19%	68%
16-YRS	176	34	10	44	132	67	62		176			104	72	52	116	6	72	104	127	49	25	19	132
	43%	71%	50%	65%	39%	54%	29%		100%			44%	42%	27%	62%	26%	37%	48%	45%	39%	39%	35%	45%
	100%	19%	6%	25%	75%	38%	35%		100%			59%	41%	30%	66%	3%	41%	59%	72%	28%	14%	11%	75%
17-YRS	57	11	9	20	37	25	12			57		37	20	7	36	14	24	33	48	9	16	3	38
	14%	23%	45%	29%	11%	20%	6%			100%		16%	12%	4%	19%	61%	12%	15%	17%	7%	25%	6%	13%
	100%	19%	16%	35%	65%	44%	21%			100%		65%	35%	12%	63%	25%	42%	58%	84%	16%	28%	5%	67%
18-YRS	4	2		2	2	1					4	2	2		2	2	2	2	4				4
	1%	4%		3%	1%	1%					67%	1%	1%		1%	9%	1%	1%	1%				1%
	100%	50%		50%	50%	25%					100%	50%	50%		50%	50%	50%	50%	100%				100%
19-YRS	2	1	1	2							2		2		1	1	1	1	2		1	1	1
	0%	2%	5%	3%							33%		1%		1%	4%	1%	0%	1%		2%	1%	0%
	100%	50%	50%	100%							100%	100%			50%	50%	50%	50%	100%		50%	50%	50%

TOTAL	INCIDENCE OF LICENCING			UNLICE -NCED	TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN -TRY	A	B	C	
	LEARNER -R	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q8-RESPONDENT SEX																							
MALE	237	30	16	46	191	70	119	94	104	37	2	237		112	120	4	115	121	157	80	36	41	160
	58%	63%	80%	68%	56%	56%	56%	55%	59%	65%	33%	100%		57%	64%	17%	60%	56%	55%	64%	56%	76%	55%
	100%	13%	7%	19%	81%	30%	50%	40%	44%	16%	1%	100%		47%	51%	2%	49%	51%	66%	34%	15%	17%	68%
FEMALE	172	18	4	22	150	55	92	76	72	20	4		172	84	67	19	78	94	127	45	28	13	131
	42%	38%	20%	32%	44%	44%	44%	45%	41%	35%	67%		100%	43%	36%	83%	40%	44%	45%	36%	44%	24%	45%
	100%	10%	2%	13%	87%	32%	53%	44%	42%	12%	2%		100%	49%	39%	11%	45%	55%	74%	26%	16%	8%	76%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C
		LEARNER	P	OR FULL																			
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
Q10-YEAR OF SCHOOL																							
10	196				196	15	178	137	52	7		112	84	196			151	45	105	91	39	39	118
	48%				57%	12%	84%	81%	30%	12%		47%	49%	100%			78%	21%	37%	73%	61%	72%	41%
	100%				100%	8%	91%	70%	27%	4%		57%	43%	100%			77%	23%	54%	46%	20%	20%	60%
11	187	39	15	54	133	103	28	32	116	36	3	120	67		187		33	153	153	34	22	15	150
	46%	81%	75%	79%	39%	82%	13%	19%	66%	63%	50%	51%	39%		100%		17%	71%	54%	27%	34%	28%	52%
	100%	21%	8%	29%	71%	55%	15%	17%	62%	19%	2%	64%	36%		100%		18%	82%	82%	18%	12%	8%	80%
12	23	9	4	13	10	6	4		6	14	3	4	19			23	8	15	23		2		21
	6%	19%	20%	19%	3%	5%	2%		3%	25%	50%	2%	11%				4%	7%	8%		3%		7%
	100%	39%	17%	57%	43%	26%	17%		26%	61%	13%	17%	83%			100%	35%	65%	100%		9%		91%
OTHER	1		1	1					1				1					1	1				1
	0%		5%	1%					1%				1%					0%	0%				0%
	100%		100%	100%					100%				100%					100%	100%				100%
NO INFORMATION	2				2	1	1	1	1			1	1				1	1	2		1		1
	0%				1%	1%	0%	1%	1%			0%	1%				1%	0%	1%		2%		0%
	100%				100%	50%	50%	50%	50%			50%	50%				50%	50%	100%		50%		50%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
WAVE																							
PRE RESEARCH	408	48	20	68	340	124	211	169	176	57	6	236	172	196	186	23	193	215	283	125	64	53	291
	100%	100%	100%	100%	100%	99%	100%	99%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	98%	100%
	100%	12%	5%	17%	83%	30%	52%	41%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
NO RESPONSE	1				1	1		1				1			1				1			1	
	0%				0%	1%		1%				0%			1%				0%			2%	
	100%				100%	100%		100%			100%			100%				100%				100%	

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
STATE																							
VIC	193	6		6	187	23	161	94	72	24	3	115	78	151	33	8	193		102	91	45	25	123
	47%	13%		9%	55%	18%	76%	55%	41%	42%	50%	49%	45%	77%	18%	35%	100%		36%	73%	70%	46%	42%
	100%	3%		3%	97%	12%	83%	49%	37%	12%	2%	60%	40%	78%	17%	4%	100%		53%	47%	23%	13%	64%
SA	215	42	20	62	153	101	50	75	104	33	3	121	94	45	153	15		215	181	34	19	28	168
	53%	88%	100%	91%	45%	81%	24%	44%	59%	58%	50%	51%	55%	23%	82%	65%		100%	64%	27%	30%	52%	58%
	100%	20%	9%	29%	71%	47%	23%	35%	48%	15%	1%	56%	44%	21%	71%	7%		100%	84%	16%	9%	13%	78%
NO RESPONSE	1				2	2		2				2			2				2				2
	0%				1%	2%		1%				1%			1%				1%				4%
	100%				200%	200%		200%				200%			200%				200%				200%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
TOTAL	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
RESPONDENTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
AREA	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
CITY	284	37	12	49	235	105	127	103	127	48	6	157	127	105	153	23	102	181	284		64	29	191
CITY	69%	77%	60%	72%	69%	84%	60%	61%	72%	84%	100%	66%	74%	54%	82%	100%	53%	84%	100%		100%	54%	66%
CITY	100%	13%	4%	17%	83%	37%	45%	36%	45%	17%	2%	55%	45%	37%	54%	8%	36%	64%	100%		23%	10%	67%
COUNTRY	125	11	8	19	106	20	84	67	49	9		80	45	91	34		91	34		125		25	100
COUNTRY	31%	23%	40%	28%	31%	16%	40%	39%	28%	16%		34%	26%	46%	18%		47%	16%		100%		46%	34%
COUNTRY	100%	9%	6%	15%	85%	16%	67%	54%	39%	7%		64%	36%	73%	27%		73%	27%	100%		20%	80%	

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS				SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	18 PLUS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	A	B	C	
	LEARNER	P OR FULL	TOTAL																				
RESPONDENTS	409	48	20	68	341	125	211	170	176	57	6	237	172	196	187	23	193	215	284	125	64	54	291
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	12%	5%	17%	83%	31%	52%	42%	43%	14%	1%	58%	42%	48%	46%	6%	47%	53%	69%	31%	16%	13%	71%
TYPE OF SCHOOL																							
A	64	6	2	8	56	18	37	22	25	16	1	36	28	39	22	2	45	19	64		64		
	16%	13%	10%	12%	16%	14%	18%	13%	14%	28%	17%	15%	16%	20%	12%	9%	23%	9%	23%		100%		
	100%	9%	3%	13%	88%	28%	58%	34%	39%	25%	2%	56%	44%	61%	34%	3%	70%	30%	100%		100%		
B	54	2	2	4	50	13	37	32	19	3		41	13	39	15		25	28	29	25		54	
	13%	4%	10%	6%	15%	10%	18%	19%	11%	5%		17%	8%	20%	8%		13%	13%	10%	20%		100%	
	100%	4%	4%	7%	93%	24%	69%	59%	35%	6%		76%	24%	72%	28%		46%	52%	54%	46%		100%	
C	291	40	16	56	235	94	137	116	132	38	5	160	131	118	150	21	123	168	191	100			291
	71%	83%	80%	82%	69%	75%	65%	68%	75%	67%	83%	68%	76%	60%	80%	91%	64%	78%	67%	80%			100%
	100%	14%	5%	19%	81%	32%	47%	40%	45%	13%	2%	55%	45%	41%	52%	7%	42%	58%	66%	34%			100%

The Tabulations
Stage Two

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q1-INCIDENCE OF HOLDING A DRIVERS LICENCE																					
YES	16	9	7	16					9	7	10	6	1	13	2	1	15	8	8		16
	16%	100%	100%	100%					29%	64%	18%	14%	2%	33%	67%	4%	20%	23%	12%		16%
	100%	56%	44%	100%					56%	44%	63%	38%	6%	81%	13%	6%	94%	50%	50%		100%
NO	84				84	29	54	58	22	4	47	37	55	27	1	24	60	27	57	1	83
	84%				100%	100%	100%	100%	71%	36%	82%	86%	98%	68%	33%	96%	80%	77%	88%	100%	84%
	100%				100%	35%	64%	69%	26%	5%	56%	44%	65%	32%	1%	29%	71%	32%	68%	1%	99%

TABLE 2 BANNER *BY* Q2a-TYPE OF LICENCE HELD
 FILTERS: HAVE A DRIVERS LICENCE

	INCIDENCE OF LICENCING			AGE OF RESPONDENTS		SEX		YEAR			STATE		LOCATION		TYPE OF	
	LICENCED			16-YRS 17-YRS		MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN	SCHOOL	
	LEARNER	P	OR FULL	TOTAL												C
RESPONDENTS	16	9	7	16	9	7	10	6	1	13	2	1	15	8	8	16
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	56%	44%	100%	56%	44%	63%	38%	6%	81%	13%	6%	94%	50%	50%	100%
Q2a-TYPE OF LICENCE HELD																
EARNERS	9	9		9	6	3	5	4	1	8		1	8	4	5	9
	56%	100%		56%	67%	43%	50%	67%	100%	62%		100%	53%	50%	63%	56%
	100%	100%		100%	67%	33%	56%	44%	11%	89%		11%	89%	44%	56%	100%
P	7		7	7	3	4	5	2		5	2		7	4	3	7
	44%		100%	44%	33%	57%	50%	33%		38%	100%		47%	50%	38%	44%
	100%		100%	100%	43%	57%	71%	29%		71%	29%		100%	57%	43%	100%

TABLE 3

BANNER *BY* Q2b-WHEN OBTAINED A LICENCE
 FILTERS: HAVE A DRIVERS LICENCE

	INCIDENCE OF LICENCING			AGE OF RESPONDENTS		SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
	LICENCED			16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY		
	TOTAL	LEARNER	P OR FULL	TOTAL												C
RESPONDENTS	16	9	7	16	9	7	10	6	1	13	2	1	15	8	8	16
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	56%	44%	100%	56%	44%	63%	38%	6%	81%	13%	6%	94%	50%	50%	100%
Q2b-WHEN OBTAINED A LICENCE																
1988 OR BEFORE	1	1		1		1				1					1	1
	6%	11%		6%		14%				8%					7%	6%
	100%	100%		100%		100%				100%					100%	100%
MARCH- APRIL 1989	2	1	1	2	1	1	2			1	1		2	2		2
	13%	11%	14%	13%	11%	14%	20%			8%	50%		13%	25%		13%
	100%	50%	50%	100%	50%	50%	100%			50%	50%		100%	100%		100%
MAY-JUNE 1989	4	3	1	4	4		1	3		4			4	1	3	4
	25%	33%	14%	25%	44%		10%	50%		31%			27%	13%	38%	25%
	100%	75%	25%	100%	100%		25%	75%		100%			100%	25%	75%	100%
JULY-AUGUST 1989	7	4	3	7	4	3	5	2	1	6		1	6	5	2	7
	44%	44%	43%	44%	44%	43%	50%	33%	100%	46%		100%	40%	63%	25%	44%
	100%	57%	43%	100%	57%	43%	71%	29%	14%	86%		14%	86%	71%	29%	100%
OTHER	1		1	1		1		1			1		1		1	1
	6%		14%	6%		14%		17%			50%		7%		13%	6%
	100%		100%	100%		100%		100%			100%		100%		100%	100%
NO RESPONSE	1		1	1		1				1			1		1	1
	6%		14%	6%		14%				8%			7%		13%	6%
	100%		100%	100%		100%				100%			100%		100%	100%

TABLE 4

BANNER *BY* Q2c-TAUGHT TO DRIVE BY
 FILTERS: HAVE A DRIVERS LICENCE

	TOTAL	INCIDENCE OF LICENCING			AGE OF RESPONDENTS		SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL
		LICENCED			16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	
		LEARNER	P OR FULL	TOTAL												
RESPONDENTS	16	9	7	16	9	7	10	6	1	13	2	1	15	8	8	16
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	56%	44%	100%	56%	44%	63%	38%	6%	81%	13%	6%	94%	50%	50%	100%
Q2c-TAUGHT TO DRIVE BY																
PARENTS	8	7	1	8	6	2	5	3	1	7			8	3	5	8
	50%	78%	14%	50%	67%	29%	50%	50%	100%	54%			53%	38%	63%	50%
	100%	88%	13%	100%	75%	25%	63%	38%	13%	88%			100%	38%	63%	100%
DRIVING SCHOOL/ INSTRUCTOR	9	5	4	9	5	4	7	2		7	2		9	3	6	9
	56%	56%	57%	56%	56%	57%	70%	33%		54%	100%		60%	38%	75%	56%
	100%	56%	44%	100%	56%	44%	78%	22%		78%	22%		100%	33%	67%	100%
AT SCHOOL/TEACHER	1		1	1		1	1			1			1		1	1
	6%		14%	6%		14%	10%			8%			7%		13%	6%
	100%		100%	100%		100%	100%			100%			100%		100%	100%
OTHER	2	2		2	1	1	1	1		2			1	1	2	2
	13%	22%		13%	11%	14%	10%	17%		15%			100%	7%	25%	13%
	100%	100%		100%	50%	50%	50%	50%		100%			50%	50%	100%	100%
NO RESPONSE	1		1	1	1			1		1			1	1		1
	6%		14%	6%	11%			17%		8%			7%	13%		6%
	100%		100%	100%	100%			100%		100%			100%	100%		100%

	INCIDENCE OF LICENCING			UNLICENSED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	9A	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q3-INTENTION TO OBTAIN LICENCE IN THE NEXT 6 MONTHS																					
YES	30		1	1	29	29		9	19	2	20	10	6	23	1	2	28	15	15		30
	30%		14%	6%	35%	100%		16%	61%	18%	35%	23%	11%	58%	33%	8%	37%	43%	23%		30%
	100%		3%	3%	97%	97%		30%	63%	7%	67%	33%	20%	77%	3%	7%	93%	50%	50%		100%
NO	55		1	1	54		54	48	5	2	27	28	48	6		21	34	13	42	1	54
	55%		14%	6%	64%		100%	83%	16%	18%	47%	65%	86%	15%		84%	45%	37%	65%	100%	55%
	100%		2%	2%	98%		98%	87%	9%	4%	49%	51%	87%	11%		38%	62%	24%	76%	2%	98%
NO INFORMATION	1				1			1			1		1			1			1		1
	1%				1%			2%			2%		2%			4%			2%		1%
	100%				100%			100%			100%		100%			100%			100%		100%
NO RESPONSE	14	9	5	14					7	7	9	5	1	11	2	1	13	7	7		14
	14%	100%	71%	88%					23%	64%	16%	12%	2%	28%	67%	4%	17%	20%	11%		14%
	100%	64%	36%	100%					50%	50%	64%	36%	7%	79%	14%	7%	93%	50%	50%		100%

	TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B		C
		LEARNER	P OR FULL	TOTAL																B	C	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%	
Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																						
LACK OF EXPERIENCE/SITUATIONS NOT ENCOUNTERED BEFORE	13				13	3	10	10	3		7	6	9	3		5	8	1	12		13	
	13%				15%	10%	19%	17%	10%		12%	14%	16%	8%		20%	11%	3%	18%		13%	
	100%				100%	23%	77%	77%	23%		54%	46%	69%	23%		38%	62%	8%	92%		100%	
PANICKING/BEING NERVOUS/LACK OF CONFIDENCE	2				2	1	1	1	1		2		1	1			2	1	1		2	
	2%				2%	3%	2%	2%	3%		4%		2%	3%			3%	3%	2%		2%	
	100%				100%	50%	50%	50%	50%		100%		50%	50%		100%	50%	50%			100%	
OTHER EXPERIENCE COMMENTS	1				1		1	1				1	1				1		1		1	
	1%				1%		2%	2%				2%	2%				1%		2%		1%	
	100%				100%		100%	100%			100%	100%	100%			100%	100%	100%			100%	
LACK OF CONCENTRATION/BECOMING DISTRACTED/CARELESS	6	1	1	2	4	3	1	4		2	4	2	2	3	1		6	5	1		6	
	6%	11%	14%	13%	5%	10%	2%	7%		18%	7%	5%	4%	8%	33%		8%	14%	2%		6%	
	100%	17%	17%	33%	67%	50%	17%	67%		33%	67%	33%	33%	50%	17%		100%	83%	17%		100%	
OVERCONFIDENCE	1				1	1			1		1			1			1		1		1	
	1%				1%	3%			3%		2%			3%			1%		2%		1%	
	100%				100%	100%		100%		100%	100%		100%	100%		100%	100%	100%			100%	
MAINTAINING CONCENTRATION/STAYING ALERT/KEEPING EYES ON	3	1		1	2	1	1	1	1	1	3			3		1	2	2	1		3	
	3%	11%		6%	2%	3%	2%	2%	3%	9%	7%			8%		4%	3%	6%	2%		3%	
	100%	33%		33%	67%	33%	33%	33%	33%	33%	100%		100%	100%	33%	67%	67%	33%			100%	
LACK OF JUDGEMENT	3	1		1	2	2		1	2		3		1	2			3	3			3	
	3%	11%		6%	2%	7%		2%	6%		7%		2%	5%			4%	9%			3%	
	100%	33%		33%	67%	67%		33%	67%		100%		33%	67%		100%	100%	100%			100%	
TIREDDNESS/LONG DISTANCE DRIVING	1				1	1		1			1		1			1			1		1	
	1%				1%	2%		2%			2%		2%			4%			2%		1%	
	100%				100%	100%		100%		100%	100%		100%		100%	100%	100%	100%			100%	
OTHER DRIVING RISK COMMENTS	1				1	1			1		1			1		1	1	1			1	
	1%				1%	3%			3%		2%			1%		1%	3%	1%			1%	
	100%				100%	100%		100%		100%	100%		100%		100%	100%	100%	100%			100%	

BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING			UNLICE -NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN -TRY	B	C	
	LEARNE -R	P OR	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
NET SPEED COMMENTS RESPONDENTS	10	3	3	7	2	5	4	3	3	7	3	5	3	2	3	7	2	8			10
	10%	43%	19%	8%	7%	9%	7%	10%	27%	12%	7%	9%	8%	67%	12%	9%	6%	12%			10%
	100%	30%	30%	70%	20%	50%	40%	30%	30%	70%	30%	50%	30%	20%	30%	70%	20%	80%			100%
DRIVING TOO FAST/ SPEEDING	7	2	2	5	2	3	3	2	2	4	3	3	2	2	1	6	1	6			7
	7%	29%	13%	6%	7%	6%	5%	6%	18%	7%	7%	5%	5%	67%	4%	8%	3%	9%			7%
	100%	29%	29%	71%	29%	43%	43%	29%	29%	57%	43%	43%	29%	29%	14%	86%	14%	86%			100%
DRIVING TOO SLOW	1	1	1							1	1		1		1	1					1
	1%	14%	6%							2%	2%		3%		1%	3%					1%
	100%	100%	100%							100%	100%		100%		100%	100%					100%
OTHER SPEED COMMENTS	2			2		2	1	1		2		2			2						2
	2%			2%		4%	2%	3%		4%		4%			8%						2%
	100%			100%		100%	50%	50%		100%		100%			100%						100%
NET ENVIRONMENTAL COMMENTS RESPONDENTS	10	2	2	8	2	6	4	6		5	5	5	5		2	8	1	9			10
	10%	22%	13%	10%	7%	11%	7%	19%		9%	12%	9%	13%		8%	11%	3%	14%			10%
	100%	20%	20%	80%	20%	60%	40%	60%		50%	50%	50%	50%		20%	80%	10%	90%			100%
OTHER DRIVERS/ CARELESS DRIVERS/ IMPATIENT DRIVERS	8	2	2	6	2	4	4	4		5	3	4	4		1	7	1	7			8
	8%	22%	13%	7%	7%	7%	7%	13%		9%	7%	7%	10%		4%	9%	3%	11%			8%
	100%	25%	25%	75%	25%	50%	50%	50%		63%	38%	50%	50%		13%	88%	17%	88%			100%
NIGHT DRIVING	2			2		2		2		2		1	1		1	1					2
	2%			2%		4%		6%		5%		2%	3%		4%	1%					2%
	100%			100%		100%		100%		100%		50%	50%		50%	50%					100%
NET PEER PRESSURE COMMENTS RESPONDENTS	14	1	1	13	4	9	8	4	2	9	5	9	5		2	17		9			13
	14%	11%	6%	15%	14%	17%	14%	13%	18%	16%	12%	16%	13%		8%	16%		14%			13%
	100%	7%	7%	93%	29%	64%	57%	29%	14%	64%	36%	64%	36%		14%	64%		64%			93%

TABLE 6 (CONT.)

BANNER
 BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNER	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
FRIENDS IN CAR/ BACK SEAT/CAUSE DISTRACTIONS	4				4	3	1	1	3		3	1	1	3			4	2	2		4
	4%				5%	10%	2%	2%	10%		5%	2%	2%	8%			5%	6%	3%		4%
	100%				100%	75%	25%	25%	75%		75%	25%	25%	75%		100%	50%	50%		100%	
SHOWING OFF/ACTING SMART/COOL	5				5	1	4	4	1		2	3	5			1	4	2	3		5
	5%				6%	3%	7%	7%	3%		4%	7%	9%			4%	5%	6%	5%		5%
	100%				100%	20%	80%	80%	20%		40%	60%	100%		20%	80%	40%	60%		100%	
PEER GROUP PRESSURE	5	1		1	4		4	3		2	4	1	3	2		1	4	1	4	1	4
	5%	11%		6%	5%		7%	5%		18%	7%	2%	5%	5%		4%	5%	3%	6%	100%	4%
	100%	20%		20%	80%		80%	60%		40%	80%	20%	60%	40%		20%	80%	20%	80%	20%	80%
NET NET ALCOHOL/DRUGS COMMENTS																					
RESPONDENTS	25	2	1	3	22	7	15	17	7	1	14	11	18	7		10	15	8	17		25
	25%	22%	14%	19%	26%	24%	28%	29%	23%	9%	25%	26%	32%	18%		40%	20%	23%	26%		25%
	100%	8%	4%	12%	88%	28%	60%	68%	28%	4%	56%	44%	72%	28%		40%	60%	32%	68%		100%
ALCOHOL	13	1	1	2	11	4	7	8	4	1	7	6	8	5		6	7	3	10		13
	13%	11%	14%	13%	13%	14%	13%	14%	13%	9%	12%	14%	14%	13%		24%	9%	9%	15%		13%
	100%	8%	8%	15%	85%	31%	54%	62%	31%	8%	54%	46%	62%	38%		46%	54%	23%	77%		100%
DRIVING AND DRINKING	12	1		1	11	3	8	9	3		7	5	10	2		4	8	5	7		12
	12%	11%		6%	13%	10%	15%	16%	10%		12%	12%	18%	5%		16%	11%	14%	11%		12%
	100%	8%		8%	92%	25%	67%	75%	25%		58%	42%	83%	17%		33%	67%	42%	58%		100%
TAKING/SMOKING DRUGS	1				1	1			1		1			1			1	1			1
	1%				1%	3%			3%		2%			3%			1%	3%			1%
	100%				100%	100%		100%	100%		100%		100%	100%		100%	100%	100%			100%
NET CAR COMMENTS																					
RESPONDENTS	2				2		2	2			1	1	2			1	1	1	1		2
	2%				2%		4%	3%			2%	2%	4%			4%	1%	3%	2%		2%
	100%				100%		100%	100%			50%	50%	100%			50%	50%	50%	50%		100%

TABLE 6 (CONT.)

BANNER

BY Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	OF SCHOOL		
	LEARNER	P OR FULL	TOTAL																B	C	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.1-FIRST MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
BEING AWARE OF OTHER CARS ON THE ROAD	2				2			2			1	1	2			1	1	1	1		2
	2%				2%			3%			2%	2%	4%			4%	1%	3%	2%		2%
	100%				100%			100%			50%	50%	100%			50%	50%	50%	50%		100%
NET OTHER COMMENTS RESPONDENTS	9	1	2	3	6	3	2	4	3	2	6	3	3	6		1	8	5	4		9
	9%	11%	29%	19%	7%	10%	4%	7%	10%	18%	11%	7%	5%	15%		4%	11%	14%	6%		9%
	100%	11%	22%	33%	67%	33%	22%	44%	33%	22%	67%	33%	33%	67%		11%	89%	56%	44%		100%
OTHER COMMENTS	1				1			1			1		1				1				1
	1%				1%			2%			2%		2%				1%				1%
	100%				100%			100%			100%		100%				100%				100%
NO INFORMATION	8	1	2	3	5	3	1	3	3	2	6	2	2	6		1	7	5	3		8
	8%	11%	29%	19%	6%	10%	2%	5%	10%	18%	11%	5%	4%	15%		4%	9%	14%	5%		8%
	100%	13%	25%	38%	63%	38%	13%	38%	38%	25%	75%	25%	25%	75%		13%	88%	63%	38%		100%
NET EXPERIENCE COMMENTS	19	1		1	18	6	12	13	6		9	10	12	6		5	14	5	14		19
	19%	11%		6%	21%	21%	22%	22%	19%		16%	23%	21%	15%		20%	19%	14%	22%		19%
	100%	5%		5%	95%	32%	63%	68%	32%		47%	53%	63%	32%		26%	74%	26%	74%		100%
NET DRIVING RISK COMMENTS	12	2	1	3	9	6	3	6	3	3	7	5	3	8	1	2	10	8	4		12
	12%	22%	14%	19%	11%	21%	6%	10%	10%	27%	12%	12%	5%	20%	33%	8%	13%	23%	6%		12%
	100%	17%	8%	25%	75%	50%	25%	50%	25%	25%	58%	42%	25%	67%	8%	17%	83%	67%	33%		100%

BANNER
 BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED
 DRIVERS

	TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNER	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	1	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
LACK OF EXPERIENCE/SITUATIONS NOT ENCOUNTERED BEFORE	9	2	1	3	6	3	3	5	4		7	2	5	4		1	8	2	7		9
	9%	22%	14%	19%	7%	10%	6%	9%	13%		12%	5%	9%	10%		4%	11%	6%	11%		9%
	100%	22%	11%	33%	67%	33%	33%	56%	44%		78%	22%	56%	44%		11%	89%	22%	78%		100%
PANICKING/BEING NERVOUS/LACK OF CONFIDENCE	4				4	1	3	3	1		4		3	1			4		4		4
	4%				5%	3%	6%	5%	3%		7%		5%	3%			5%		6%		4%
	100%				100%	25%	75%	75%	25%		100%		75%	25%		100%		100%		100%	100%
OTHER EXPERIENCE COMMENTS	4				4	2	2	3	1			4	2	2		1	3	2			4
	4%				5%	7%	4%	5%	3%			9%	4%	5%		4%	4%	6%	3%		4%
	100%				100%	50%	50%	75%	25%		100%		50%	50%		25%	75%	50%	50%		100%
LACK OF CONCENTRATION/BECOMING DISTRACTED/CARELESS	3				3	2	1	2	1		1	2	2	1			3	1			3
	3%				4%	7%	2%	3%	3%		2%	5%	4%	3%			4%	3%			3%
	100%				100%	67%	33%	67%	33%		33%	67%	67%	33%		100%		33%	67%		100%
OVERCONFIDENCE	2				2	1	1	2			2		1	1			2	2			2
	2%				2%	3%	2%	3%			4%		2%	3%			3%	6%			2%
	100%				100%	50%	50%	100%			100%		50%	50%		100%	100%				100%
MAINTAINING CONCENTRATION/STAYING ALERT/KEEPING EYES ON	1				1	1			1		1		1				1	1			1
	1%				1%	3%			3%		2%		2%				1%	3%			1%
	100%				100%	100%		100%			100%		100%			100%	100%				100%
LACK OF JUDGEMENT	1		1	1						1							1	1			1
	1%		14%	6%						9%							1%	3%			1%
	100%		100%	100%						100%						100%	100%				100%
OTHER DRIVING RISK COMMENTS	1				1		1	1				1	1				1	1			1
	1%				1%		2%	2%				2%	2%				1%	3%			1%
	100%				100%		100%	100%			100%		100%			100%	100%				100%
NET SPEED COMMENTS RESPONDENTS	6	2		2	4	2	2	2	4		4	2	2	4		2	4	2			6
	6%	22%		13%	5%	7%	4%	3%	13%		7%	5%	4%	10%		6%	6%	6%			6%
	100%	33%		33%	67%	33%	33%	33%	67%		67%	33%	33%	67%		33%	67%	33%			100%

TABLE 7 (CONT.)

BANNER

BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	TOTAL	INCIDENCE OF LICENCING			TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
		LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNE-R	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
DRIVING TOO FAST/ SPEEDING	6	2		2	4	2	2	2	4		4	2	2	4		2	4	2	4		6
	6%	22%		13%	5%	7%	4%	3%	13%		7%	5%	4%	10%		8%	5%	6%	6%		6%
	100%	33%		33%	67%	33%	33%	33%	67%		67%	33%	33%	67%		33%	67%	33%	67%		100%
NET ENVIRONMENTAL COMMENTS RESPONDENTS	10	2		2	8	2	6	5	3	2	5	5	4	6		1	9	4	6		10
	10%	22%		13%	10%	7%	11%	9%	10%	18%	9%	12%	7%	15%		4%	12%	11%	9%		10%
	100%	20%		20%	80%	20%	60%	50%	30%	20%	50%	50%	40%	60%		10%	90%	40%	60%		100%
WET WEATHER /FOG	1				1		1	1			1		1				1				1
	1%				1%		1%	1%			1%		1%				1%				1%
	100%				100%		100%	100%			100%		100%				100%		100%		100%
OTHER DRIVERS/ CARELESS DRIVERS/ IMPATIENT DRIVERS	4	2		2	2	2		1	1	2	2	2	1	3		1	3	1	3		4
	4%	22%		13%	2%	4%		2%	3%	18%	4%	5%	2%	8%		4%	4%	3%	5%		4%
	100%	50%		50%	50%	50%		25%	25%	50%	50%	50%	25%	75%		25%	75%	25%	75%		100%
NIGHT DRIVING	4				4	1	3	3	1		2	2	2	2			4	3	1		4
	4%				5%	3%	6%	5%	3%		4%	5%	4%	5%			5%	9%	2%		4%
	100%				100%	25%	75%	75%	25%		50%	50%	50%	50%			100%	75%	25%		100%
OTHER ENVIRONMENT COMMENTS	1				1	1			1		1			1			1		1		1
	1%				1%	3%			3%		2%			3%			1%		2%		1%
	100%				100%	100%			100%		100%			100%			100%		100%		100%
NET PEER PRESSURE COMMENTS RESPONDENTS	21	1	1		20	4	16	14	6	1	10	11	15	5		9	12	6	15		21
	21%	14%	6%		24%	14%	30%	24%	19%	9%	18%	26%	27%	13%		36%	16%	17%	23%		21%
	100%	5%	5%		95%	19%	76%	67%	29%	5%	48%	52%	71%	24%		43%	57%	29%	71%		100%
FRIENDS IN CAR/ BACK SEAT/CAUSE DISTRACTIONS	6				6	1	5	5	1		2	4	4	1		1	5	2	4		6
	6%				7%	3%	9%	9%	3%		4%	9%	7%	3%		4%	7%	6%	4%		6%
	100%				100%	17%	83%	83%	17%		33%	67%	67%	17%		17%	83%	33%	67%		100%

TABLE 7 (CONT.) BANNER
 BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	TOTAL	INCIDENCE OF LICENCING			UNLICE-NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNE-R	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
SHOWING OFF/ACTING SMART/COOL	6		1	1	5	2	3	2	3	1	5	1	3	3		1	5	4	2		6
	6%		14%	6%	6%	7%	6%	3%	10%	9%	9%	2%	5%	8%		4%	7%	11%	3%		6%
	100%		17%	17%	83%	33%	50%	33%	50%	17%	83%	17%	50%	50%		17%	83%	67%	33%		100%
PEER GROUP PRESSURE	11				11	1	10	8	3		5	6	9	1		9	2		11		11
	11%				13%	3%	19%	14%	10%		9%	14%	16%	3%		36%	3%		17%		11%
	100%				100%	9%	91%	73%	27%		45%	55%	82%	9%		82%	18%		100%		100%
NET NET ALCOHOL/DRUGS COMMENTS RESPONDENTS	25	1	2	3	22	6	16	14	6	5	13	12	15	8	2	7	18	7	18	1	24
	25%	11%	29%	19%	26%	21%	30%	24%	19%	45%	23%	28%	27%	20%	67%	28%	24%	20%	28%	100%	24%
	100%	4%	8%	12%	88%	24%	64%	56%	24%	20%	52%	48%	60%	32%	8%	28%	72%	28%	72%	4%	96%
ALCOHOL	8	1	1	2	6	1	5	3	2	3	6	2	5	2	1	5	3	1	7	1	7
	8%	11%	14%	13%	7%	3%	9%	5%	6%	27%	11%	5%	9%	5%	33%	20%	4%	3%	11%	100%	7%
	100%	13%	13%	25%	75%	13%	63%	38%	25%	38%	75%	25%	63%	25%	13%	63%	38%	13%	88%	13%	88%
DRIVING AND DRINKING	14		1	1	13	3	10	9	4	1	6	8	9	5		1	13	6	8		14
	14%		14%	6%	15%	10%	19%	16%	13%	9%	11%	19%	16%	13%		4%	17%	17%	12%		14%
	100%		7%	7%	93%	21%	71%	64%	29%	7%	43%	57%	64%	36%		7%	93%	43%	57%		100%
TAKING/SMOKING DRUGS	5				5	4	1	2	2	1	2	3	1	3	1	1	4	1	4		5
	5%				6%	14%	2%	3%	6%	9%	4%	7%	2%	8%	33%	4%	5%	3%	6%		5%
	100%				100%	80%	20%	40%	40%	20%	40%	60%	20%	60%	20%	20%	80%	20%	80%		100%
NET CAR COMMENTS RESPONDENTS	2				2	1	1	1	1		1	1	1	1			2		2		2
	2%				2%	3%	2%	2%	3%		2%	2%	2%	3%			3%		3%		2%
	100%				100%	50%	50%	50%	50%		50%	50%	50%	50%		100%		100%			100%
BEING AWARE OF OTHER CARS ON THE ROAD	1				1	1			1		1			1			1		1		1
	1%				1%	3%			3%		2%			3%			1%		2%		1%
	100%				100%	100%			100%		100%			100%		100%		100%			100%

TABLE 7 (CONT.) BANNER
 BY Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.2-SECOND MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
NOT WEARING SEATBELT	1				1			1					1								
	1%				1%			1%					1%								
	100%				100%			100%					100%								
NET OTHER COMMENTS RESPONDENTS	11	2	2	4	7	4	2	6	3	2	8	3	4	7		4	7	6	5		11
	11%	22%	29%	25%	8%	14%	4%	10%	10%	18%	14%	7%	7%	18%		16%	9%	17%	8%		11%
	100%	18%	18%	36%	64%	36%	18%	55%	27%	18%	73%	27%	36%	64%		36%	64%	55%	45%		100%
NOT OBEYING ROAD RULES SIGNS	1				1			1					1								
	1%				1%			1%					1%								
	100%				100%			100%					100%								
NO INFORMATION	10	2	2	4	6	4	1	5	3	2	8	2	3	7		3	7	6	4		10
	10%	22%	29%	25%	7%	14%	2%	9%	10%	18%	14%	5%	5%	18%		12%	9%	17%	6%		10%
	100%	20%	20%	40%	60%	40%	10%	50%	30%	20%	80%	20%	30%	70%		30%	70%	60%	40%		100%
NET EXPERIENCE COMMENTS	18	2	2	4	14	6	8	11	6	1	12	6	10	7	1	2	16	5	13		18
	18%	22%	29%	25%	17%	21%	15%	19%	19%	9%	21%	14%	18%	18%	33%	8%	21%	14%	20%		18%
	100%	11%	11%	22%	78%	33%	44%	61%	33%	6%	67%	33%	56%	39%	6%	11%	89%	28%	72%		100%
NET DRIVING RISK COMMENTS	7				7	4	3	5	2		4	3	5	2			7	5	2		7
	7%				8%	14%	6%	9%	6%		7%	7%	9%	5%			9%	14%	3%		7%
	100%				100%	57%	43%	71%	29%		57%	43%	71%	29%			100%	71%	29%		100%

TABLE 8

BANNER
 BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

TOTAL	INCIDENCE OF LICENCING			UNLICE-NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED		TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNE-R	P OR FULL																			
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
LACK OF EXPERIENCE/ SITUATIONS NOT ENCOUNTERED BEFORE	11	1	1	10	10	9	2	9	2		7	4	10	1		6	5	2	9		11
	11%	11%	6%	12%	19%	16%	6%	12%	9%		12%	9%	18%	3%		24%	7%	6%	14%		11%
	100%	9%	9%	91%	91%	82%	18%	64%	36%		91%	9%	91%	9%		55%	45%	18%	82%		100%
PANICKING/BEING NERVOUS/LACK OF CONFIDENCE	6	1	1	5	5	4	2	4	2		3	3	4	2		3	3		6		6
	6%	11%	6%	6%	9%	7%	6%	5%	7%		5%	7%	7%	5%		12%	4%		9%		6%
	100%	17%	17%	83%	83%	67%	33%	50%	50%		50%	50%	67%	33%		50%	50%		100%		100%
OTHER EXPERIENCE COMMENTS	2			2	1	1	1	1	1			2	1	1		1	1	1	1		2
	2%			2%	3%	2%	3%	2%	3%			5%	2%	3%		4%	1%	3%	2%		2%
	100%			100%	50%	50%	50%	50%	50%		100%	50%	50%	50%		50%	50%	50%	50%		100%
LACK OF CONCENTRATION/ BECOMING DISTRACTED/CARELESS	3	1	1	2	1	1	1	2	3	1	2	1	1	2			3	2	1		3
	3%	14%	6%	2%	3%	2%	2%	3%	9%		4%	2%	2%	5%			4%	6%	2%		3%
	100%	33%	33%	67%	33%	33%	33%	33%	33%		67%	33%	33%	67%		100%	67%	33%			100%
OVERCONFIDENCE	4	1	1	2	2	2	1	2	1		4		1	3			4	2	2		4
	4%	11%	14%	13%	2%	7%	2%	6%	9%		7%		2%	8%			5%	6%	3%		4%
	100%	25%	25%	50%	50%	50%	25%	50%	25%		100%		25%	75%		100%	50%	50%			100%
MAINTAINING CONCENTRATION/ STAYING ALERT/ KEEPING EYES ON	2	1	1	1	1	1	1	1	1		2		1	1			2		2		2
	2%	11%	6%	1%	2%	2%	3%	2%	3%		5%		2%	3%			3%		3%		2%
	100%	50%	50%	50%	50%	50%	50%	50%	50%		100%		50%	50%		100%	100%		100%		100%
TIREDDNESS/LONG DISTANCE DRIVING	2			2	2	2		2			2		2				1	1	2		2
	2%			2%	2%	4%		3%			5%		4%				4%	1%	3%		2%
	100%			100%	100%	100%		100%			100%		100%				50%	50%	100%		100%
NET SPEED COMMENTS RESPONDENTS	4			4	1	3		4			1	3	4				2	2	4		4
	4%			5%	3%	6%		7%			2%	7%	7%				8%	3%	6%		4%
	100%			100%	25%	75%		100%			25%	75%	100%				50%	50%	100%		100%
DRIVING TOO FAST/ SPEEDING	4			4	1	3		4			1	3	4				2	2	4		4
	4%			5%	3%	6%		7%			2%	7%	7%				8%	3%	6%		4%
	100%			100%	25%	75%		100%			25%	75%	100%				50%	50%	100%		100%

TABLE 8 (CONT.) BANNER
 BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	TOTAL	INCIDENCE OF LICENCING			TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
		LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B C	
		LEARNER	P OR FULL	TOTAL																B	C
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
NET ENVIRONMENTAL COMMENTS RESPONDENTS	10	1		1	9	3	6	6	4		6	4	6	3		1	9	4	6		10
	10%	11%		6%	11%	10%	11%	10%	13%		11%	9%	11%	8%		4%	12%	11%	9%		10%
	100%	10%		10%	90%	30%	60%	60%	40%		60%	40%	60%	30%		10%	90%	40%	60%		100%
OTHER DRIVERS/ CARELESS DRIVERS/ IMPATIENT DRIVERS	3				3	3			3		2	1		3					3		3
	3%				4%	10%			10%		4%	2%		8%					4%		3%
	100%				100%	100%			100%		67%	33%		100%					100%		100%
NIGHT DRIVING	5	1		1	4		4	4	1		2	3	5				5	4	1		5
	5%	11%		6%	5%		7%	7%	3%		4%	7%	9%				7%	11%	2%		5%
	100%	20%		20%	80%		80%	80%	20%		40%	60%	100%				100%	80%	20%		100%
OTHER ENVIRONMENT COMMENTS	2				2	2		2			2		1			1			2		2
	2%				2%		4%	3%			4%		2%			4%	1%		3%		2%
	100%				100%		100%	100%			100%		50%			50%	50%		100%		100%
NET PEER PRESSURE COMMENTS RESPONDENTS	17				17	6	11	12	5		12	5	11	6		6	11	5	12		17
	17%				20%	21%	20%	21%	16%		21%	12%	20%	15%		24%	15%	14%	18%		17%
	100%				100%	35%	65%	71%	29%		71%	29%	65%	35%		35%	65%	29%	71%		100%
FRIENDS IN CAR/ BACK SEAT/CAUSE DISTRACTIONS	6				6	2	4	4	2		4	2	3	3			6	2	4		6
	6%				7%	7%	7%	7%	6%		7%	5%	5%	8%			8%	6%	6%		6%
	100%				100%	33%	67%	67%	33%		67%	33%	50%	50%			100%	33%	67%		100%
SHOWING OFF/ACTING SMART/COOL	4				4	2	2	4			3	1	2	2		1	3	2	2		4
	4%				5%	7%	4%	7%			5%	2%	4%	5%		4%	4%	6%	3%		4%
	100%				100%	50%	50%	100%			75%	25%	50%	50%		25%	75%	50%	50%		100%
PEER GROUP PRESSURE	7				7	2	5	4	3		5	2	6	1		5	2	1	6		7
	7%				8%	7%	9%	7%	10%		9%	5%	11%	3%		20%	3%	3%	9%		7%
	100%				100%	29%	71%	57%	43%		71%	29%	86%	14%		71%	29%	14%	86%		100%

TABLE B (CONT.) BANNER
 *BY# Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B C	
		LEARNE-R	P OR FULL	TOTAL																B	C
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
NET NET ALCOHOL/DRUGS COMMENTS																					
RESPONDENTS	12	2	1	3	9	5	4	4	5	3	6	6	5	5	2	1	11	4	8		12
	12%	22%	14%	19%	11%	17%	7%	7%	16%	27%	11%	14%	9%	13%	67%	4%	15%	11%	12%		12%
	100%	17%	8%	25%	75%	42%	33%	33%	42%	25%	50%	50%	42%	42%	17%	8%	92%	33%	67%		100%
ALCOHOL	2				2	2			1	1	1	1					2	1	1		2
	2%				2%	7%			3%	9%	2%	2%					3%	3%	2%		2%
	100%				100%	100%			50%	50%	50%	50%					100%	50%	50%		100%
DRIVING AND DRINKING	6				6	2	4	4	2		3	3	4	2			6	3	3		6
	6%				7%	7%	7%	7%	6%		5%	7%	7%	5%			8%	9%	5%		6%
	100%				100%	33%	67%	67%	33%		50%	50%	67%	33%			100%	50%	50%		100%
TAKING/SMOKING DRUGS	6	2	1	3	3	2	1	1	3	2	3	3	2	3	1	1	5	2	4		6
	6%	22%	14%	19%	4%	7%	2%	2%	10%	18%	5%	7%	4%	8%	33%	4%	7%	6%	6%		6%
	100%	33%	17%	50%	50%	33%	17%	17%	50%	33%	50%	50%	33%	50%	17%	17%	83%	33%	67%		100%
NET CAR COMMENTS RESPONDENTS	1				1		1	1			1		1				1		1		1
	1%				1%		2%	2%			2%		2%				1%		2%		1%
	100%				100%		100%	100%			100%		100%				100%		100%		100%
NOT WEARING SEATBELT	1				1		1	1			1		1				1		1		1
	1%				1%		2%	2%			2%		2%				1%		2%		1%
	100%				100%		100%	100%			100%		100%				100%		100%		100%
NET OTHER COMMENTS RESPONDENTS	26	2	4	6	20	10	9	12	8	6	16	10	9	16	1	4	22	15	11	1	25
	26%	22%	57%	38%	24%	34%	17%	21%	26%	55%	28%	23%	16%	40%	33%	16%	29%	43%	17%	100%	25%
	100%	8%	15%	23%	77%	38%	35%	46%	31%	23%	62%	38%	35%	62%	4%	15%	85%	58%	42%	4%	96%
NOT OBEYING ROAD RULES SIGNS	1				1		1	1			1		1				1		1		1
	1%				1%		2%	2%			2%		2%				1%		2%		1%
	100%				100%		100%	100%			100%		100%				100%		100%		100%

TABLE 8 (CONT.) BANNER
 BY Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4.3-THIRD MAIN RISK TO SAFE DRIVING FOR NEWLY LICENCED DRIVERS																					
OTHER COMMENTS	4				4	3	1	3	1		1	3	2	2			4	2	2		4
	4%				5%	10%	2%	5%	3%		2%	7%	4%	5%			5%	6%	3%		4%
	100%				100%	75%	25%	75%	25%		25%	75%	50%	50%			100%	50%	50%		100%
NO INFORMATION	21	2	4	6	15	7	7	8	7	6	15	6	6	14	1	4	17	13	8	1	20
	21%	22%	57%	38%	18%	24%	13%	14%	23%	55%	26%	14%	11%	35%	33%	16%	23%	37%	12%	100%	20%
	100%	10%	19%	29%	71%	33%	33%	38%	33%	29%	71%	29%	29%	67%	5%	19%	81%	62%	38%	5%	95%
NET EXPERIENCE COMMENTS	19	2		2	17	1	16	14	5		10	9	15	4		10	9	3	16		19
	19%	22%		13%	20%	3%	30%	24%	16%		18%	21%	27%	10%		40%	12%	9%	25%		19%
	100%	11%		11%	89%	5%	84%	74%	26%		53%	47%	79%	21%		53%	47%	16%	84%		100%
NET DRIVING RISK COMMENTS	11	2	2	4	7	3	4	5	4	2	6	5	5	6		1	10	4	7		11
	11%	22%	29%	25%	8%	10%	7%	9%	13%	18%	11%	12%	9%	15%		4%	13%	11%	11%		11%
	100%	18%	18%	36%	64%	27%	36%	45%	36%	18%	55%	45%	45%	55%		9%	91%	36%	64%		100%

TABLE 9

BANNER *BY* Q4-TOTAL RISKS FOR SAFE DRIVING.FOR A NEWLY LICENCED DRIVER

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B		
		LEARNE-R	P OR FULL	TOTAL																B	C	
RESPONDENTS	100 100% 100%	9 100% 9%	7 100% 7%	16 100% 16%	84 100% 84%	29 100% 29%	54 100% 54%	58 100% 58%	31 100% 31%	11 100% 11%	57 100% 57%	43 100% 43%	56 100% 56%	40 100% 40%	3 100% 3%	25 100% 25%	75 100% 75%	35 100% 35%	65 100% 65%	1 100% 1%	99 100% 99%	
Q4-TOTAL RISKS FOR SAFE DRIVING.FOR A NEWLY LICENCED DRIVER																						
LACK OF EXPERIENCE/ SITUATIONS NOT ENCOUNTERED BEFORE	32 32% 100%	3 33% 9%	1 14% 3%	4 25% 13%	28 33% 88%	5 17% 16%	23 43% 72%	24 41% 75%	8 26% 25%		20 35% 63%	12 28% 38%	24 43% 75%	7 18% 22%		12 48% 38%	20 27% 63%	5 14% 16%	27 42% 84%		32 32% 100%	
PANICKING/BEING NERVOUS/LACK OF CONFIDENCE	12 12% 100%	1 11% 8%	1 13% 8%	1 6% 8%	11 13% 92%	2 7% 17%	9 17% 75%	8 14% 67%	4 13% 33%		9 16% 75%	3 7% 25%	8 14% 67%	4 10% 33%		3 12% 25%	9 12% 75%	1 3% 8%	11 17% 92%		12 12% 100%	
OTHER EXPERIENCE COMMENTS	5 5% 100%				5 6% 100%	2 7% 40%	3 6% 60%	4 7% 80%	1 3% 20%		5 12% 100%		3 5% 60%	2 5% 40%		2 8% 40%	3 4% 60%	2 6% 40%	3 5% 60%		5 5% 100%	
LACK OF CONCENTRATION/ BECOMING DISTRACTED/CARELESS	12 12% 100%	1 11% 8%	2 29% 17%	3 19% 25%	9 11% 75%	6 21% 50%	3 6% 25%	7 12% 58%	2 6% 17%	3 27% 25%	7 12% 58%	5 12% 42%	5 9% 42%	6 15% 50%	1 33% 8%		12 16% 100%	8 23% 67%	4 6% 33%		12 12% 100%	
OVERCONFIDENCE	7 7% 100%	1 11% 14%	1 14% 14%	2 13% 29%	5 6% 71%	4 14% 57%	1 2% 14%	3 5% 43%	3 10% 43%	1 9% 14%	7 12% 100%		2 4% 29%	5 13% 71%			7 9% 100%	4 11% 57%	3 5% 43%		7 7% 100%	
MAINTAINING CONCENTRATION/ STAYING ALERT/ KEEPING EYES ON	6 6% 100%	2 22% 33%		2 13% 33%	4 5% 67%	2 7% 33%	2 4% 33%	2 3% 33%	3 10% 50%	1 9% 17%	1 2% 17%	5 12% 83%	2 4% 33%	4 10% 67%		1 4% 17%	5 7% 83%	3 9% 50%	3 5% 50%		6 6% 100%	
LACK OF JUDGEMENT	4 4% 100%	1 11% 25%	1 14% 25%	2 13% 50%	2 2% 50%	2 7% 50%		1 2% 25%	2 6% 50%	1 9% 25%	1 2% 25%	3 7% 75%	1 2% 25%	2 5% 50%	1 33% 25%		4 5% 100%	4 11% 100%			4 4% 100%	
TIREDMESS/LONG DISTANCE DRIVING	3 3% 100%				3 4% 100%		3 6% 100%	3 5% 100%			1 2% 33%	2 5% 67%	3 5% 100%				2 8% 67%	1 1% 33%		3 5% 100%		3 3% 100%
OTHER DRIVING RISK COMMENTS	2 2% 100%				2 2% 100%	1 3% 50%	1 2% 50%	1 2% 50%	1 3% 50%	1 3% 50%	1 2% 50%	1 2% 50%	1 2% 50%	1 3% 50%			2 3% 100%	2 6% 100%			2 2% 100%	

TABLE 9 (CONT.)

BANNER *BY* Q4-TOTAL RISKS FOR SAFE DRIVING FOR A NEWLY LICENCED DRIVER

YDSK - OCTOBER 1989

	TOTAL	INCIDENCE OF LICENCING			UNLICE-NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNER	P OR FULL	TOTAL																	
RESPONDENTS	100 100% 100%	9 100% 9%	7 100% 7%	16 100% 16%	84 100% 84%	29 100% 29%	54 100% 54%	58 100% 58%	31 100% 31%	11 100% 11%	57 100% 57%	43 100% 43%	56 100% 56%	40 100% 40%	3 100% 3%	25 100% 25%	75 100% 75%	35 100% 35%	65 100% 65%	1 100% 1%	99 100% 99%
Q4-TOTAL RISKS FOR SAFE DRIVING FOR A NEWLY LICENCED DRIVER																					
NET SPEED COMMENTS RESPONDENTS	20 20% 100%	2 22% 10%	3 43% 15%	5 31% 25%	15 18% 75%	5 17% 25%	10 19% 50%	10 17% 50%	7 23% 35%	3 27% 15%	12 21% 60%	8 19% 40%	11 20% 55%	7 18% 35%	2 67% 10%	7 28% 35%	13 17% 65%	4 11% 20%	16 25% 80%	20 20% 100%	20 20% 100%
DRIVING TOO FAST/ SPEEDING	17 17% 100%	2 22% 12%	2 29% 12%	4 25% 24%	13 15% 76%	5 17% 29%	8 15% 47%	9 16% 53%	6 19% 35%	2 18% 12%	9 16% 53%	8 19% 47%	9 16% 53%	6 15% 35%	2 67% 12%	5 20% 29%	12 16% 71%	3 9% 18%	14 22% 82%	17 17% 100%	17 17% 100%
DRIVING TOO SLOW	1 1% 100%		1 14% 100%	1 6% 100%						1 9% 100%	1 2% 100%			1 3% 100%			1 1% 100%	1 3% 100%		1 1% 100%	1 1% 100%
OTHER SPEED COMMENTS	2 2% 100%				2 2% 100%		2 4% 100%	1 2% 50%	1 3% 50%		2 4% 100%			2 4% 100%		2 8% 100%			2 3% 100%	2 2% 100%	2 2% 100%
NET ENVIRONMENTAL COMMENTS RESPONDENTS	24 24% 100%	4 44% 17%		4 25% 17%	20 24% 83%	5 17% 21%	15 28% 63%	12 21% 50%	10 32% 42%	2 18% 8%	13 23% 54%	11 26% 46%	12 21% 50%	11 28% 46%		3 12% 13%	21 28% 88%	9 26% 38%	15 23% 63%	24 24% 100%	24 24% 100%
WET WEATHER /FOC	1 1% 100%				1 1% 100%		1 2% 100%	1 2% 100%			1 2% 100%			1 2% 100%			1 1% 100%		1 2% 100%	1 1% 100%	1 1% 100%
OTHER DRIVERS/ CARELESS DRIVERS/ IMPATIENT DRIVERS	12 12% 100%	3 33% 25%		3 19% 25%	9 11% 75%	4 14% 33%	5 9% 42%	4 7% 33%	6 19% 50%	2 18% 17%	8 14% 67%	4 9% 33%	4 7% 33%	4 20% 67%		1 4% 8%	11 15% 92%	2 6% 17%	10 15% 63%	12 12% 100%	12 12% 100%
NIGHT DRIVING	11 11% 100%	1 11% 9%		1 6% 9%	10 12% 91%	1 3% 9%	9 17% 82%	7 12% 64%	4 13% 36%		4 7% 36%	7 16% 64%	8 14% 73%	3 8% 27%		1 4% 9%	10 13% 91%	7 20% 64%	4 6% 36%	11 11% 100%	11 11% 100%
OTHER ENVIRONMENT COMMENTS	3 3% 100%				3 4% 100%	1 3% 33%	2 4% 67%	2 3% 67%	1 3% 33%		2 4% 67%	1 2% 33%		1 2% 33%	1 3% 100%		1 4% 33%	2 3% 67%		3 5% 100%	3 3% 100%

TABLE 9 (CONT.)

BANNER *BY* Q4-TOTAL RISKS FOR SAFE DRIVING, FOR A NEWLY LICENCED DRIVER

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNE-R	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q4-TOTAL RISKS FOR SAFE DRIVING, FOR A NEWLY LICENCED DRIVER																					
NET PEER PRESSURE COMMENTS																					
RESPONDENTS	49	1	1	2	47	12	35	33	13	3	28	21	33	15		16	33	15	34	1	48
	49%	11%	14%	13%	56%	41%	65%	57%	42%	27%	49%	49%	59%	18%		64%	44%	43%	52%	100%	48%
	100%	2%	2%	4%	96%	24%	71%	67%	27%	6%	57%	43%	67%	31%		33%	67%	31%	69%	2%	98%
FRIENDS IN CAR/BACK SEAT/CAUSE DISTRACTIONS																					
RESPONDENTS	16				16	6	10	10	6		9	7	8	7		1	15	6	10		16
	16%				19%	21%	19%	17%	19%		16%	16%	14%	18%		4%	20%	17%	15%		16%
	100%				100%	38%	63%	63%	38%		56%	44%	50%	44%		6%	94%	38%	63%		100%
SHOWING OFF/ACTING SMART/COOL																					
RESPONDENTS	15		1	1	14	5	9	10	4	1	10	5	10	5		3	12	8	7		15
	15%		14%	6%	17%	17%	17%	17%	13%	9%	18%	12%	18%	13%		12%	16%	23%	11%		15%
	100%		7%	7%	93%	33%	60%	67%	27%	7%	67%	33%	67%	33%		20%	80%	53%	47%		100%
PEER GROUP PRESSURE																					
RESPONDENTS	23	1		1	22	3	19	15	6	2	14	9	18	4		15	8	2	21	1	22
	23%	11%		6%	26%	10%	35%	26%	19%	18%	25%	21%	32%	10%		60%	11%	6%	32%	100%	22%
	100%	4%		4%	96%	13%	83%	65%	26%	9%	61%	39%	78%	17%		65%	35%	9%	91%	4%	96%
NET NET ALCOHOL/DRUGS COMMENTS																					
RESPONDENTS	54	3	3	6	48	14	34	33	15	6	29	25	36	16	2	16	38	18	36	1	53
	54%	33%	43%	38%	57%	48%	63%	57%	48%	55%	51%	58%	64%	40%	67%	64%	51%	51%	55%	100%	54%
	100%	6%	6%	11%	89%	26%	63%	61%	28%	11%	54%	46%	67%	30%	4%	30%	70%	33%	67%	2%	98%
ALCOHOL																					
RESPONDENTS	23	2	2	4	19	7	12	11	7	5	14	9	13	8	2	11	12	5	18	1	22
	23%	22%	29%	25%	23%	24%	22%	19%	23%	45%	25%	21%	23%	20%	67%	44%	16%	14%	28%	100%	22%
	100%	9%	9%	17%	83%	30%	52%	48%	30%	22%	61%	39%	57%	35%	9%	48%	52%	22%	78%	4%	96%
DRIVING AND DRINKING																					
RESPONDENTS	32	1	1	2	30	8	22	22	9	1	16	16	23	9		5	27	14	18		32
	32%	11%	14%	13%	36%	28%	41%	38%	29%	9%	28%	37%	41%	23%		20%	36%	40%	28%		32%
	100%	3%	3%	6%	94%	25%	69%	69%	28%	3%	50%	50%	72%	28%		16%	84%	44%	56%		100%
TAKING/SMOKING DRUGS																					
RESPONDENTS	12	2	1	3	9	7	2	3	6	3	6	6	3	7	2	2	10	4	8		12
	12%	22%	14%	19%	11%	24%	4%	5%	19%	27%	11%	14%	5%	18%	67%	8%	13%	11%	12%		12%
	100%	17%	8%	25%	75%	58%	17%	25%	50%	25%	50%	50%	25%	58%	17%	17%	83%	33%	67%		100%
NET CAR COMMENTS																					
RESPONDENTS	5				5	1	4	4	1		2	3	4	1		1	4	1	4		5
	5%				6%	3%	7%	7%	3%		4%	7%	7%	3%		4%	5%	3%	6%		5%
	100%				100%	20%	80%	80%	20%		40%	60%	60%	20%		20%	80%	20%	80%		100%

TABLE 9 (CONT.)

BANNER *BY* Q4-TOTAL RISKS FOR SAFE DRIVING.FOR A NEWLY LICENCED DRIVER

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
		LEARNER	P	OR																		TOTAL
		-R	FULL																			
RESPONDENTS	100 100% 100%	9 100% 9%	7 100% 7%	16 100% 16%	84 100% 84%	29 100% 29%	54 100% 54%	58 100% 58%	31 100% 31%	11 100% 11%	57 100% 57%	43 100% 43%	56 100% 56%	40 100% 40%	3 100% 3%	25 100% 25%	75 100% 75%	35 100% 35%	65 100% 65%	1 100% 1%	99 100% 99%	
Q4-TOTAL RISKS FOR SAFE DRIVING.FOR A NEWLY LICENCED DRIVER																						
BEING AWARE OF OTHER CARS ON THE ROAD	3 3% 100%				3 4% 100%	1 3% 33%	2 4% 67%	2 3% 67%	1 3% 33%		2 4% 67%	1 2% 33%	2 4% 67%	1 3% 33%		1 4% 33%	2 3% 67%	1 3% 33%	2 3% 67%		3 3% 100%	
NOT WEARING SEATBELT	2 2% 100%				2 2% 100%		2 4% 100%	2 3% 100%			2 5% 100%		2 4% 100%				2 3% 100%		2 3% 100%		2 2% 100%	
NET OTHER COMMENTS RESPONDENTS	14 14% 100%	1 11% 7%	2 29% 14%	3 19% 21%	11 13% 79%	6 21% 43%	4 7% 29%	9 16% 64%	4 13% 29%	1 9% 7%	7 12% 50%	7 16% 50%	7 13% 50%	7 18% 50%		2 8% 14%	12 16% 86%	6 17% 43%	8 12% 57%		14 14% 100%	
NOT OBEYING ROAD RULES SIGNS	2 2% 100%				2 2% 100%		2 4% 100%	2 3% 100%			2 5% 100%		2 4% 100%			1 4% 50%	1 1% 50%		2 3% 100%		2 2% 100%	
OTHER COMMENTS	5 5% 100%				5 6% 100%	3 10% 60%	2 4% 40%	4 7% 80%	1 3% 20%		1 2% 20%	4 9% 80%	3 5% 40%	2 5% 40%			5 7% 100%	2 6% 40%	3 5% 60%		5 5% 100%	
NO INFORMATION	7 7% 100%	1 11% 14%	2 29% 29%	3 19% 43%	4 5% 57%	3 10% 43%		3 5% 43%	3 10% 43%	1 9% 14%	6 11% 86%	1 2% 14%	2 4% 29%	5 13% 71%		1 4% 14%	6 8% 86%	4 11% 57%	3 5% 43%		7 7% 100%	
NET EXPERIENCE COMMENTS	39 39% 100%	3 33% 8%	2 29% 5%	5 31% 13%	34 40% 87%	8 28% 21%	26 48% 67%	27 47% 69%	11 35% 28%	1 9% 3%	22 39% 56%	17 40% 44%	26 46% 67%	11 28% 33%	1 3% 3%	12 48% 31%	27 36% 69%	9 26% 23%	30 46% 77%		39 39% 100%	
NET DRIVING RISK COMMENTS	26 26% 100%	4 44% 15%	3 43% 12%	7 44% 27%	19 23% 73%	10 34% 38%	9 17% 35%	13 22% 50%	8 26% 31%	5 45% 19%	14 25% 54%	12 28% 46%	11 20% 42%	14 35% 54%	1 3% 4%	3 12% 12%	23 31% 88%	13 37% 50%	13 20% 50%		26 26% 100%	

TABLE 10

BANNER
 BY Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

	TOTAL	INCIDENCE OF LICENCING			UNLICEN- -NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN- -TRY	B	C
		LEARN- -R	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																					
NET AFFECTS BODY RESPONDENTS	61	4	5	9	52	21	31	32	21	8	37	24	33	24	3	17	44	23	38	1	60
	61%	44%	71%	56%	62%	72%	57%	55%	68%	73%	65%	56%	59%	60%	100%	68%	59%	66%	58%	100%	61%
	100%	7%	8%	15%	85%	34%	51%	52%	34%	13%	61%	39%	54%	39%	5%	28%	72%	38%	62%	2%	98%
SLOWS REFLEXES	12	1		1	11	3	8	7	3	2	6	6	7	4	1	4	8	3	9		12
	12%	11%		6%	13%	10%	15%	12%	10%	18%	11%	14%	13%	10%	33%	16%	11%	9%	14%		12%
	100%	8%		8%	92%	25%	67%	58%	25%	17%	50%	50%	58%	33%	8%	33%	67%	25%	75%		100%
SLOWS REACTION TIME/RESPONSE SLOWER	21	2	2	4	17	8	9	10	8	3	14	7	13	6	2	5	16	11	10		21
	21%	22%	29%	25%	20%	28%	17%	17%	26%	27%	25%	16%	23%	15%	67%	20%	21%	31%	15%		21%
	100%	10%	10%	19%	81%	38%	43%	48%	38%	14%	67%	33%	62%	29%	10%	24%	76%	52%	48%		100%
AFFECTS VISION/ EYESIGHT	11	1		1	10	2	8	8	2	1	6	5	9	2		5	6	1	10		11
	11%		14%	6%	12%	7%	15%	14%	6%	9%	11%	12%	16%	5%		20%	8%	3%	15%		11%
	100%		9%	9%	91%	18%	73%	73%	18%	9%	55%	45%	82%	18%		45%	55%	9%	91%		100%
AFFECTS CO-ORDINATION/ SENSE OF BALANCE/ LOSE CONTROL/DIZZY	16	1	2	3	13	8	5	6	8	2	10	6	4	12		2	14	8	8	1	15
	16%	11%	29%	19%	15%	28%	9%	10%	26%	18%	18%	14%	7%	30%		8%	19%	23%	12%	100%	15%
	100%	6%	13%	19%	81%	50%	31%	38%	50%	13%	63%	38%	25%	75%		13%	88%	50%	50%	6%	94%
OTHER	1				1		1	1			1					1					1
	1%				1%		2%	2%			2%					4%					2%
	100%				100%		100%	100%			100%					100%					100%
NET AFFECT ON SENSES RESPONDENTS	26	3	2	5	21	4	17	17	8	1	13	13	16	10		5	21	9	17		26
	26%	33%	29%	31%	25%	14%	31%	29%	26%	9%	23%	30%	29%	25%		20%	28%	26%	26%		26%
	100%	12%	8%	19%	81%	15%	65%	65%	31%	4%	50%	50%	62%	38%		19%	81%	35%	65%		100%
AFFECTS CONCENTRATION/ BECOME DISTRACTED	11	2	2	4	7	2	5	5	5	1	4	7	4	7			11	3	8		11
	11%	22%	29%	25%	8%	7%	9%	9%	16%	9%	7%	16%	7%	18%			15%	9%	12%		11%
	100%	18%	18%	36%	64%	18%	45%	45%	45%	9%	36%	64%	36%	64%			100%	27%	73%		100%

TABLE 10 (CONT.) BANNER

BY Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNE-R	P OR FULL	TOTAL																	
		-R	FULL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																					
MAKES YOU TIRED/ DROWSY/SLEEPY	15	1	1	14	2	12	12	3			9	6	12	3		5	10	6	9		15
	15%	11%	6%	17%	7%	22%	21%	10%			16%	14%	21%	8%		20%	13%	17%	14%		15%
	100%	7%	7%	93%	13%	80%	80%	20%			60%	40%	80%	20%		33%	67%	40%	60%		100%
NET AFFECTS ON MIND RESPONDENTS	8	1	1	7	2	5	5	2	1		3	5	5	3		1	7	1	7		8
	8%	11%	6%	8%	7%	9%	9%	6%	9%		5%	12%	9%	8%		4%	9%	3%	11%		8%
	100%	13%	13%	88%	25%	63%	63%	25%	13%		38%	63%	63%	38%		13%	88%	13%	88%		100%
AFFECTS JUDGMENT/ CLEAR THINKING/ CAN'T MAKE SENSIBLE	6	1	1	5	1	4	4	1	1		3	3	4	2		1	5	1	5		6
	6%	11%	6%	6%	3%	7%	7%	3%	9%		5%	7%	7%	5%		4%	7%	3%	8%		6%
	100%	17%	17%	83%	17%	67%	67%	17%	17%		50%	50%	67%	33%		17%	83%	17%	83%		100%
REDUCES AWARENESS/ BECOME UNAWARE OF OTHER DRIVERS	1			1		1	1					1					1		1		1
	1%			1%		2%	2%					2%					1%		2%		1%
	100%			100%		100%	100%				100%	100%				100%	100%	100%	100%		100%
OTHER	1			1	1			1			1			1			1		1		1
	1%			1%	3%			3%			2%			3%			1%		2%		1%
	100%			100%	100%			100%			100%			100%			100%		100%		100%
NET AFFECTS THE DRIVING RESPONDENTS	3	1	1	2		1	2		1		2	1	1	2		2	1	2	1		3
	3%	11%	6%	2%		2%	3%		9%		4%	2%	2%	5%		8%	1%	6%	2%		3%
	100%	33%	33%	67%		33%	67%		33%		67%	33%	33%	67%		67%	33%	67%	33%		100%
SLOPPY/CARELESS DRIVING	1	1	1						1		1			1		1		1			1
	1%	11%	6%						9%		2%			1%		4%		3%			1%
	100%	100%	100%						100%		100%			100%		100%		100%			100%
DRIVE TOO FAST/ SPEEDING	1			1		1	1				1			1			1		1		1
	1%			1%		2%	2%				2%			3%			1%		3%		1%
	100%			100%		100%	100%				100%			100%			100%		100%		100%

TABLE 10 (CONT.) BANNER
 BY Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUNTY	B		C	
	LEARNER	P OR FULL	TOTAL																B	C		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%	
Q5.1-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																						
CAN'T CONTROL CAR PROPERLY/LOSS CONTROL OF THE CAR	1				1			1			1					1				1		
	1%				1%			2%			2%					4%				2%		
	100%				100%			100%			100%					100%				100%		
NET OTHER COMMENTS RESPONDENTS	2				2	2		2			2	1	1			2				2	2	
	2%				2%	7%		3%			4%	2%	3%			3%				3%	2%	
	100%				100%	100%		100%			100%	50%	50%			100%				100%	100%	
NO INFORMATION	2				2	2		2			2	1	1			2				2	2	
	2%				2%	7%		3%			4%	2%	3%			3%				3%	2%	
	100%				100%	100%		100%			100%	50%	50%			100%				100%	100%	

TABLE 11

BANNER
 BY Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																					
NET AFFECTS BODY RESPONDENTS	44	6	2	8	36	16	20	25	17	2	25	19	24	20		10	34	17	27		44
	44%	67%	29%	50%	43%	55%	37%	43%	55%	18%	44%	44%	43%	50%		40%	45%	49%	42%		44%
	100%	14%	5%	18%	82%	36%	45%	57%	39%	5%	57%	43%	55%	45%		23%	77%	39%	61%		100%
SLOWS REFLEXES	12	1	1	2	10	6	4	6	5	1	4	8	6	6		5	7	3	9		12
	12%	11%	14%	13%	12%	21%	7%	10%	16%	9%	7%	19%	11%	15%		20%	9%	9%	14%		12%
	100%	8%	8%	17%	83%	50%	33%	50%	42%	8%	33%	67%	50%	50%		42%	58%	25%	75%		100%
SLOWS REACTION TIME/RESPONSE SLOWER	4	1		1	3	1	2	2	2		3	1	2	2		2	2	1	3		4
	4%	11%		6%	4%	3%	4%	3%	6%		5%	2%	4%	5%		8%	3%	3%	5%		4%
	100%	25%		25%	75%	25%	50%	50%	50%		75%	25%	50%	50%		50%	50%	25%	75%		100%
AFFECTS VISION/EYESIGHT	19	2	1	3	16	8	8	11	8		11	8	10	9		1	18	10	9		19
	19%	22%	14%	19%	19%	28%	15%	19%	26%		19%	19%	18%	23%		4%	24%	29%	14%		19%
	100%	11%	5%	16%	84%	42%	42%	58%	42%		58%	42%	53%	47%		5%	95%	53%	47%		100%
AFFECTS CO-ORDINATION/SENSE OF BALANCE/LOSE CONTROL/DIZZY	8	2		2	6	1	5	5	2	1	6	2	5	3		1	7	3	5		8
	8%	22%		13%	7%	3%	9%	9%	6%	9%	11%	5%	9%	8%		4%	9%	9%	8%		8%
	100%	25%		25%	75%	13%	63%	63%	25%	13%	75%	25%	63%	38%		13%	88%	38%	63%		100%
OTHER	1				1		1	1			1		1			1		1			1
	1%				1%		2%	2%			2%		2%			4%		2%			1%
	100%				100%		100%	100%			100%		100%			100%		100%			100%
NET AFFECT ON SENSES RESPONDENTS	21	2	1	3	18	5	13	11	8	2	11	10	12	8	1	5	16	7	14		21
	21%	22%	14%	19%	21%	17%	24%	19%	26%	18%	19%	23%	21%	20%	3%	20%	21%	20%	22%		21%
	100%	10%	5%	14%	86%	24%	62%	52%	38%	10%	52%	48%	57%	38%	5%	24%	76%	33%	67%		100%
AFFECTS CONCENTRATION/BECOME DISTRACTED	7				7	3	4	4	3		4	3	4	4		1	6	4	3		7
	7%				8%	10%	7%	7%	10%		7%	7%	5%	10%		4%	8%	11%	5%		7%
	100%				100%	43%	57%	57%	43%		57%	43%	43%	57%		14%	86%	57%	43%		100%

TABLE 11 (CONT.) BANNER

YDSK - OCTOBER 1989

BY Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

	TOTAL	INCIDENCE OF LICENCING			UNLICE-NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNE-R	P OR FULL	TOTAL																	
		%	%	%																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																					
MAKES YOU TIRED/DROWSY/SLEEPY	12	2	1	3	9	1	8	6	4	2	6	6	8	3	1	4	8	2	10		12
	12%	22%	14%	19%	11%	3%	15%	10%	13%	18%	11%	14%	14%	8%	33%	16%	11%	6%	15%		12%
	100%	17%	8%	25%	75%	8%	67%	50%	33%	17%	50%	50%	67%	25%	8%	33%	67%	17%	83%		100%
DIORIENTATION/NOT WITH IT/DON'T KNOW WHAT YOUR DOING	2				2	1	1	1	1		1	1	1	1			2	1	1		2
	2%				2%	3%	2%	2%	3%		2%	2%	2%	3%			3%	3%	2%		2%
	100%				100%	50%	50%	50%	50%		50%	50%	50%	50%			100%	50%	50%		100%
NET AFFECTS ON MIND RESPONDENTS	23		3	3	20	4	15	14	5	4	13	10	14	6	2	8	15	5	18	1	22
	23%		43%	19%	24%	14%	28%	24%	16%	36%	23%	23%	25%	15%	67%	32%	20%	14%	28%	100%	22%
	100%		13%	13%	87%	17%	65%	61%	22%	17%	57%	43%	61%	26%	9%	35%	65%	22%	78%	4%	96%
YOU BECOME OVERCONFIDENT/FALSE SENSE OF CONFIDENCE	2		1	1	1	1			2		2			2			2	1	1		2
	2%		14%	6%	1%	3%			6%		4%			5%			3%	3%	2%		2%
	100%		50%	50%	50%	50%			100%		100%			100%			100%	50%	50%		100%
AFFECTS JUDGMENT/CLEAR THINKING/CAN'T MAKE SENSIBLE	12		1	1	11	3	8	7	3	2	7	5	7	2	2	5	7	3	9		12
	12%		14%	6%	13%	10%	15%	12%	10%	18%	12%	12%	13%	5%	67%	20%	9%	9%	14%		12%
	100%		8%	8%	92%	25%	67%	58%	25%	17%	58%	42%	58%	17%	17%	42%	58%	25%	75%		100%
REDUCES AWARENESS/BECOME UNAWARE OF OTHER DRIVERS	3				3		2	3			2	1	3			3		3			3
	3%				4%		4%	5%			4%	2%	5%			12%		5%			3%
	100%				100%		67%	100%			67%	33%	100%			100%		100%			100%
SHOWING OFF/ACT SILLY	2				2	2		2			2		2				2		2		2
	2%				2%	4%		3%			5%		4%				3%		3%		2%
	100%				100%	100%		100%			100%		100%			100%		100%			100%
OTHER	4		1	1	3	3		2		2	2	2	2	2				1	3	1	3
	4%		14%	6%	4%	6%		3%		18%	4%	5%	4%	5%			5%	3%	5%	100%	3%
	100%		25%	25%	75%	75%		50%		50%	50%	50%	50%	50%			100%	25%	75%	25%	75%

BY Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	TOTAL	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B C	
		LEARNE-R	P OR FULL	TOTAL																B	C
RESPONDENTS	100 100% 100%	9 100% 9%	7 100% 7%	16 100% 16%	84 100% 84%	29 100% 29%	54 100% 54%	58 100% 58%	31 100% 31%	11 100% 11%	57 100% 57%	43 100% 43%	56 100% 56%	40 100% 40%	3 100% 3%	25 100% 25%	75 100% 75%	35 100% 35%	65 100% 65%	1 100% 1%	99 100% 99%
Q5.2-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																					
NET AFFECTS THE DRIVING RESPONDENTS	4 4% 100%	1 11% 25%	1 6% 25%	3 4% 75%	1 3% 25%	2 4% 50%	3 5% 75%	1 9% 25%	2 5% 50%	2 5% 50%	1 2% 25%	3 8% 75%	1 4% 25%	3 8% 75%	1 4% 25%	3 4% 75%	4 11% 100%	6 11% 100%	4 11% 100%	4 4% 100%	
SLOPPY/CARELESS DIRIVING	1 1% 100%	1 1% 100%	1 1% 100%	1 1% 100%	1 1% 100%	1 2% 100%	1 2% 100%	1 2% 100%	1 2% 100%	1 2% 100%	1 2% 100%	1 3% 100%	1 3% 100%	1 3% 100%	1 1% 100%	1 1% 100%	1 3% 100%	1 3% 100%	1 3% 100%	1 1% 100%	
DRIVE TOO FAST/SPEEDING	1 1% 100%	1 11% 100%	1 6% 100%	1 6% 100%	1 11% 100%	1 9% 100%	1 9% 100%	1 9% 100%	1 2% 100%	1 2% 100%	1 2% 100%	1 3% 100%	1 3% 100%	1 3% 100%	1 4% 100%	1 4% 100%	1 3% 100%	1 3% 100%	1 3% 100%	1 1% 100%	
OTHER	2 2% 100%	1 11% 100%	1 6% 100%	2 2% 100%	1 3% 50%	1 2% 50%	2 3% 100%	1 3% 100%	2 3% 100%	1 2% 50%	1 2% 50%	1 2% 50%	1 3% 100%	1 3% 100%	1 3% 100%	2 3% 100%	2 3% 100%	2 6% 100%	2 6% 100%	2 2% 100%	
NET OTHER COMMENTS RESPONDENTS	8 8% 100%	1 14% 13%	1 6% 13%	7 8% 88%	3 10% 38%	4 7% 50%	5 9% 63%	1 3% 13%	2 18% 25%	2 5% 25%	6 11% 75%	3 8% 38%	5 9% 63%	3 8% 38%	1 4% 13%	7 9% 88%	2 6% 25%	6 9% 75%	6 9% 100%	8 8% 100%	
NO INFORMATION	8 8% 100%	1 14% 13%	1 6% 13%	7 8% 88%	3 10% 38%	4 7% 50%	5 9% 63%	1 3% 13%	2 18% 25%	2 5% 25%	6 11% 75%	3 8% 38%	5 9% 63%	3 8% 38%	1 4% 13%	7 9% 88%	2 6% 25%	6 9% 75%	6 9% 100%	8 8% 100%	

TABLE 12 (CONT.) BANNER

BY Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

	TOTAL	INCIDENCE OF LICENCING			UNLICE-NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNER	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																					
AFFECTS CONCENTRATION/ BECOME DISTRACTED	11	2	1	3	8	4	4	6	3	2	7	4	5	5	1		11	6	5		11
	11%	22%	14%	19%	10%	14%	7%	10%	10%	18%	12%	9%	9%	13%	33%		15%	17%	8%		11%
	100%	18%	9%	27%	73%	36%	36%	55%	27%	18%	64%	36%	45%	45%	9%		100%	55%	45%		100%
MAKES YOU TIRED/ DROWSY/SLEEPY	6				6	3	3	4	2		5	1	3	3		1	5	3	3		6
	6%				7%	10%	6%	7%	6%		9%	2%	5%	8%		4%	7%	9%	5%		6%
	100%				100%	50%	50%	67%	33%		83%	17%	50%	50%		17%	83%	50%	50%		100%
DIORIENTATION/NOT WITH IT/DON'T KNOW WHAT YOUR DOING	2				2		2	2			1	1	2				2		2		2
	2%				2%		4%	3%			2%	2%	4%				3%		3%		2%
	100%				100%	100%	100%	100%			50%	50%	100%			100%	100%	100%			100%
NET AFFECTS ON MIND RESPONDENTS	16	1	1	2	14	2	12	13	3		7	9	12	4		4	12	4	12		16
	16%	11%	14%	13%	17%	7%	22%	22%	10%		12%	21%	21%	10%		16%	16%	11%	18%		16%
	100%	6%	6%	13%	88%	13%	75%	81%	19%		44%	56%	75%	25%		25%	75%	25%	75%		100%
YOU BECOME OVERCONFIDENT/ FALSE SENSE OF CONFIDENCE	2				2		2	2				2	2			2		2			2
	2%				2%		4%	3%				5%	4%			8%		3%			2%
	100%				100%	100%	100%	100%			100%	100%	100%			100%		100%			100%
AFFECTS JUDGMENT/ CLEAR THINKING/ CAN'T MAKE SENSIBLE	7	1		1	6	1	5	5	2		3	4	4	3		1	6	3	4		7
	7%	11%		6%	7%	3%	9%	9%	6%		5%	9%	7%	8%		4%	8%	9%	6%		7%
	100%	14%		14%	86%	14%	71%	71%	29%		43%	57%	57%	43%		14%	86%	43%	57%		100%
REDUCES AWARENESS/ BECOME UNAWARE OF OTHER DRIVERS	2		1	1	1		1	1	1		2		1	1		1	1		2		2
	2%		14%	6%	1%		2%	2%	3%		4%		2%	3%		4%	1%		3%		2%
	100%		50%	50%	50%		50%	50%	50%		100%		50%	50%		50%	50%		100%		100%
TAKE MORE RISKS	3				3	1	2	3			1	2	3				3		3		3
	3%				4%	3%	4%	5%			2%	5%	5%				4%		5%		3%
	100%				100%	33%	67%	100%			33%	67%	100%			100%	100%		100%		100%
SHOWING OFF/ACT SILLY	1				1		1	1			1		1				1				1
	1%				1%		2%	2%			2%		2%				1%				1%
	100%				100%	100%	100%	100%			100%		100%			100%	100%		100%		100%

BANNER
 BY Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT
 DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B		
		LEARNER	P	OR																TOTAL	B	C
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%	
Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																						
NET AFFECTS BODY RESPONDENTS	34	4	1	5	29	10	19	18	14	2	20	14	17	16		10	24	9	25	1	33	
	34%	44%	14%	31%	35%	34%	35%	31%	45%	18%	35%	33%	30%	40%		40%	32%	26%	38%	100%	33%	
	100%	12%	3%	15%	85%	29%	56%	53%	41%	6%	59%	41%	50%	47%		29%	71%	26%	74%	3%	97%	
SLOWS REFLEXES	7	1		1	6	1	5	5	2		2	5	4	3		2	5	3	4		7	
	7%	11%		6%	7%	3%	9%	9%	6%		4%	12%	7%	8%		8%	7%	9%	6%		7%	
	100%	14%		14%	86%	14%	71%	71%	29%		29%	71%	57%	43%		29%	71%	43%	57%		100%	
SLOWS REACTION TIME/RESPONSE SLOWER	8	1		1	7	1	6	5	2	1	7	1	4	3		1	7	2	6	1	7	
	8%	11%		6%	8%	3%	11%	9%	6%	9%	12%	2%	7%	8%		4%	9%	6%	9%	100%	7%	
	100%	13%		13%	88%	13%	75%	63%	25%	13%	88%	13%	50%	38%		13%	88%	25%	75%	13%	88%	
AFFECTS VISION/EYESIGHT	7	2	1	3	4	2	2	2	4	1	3	4	2	5		2	5	1	6		7	
	7%	22%	14%	19%	5%	7%	4%	3%	13%	9%	5%	9%	4%	13%		8%	7%	3%	9%		7%	
	100%	29%	14%	43%	57%	29%	29%	29%	57%	14%	43%	57%	29%	71%		29%	71%	14%	86%		100%	
AFFECTS CO-ORDINATION/SENSE OF BALANCE/LOSE CONTROL/DIZZY	10				10	5	5	5	5		7	3	6	4		4	6	3	7		10	
	10%				12%	17%	9%	9%	16%		12%	7%	11%	10%		16%	8%	9%	11%		10%	
	100%				100%	50%	50%	50%	50%		70%	30%	60%	40%		40%	60%	30%	70%		100%	
AFFECT ANTICIPATION	1				1		1	1			1		1			1		1			1	
	1%				1%		2%	2%			2%		2%			4%		2%			1%	
	100%				100%		100%	100%			100%		100%			100%		100%			100%	
MAKES YOU SICK	1				1	1			1		1			1			1		1		1	
	1%				1%	3%			3%		2%			3%			1%		2%		1%	
	100%				100%	100%			100%		100%			100%			100%		100%		100%	
NET AFFECT ON SENSES RESPONDENTS	19	2	1	3	16	7	9	12	5	2	13	6	10	8	1	1	18	9	10		19	
	19%	22%	14%	19%	19%	24%	17%	21%	16%	18%	23%	14%	18%	20%	33%	4%	24%	26%	15%		19%	
	100%	11%	5%	16%	84%	37%	47%	63%	26%	11%	68%	32%	53%	42%	5%	5%	95%	47%	53%		100%	

	INCIDENCE OF LICENCING			UNLICE -NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN -TRY	B	C	
	TOTAL	LEARNE -R	P OR FULL	15-YRS			16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN -TRY	B	C		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																					
NET AFFECTS BODY RESPONDENTS	88	8	6	14	74	27	47	49	30	9	50	38	49	35	3	23	65	30	58	1	87
	88%	89%	86%	88%	88%	93%	87%	84%	97%	82%	88%	88%	88%	88%	100%	92%	87%	86%	89%	100%	88%
	100%	9%	7%	16%	84%	31%	53%	56%	34%	10%	57%	43%	56%	40%	3%	26%	74%	34%	66%	1%	99%
SLOWS REFLEXES	31	3	1	4	27	10	17	18	10	3	12	19	17	13	1	11	20	9	22		31
	31%	33%	14%	25%	32%	34%	31%	31%	32%	27%	21%	44%	30%	33%	33%	44%	27%	26%	34%		31%
	100%	10%	3%	13%	87%	32%	55%	58%	32%	10%	39%	61%	55%	42%	3%	35%	65%	29%	71%		100%
SLOWS REACTION TIME/RESPONSE SLOWER	33	4	2	6	27	10	17	17	12	4	24	9	19	11	2	8	25	14	19	1	32
	33%	44%	29%	38%	32%	34%	31%	29%	39%	36%	42%	21%	34%	28%	67%	32%	33%	40%	29%	100%	32%
	100%	12%	6%	18%	82%	30%	52%	52%	36%	12%	73%	27%	58%	33%	6%	24%	76%	42%	58%	3%	97%
AFFECTS VISION/ EYESIGHT	37	4	3	7	30	12	18	21	14	2	20	17	21	16		8	29	12	25		37
	37%	44%	43%	44%	36%	41%	33%	36%	45%	18%	35%	40%	38%	40%		32%	39%	34%	38%		37%
	100%	11%	8%	19%	81%	32%	49%	57%	38%	5%	54%	46%	57%	43%		22%	78%	32%	68%		100%
AFFECTS CO-ORDINATION/ SENSE OF BALANCE/ LOSE CONTROL/DIZZY	32	2	2	4	28	13	15	16	13	3	21	11	15	17		7	25	12	20	1	31
	32%	22%	29%	25%	33%	45%	28%	28%	42%	27%	37%	26%	27%	43%		28%	33%	34%	31%	100%	31%
	100%	6%	6%	13%	88%	41%	47%	50%	41%	9%	66%	34%	47%	53%		22%	78%	38%	63%	3%	97%
AFFECT ANTICIPATION	1				1		1	1			1		1			1				1	1
	1%				1%		2%	2%			2%		2%			4%				2%	1%
	100%				100%		100%	100%			100%		100%			100%			100%		100%
MAKES YOU SICK	1				1	1			1			1		1			1			1	1
	1%				1%	3%			3%		2%			3%			1%			2%	1%
	100%				100%	100%			100%		100%			100%			100%		100%		100%
OTHER	2				2		2	2			2		1			2			2		2
	2%				2%		4%	3%			4%		2%			8%			3%		2%
	100%				100%		100%	100%			100%		50%			100%		100%			100%
NET AFFECT ON SENSES RESPONDENTS	57	6	3	9	48	15	33	34	19	4	32	25	34	22	1	11	46	21	36		57
	57%	67%	43%	56%	57%	52%	61%	59%	61%	36%	56%	58%	61%	55%	63%	44%	61%	60%	55%		58%
	100%	11%	5%	16%	84%	26%	58%	60%	33%	7%	56%	44%	60%	39%	21%	19%	61%	37%	63%		100%

TABLE 12 (CONT.) BANNER

BY Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUNTY	B C	
		LEARNER	P OR FULL	TOTAL																B	C
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5.3-MAIN WAYS IN WHICH ALCOHOL PERCEIVED TO EFFECT DRIVING SKILLS																					
OTHER	1				1			1			1		1			1		1			1
	1%				1%			1%			1%		1%			1%		1%			1%
	100%				100%			100%			100%		100%			100%		100%			100%
NET AFFECTS THE DRIVING RESPONDENTS	5	1		1	4	2	2	3	2		1	4	2	3		5		4	1		5
	5%	11%		6%	5%	7%	4%	5%	6%		2%	9%	4%	8%		7%		11%	2%		5%
	100%	20%		20%	80%	40%	40%	60%	40%		20%	80%	40%	60%		100%		80%	20%		100%
SLOPPY/CARELESS DRIVING	1	1		1					1		1		1			1		1			1
	1%	11%		6%					3%		2%		2%			1%		3%			1%
	100%	100%		100%				100%			100%		100%			100%		100%			100%
DRIVE TOO FAST/SPEEDING	3				3	2	1	2	1		3		1	2		3		2	1		3
	3%				4%	7%	2%	3%	3%		7%		2%	5%		4%		6%	2%		3%
	100%				100%	67%	33%	67%	33%		100%		33%	67%		100%		67%	33%		100%
CAN'T CONTROL CAR PROPERLY/LOSS CONTROL OF THE CAR	1				1		1	1			1			1		1		1			1
	1%				1%		2%	2%			2%			3%		1%		3%			1%
	100%				100%		100%	100%			100%			100%		100%		100%			100%
NET OTHER COMMENTS RESPONDENTS	25	1	4	5	20	8	11	11	7	7	16	9	14	9	2	9	16	9	16		25
	25%	11%	57%	31%	24%	28%	20%	19%	23%	64%	28%	21%	25%	23%	67%	36%	21%	26%	25%		25%
	100%	4%	16%	20%	80%	32%	44%	44%	28%	28%	64%	36%	56%	36%	8%	36%	64%	36%	64%		100%
NO INFORMATION	25	1	4	5	20	8	11	11	7	7	16	9	14	9	2	9	16	9	16		25
	25%	11%	57%	31%	24%	28%	20%	19%	23%	64%	28%	21%	25%	23%	67%	36%	21%	26%	25%		25%
	100%	4%	16%	20%	80%	32%	44%	44%	28%	28%	64%	36%	56%	36%	8%	36%	64%	36%	64%		100%
NO RESPONSE	1				1		1	1			1		1			1		1			1
	1%				1%		2%	2%			2%		2%			4%		2%			1%
	100%				100%		100%	100%			100%		100%			100%		100%			100%

YDSK - OCTOBER 1989
 BANNER *BY* Q6a-YOUNG PEOPLE ARE BETTER DRIVERS THAN OTHER PEOPLE
 LEVEL OF AGREEMENT WITH THE STATEMENT

TOTAL	INCIDENCE OF LICENCING			TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUNTY	B		
	LEARNER	PARTIAL	TOTAL																B	C	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
5a-YOUNG PEOPLE ARE BETTER DRIVERS THAN OTHER PEOPLE																					
FREE STRONGLY (1)	2				2	1	1	1	1		2		1	1		1	1		2		2
	2%				2%	3%	2%	2%	3%		4%		2%	3%		4%	1%		3%		2%
	100%				100%	50%	50%	50%	50%		100%		50%	50%		50%	50%		100%		100%
FREE (2)	4	1	1		3	2	1	3	1		2	2	1	3			4	3	1		4
	4%	14%	6%		4%	7%	2%	5%	3%		4%	5%	2%	8%			5%	9%	2%		4%
	100%	25%	25%		75%	50%	25%	75%	25%		50%	50%	25%	75%			100%	75%	25%		100%
WANT DECIDE (3)	20	4		4	16	4	12	11	6	3	12	8	11	9		3	17	8	12	1	19
	20%	44%		25%	19%	14%	22%	19%	19%	27%	21%	19%	20%	23%		12%	23%	23%	18%	100%	19%
	100%	20%		20%	80%	20%	60%	55%	30%	15%	60%	40%	55%	45%		15%	85%	40%	60%	5%	95%
DISAGREE (4)	59	4	5	9	50	17	32	35	19	5	30	29	35	22	2	15	44	17	42		59
	59%	44%	71%	56%	60%	59%	59%	60%	61%	45%	53%	67%	63%	55%	67%	60%	59%	49%	65%		60%
	100%	7%	8%	15%	85%	29%	54%	59%	32%	8%	51%	49%	59%	37%	3%	25%	75%	29%	71%		100%
STRONGLY DISAGREE (5)	14	1	1	2	12	4	8	8	4	2	11	3	8	5		6	8	7	7		14
	14%	11%	14%	13%	14%	14%	15%	14%	13%	18%	19%	7%	14%	13%		24%	11%	20%	11%		14%
	100%	7%	7%	14%	86%	29%	57%	57%	29%	14%	79%	21%	57%	36%		43%	57%	50%	50%		100%
NO INFORMATION	1				1	1				1		1					1		1		1
	1%				1%	3%				9%		2%					1%		2%		1%
	100%				100%	100%				100%		100%					100%		100%		100%
MEANS	3.8	3.7	3.9	3.8	3.8	3.8	3.8	3.8	3.8	3.9	3.8	3.8	3.9	3.7	4.0	4.0	3.7	3.8	3.8	3.0	3.8
STD. DEVIATION	0.8	0.7	0.9	0.8	0.8	0.9	0.8	0.8	0.8	0.7	0.9	0.6	0.7	0.9		0.9	0.8	0.9	0.8		0.8

TABLE 15

BANNER "BY" Q6b-ITS QUITE OK TO DRINK A FEW BEERS AND THEN DRIVE
LEVEL OF AGREEMENT WITH THE STATEMENT

	TOTAL	INCIDENCE OF LICENCING			TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
		LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNER-R	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q6b-ITS QUITE OK TO DRINK A FEW BEERS AND THEN DRIVE																					
AGREE STRONGLY (1)	2				2	1	1	1	1		1	1	1	1			2		2		2
	2%				2%	3%	2%	2%	3%		2%	2%	2%	3%			3%		3%		2%
	100%				100%	50%	50%	50%	50%		50%	50%	50%	50%			100%		100%		100%
AGREE (2)	4				4	1	3	3	1		3	1	2	2			4	2	2		4
	4%				5%	3%	6%	5%	3%		5%	2%	4%	5%			5%	6%	3%		4%
	100%				100%	25%	75%	75%	25%		75%	25%	50%	50%			100%	50%	50%		100%
CAN'T DECIDE (3)	5	2		2	3	1	2	1	3	1	2	3	2	3		2	3	1	4		5
	5%	22%		13%	4%	3%	4%	2%	10%	9%	4%	7%	4%	8%		8%	4%	3%	6%		5%
	100%	40%		40%	60%	20%	40%	20%	60%	20%	40%	60%	40%	60%		40%	60%	20%	80%		100%
DISAGREE (4)	37	2	1	3	34	18	15	23	12	2	24	13	21	15	1	7	30	13	24		37
	37%	22%	14%	19%	40%	62%	28%	40%	39%	16%	42%	30%	38%	38%	33%	28%	40%	37%	37%		37%
	100%	5%	3%	8%	92%	49%	41%	62%	32%	5%	65%	35%	57%	41%	3%	19%	81%	35%	65%		100%
STRONGLY DISAGREE (5)	52	5	6	11	41	8	33	30	14	8	27	25	30	19	2	16	36	19	33	1	51
	52%	56%	86%	69%	49%	28%	61%	52%	45%	73%	47%	58%	54%	48%	67%	64%	48%	54%	51%	100%	52%
	100%	10%	12%	21%	79%	15%	63%	58%	27%	15%	52%	48%	58%	37%	4%	31%	69%	37%	63%	2%	98%
MEANS	4.3	4.3	4.9	4.6	4.3	4.1	4.4	4.3	4.2	4.6	4.3	4.4	4.4	4.2	4.7	4.6	4.3	4.4	4.3	5.0	4.3
STD. DEVIATION	0.9	0.9	0.4	0.7	0.9	0.9	0.9	0.9	1.0	0.7	0.9	0.9	0.9	1.0	0.6	0.7	1.0	0.8	0.9		0.9

TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																					
OTHER	6		1	1	5	1	4	3	1	2	2	4	3	3			6	1	5	1	5
	6%		14%	6%	6%	3%	7%	5%	3%	18%	4%	9%	5%	8%			8%	3%	8%	100%	5%
	100%		17%	17%	83%	17%	67%	50%	17%	33%	33%	67%	50%	50%			100%	17%	83%	17%	83%
NET AFFECTS THE DRIVING RESPONDENTS	8	2		2	6	2	3	5	2	1	3	5	4	4		2	6	6	2		8
	8%	22%		13%	7%	7%	6%	9%	6%	9%	5%	12%	7%	10%		8%	8%	17%	3%		8%
	100%	25%		25%	75%	25%	38%	63%	25%	13%	38%	63%	50%	50%		25%	75%	75%	25%		100%
SLOPPY/CARELESS DIRIVING	3	2		2	1		1	1	1	1	1	2	1	2		1	2	3			3
	3%	22%		13%	1%		1%	2%	3%	9%	2%	5%	2%	5%		4%	3%	9%			3%
	100%	67%		67%	33%		33%	33%	33%	33%	33%	67%	33%	67%		33%	67%	100%			100%
DRIVE TOO FAST/SPEEDING	5	1		1	4	2	2	3	1	1	1	4	1	4		1	4	4	1		5
	5%	11%		6%	5%	7%	4%	5%	3%	9%	2%	9%	2%	10%		4%	5%	11%	2%		5%
	100%	20%		20%	80%	40%	40%	60%	20%	20%	20%	80%	20%	80%		20%	80%	80%	20%		100%
CAN'T CONTROL CAR PROPERLY/LOSS CONTROL OF THE CAR	2				2		1	2		2	2		1	1		1	1	1	1		2
	2%				2%		2%	3%		3%	4%		2%	3%		4%	1%	3%	2%		2%
	100%				100%		50%	100%		100%	100%		50%	50%		50%	50%	50%	50%		100%
OTHER	2				2	1	1	2		2	1	1	1	1			2	2			2
	2%				2%	3%	2%	3%		3%	2%	2%	2%	3%			3%	6%			2%
	100%				100%	50%	50%	100%		100%	50%	50%	50%	50%		100%	100%	100%			100%
NET OTHER COMMENTS																					
NO RESPONSE	2				2	2		2		2	2		1	1			2				2
	2%				2%	7%		3%		3%	4%		2%	3%			3%				2%
	100%				100%	100%		100%		100%	100%		50%	50%		100%					100%

TABLE 13 (CONT.) BANNER *BY* Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	TOTAL	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C
		LEARNER	P OR FULL	TOTAL																	
		-R																			
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q5-WAYS IN WHICH ALCOHOL AFFECTS DRIVING SKILLS																					
AFFECTS CONCENTRATION/ BECOME DISTRACTED	28	3	3	6	22	9	13	15	10	3	14	14	12	15	1	1	27	13	15		28
	28%	33%	43%	38%	26%	31%	24%	26%	32%	27%	25%	33%	21%	38%	33%	4%	36%	37%	23%		28%
	100%	11%	11%	21%	79%	32%	46%	54%	36%	11%	50%	50%	43%	54%	4%	4%	96%	46%	54%		100%
MAKES YOU TIRED/ DROWSY/SLEEPY	33	3	1	4	29	6	23	22	9	2	20	13	23	9	1	10	23	11	22		33
	33%	33%	14%	25%	35%	21%	43%	38%	29%	18%	35%	30%	41%	23%	33%	40%	31%	31%	34%		33%
	100%	9%	3%	12%	88%	18%	70%	67%	27%	6%	61%	39%	70%	27%	3%	30%	70%	33%	67%		100%
DIORIENTATION/NOT WITH IT/DON'T KNOW WHAT YOUR DOING	4				4	1	3	3	1		2	2	3	1			4	1	3		4
	4%				5%	3%	6%	5%	3%		4%	5%	5%	3%			5%	3%	5%		4%
	100%				100%	25%	75%	75%	25%		50%	50%	75%	25%			100%	25%	75%		100%
NET AFFECTS ON MIND RESPONDENTS	42	2	3	5	37	8	28	28	9	5	20	22	27	12	2	10	32	10	32	1	41
	42%	22%	43%	31%	44%	28%	52%	48%	29%	45%	35%	51%	48%	30%	67%	40%	43%	29%	49%	100%	41%
	100%	5%	7%	12%	88%	19%	67%	67%	21%	12%	48%	52%	64%	29%	5%	24%	76%	24%	76%	2%	98%
YOU BECOME OVERCONFIDENT/ FALSE SENSE OF CONFIDENCE	4	1	1	1	3	1	2	2	2		2	2	2	2		2	2	1	3		4
	4%	14%	6%	6%	4%	3%	4%	3%	6%		4%	5%	4%	5%		8%	3%	3%	5%		4%
	100%	25%	25%	25%	75%	25%	50%	50%	50%		50%	50%	50%	50%		50%	50%	25%	75%		100%
AFFECTS JUDGMENT/ CLEAR THINKING/ CAN'T MAKE SENSIBLE	25	2	1	3	22	5	17	16	6	3	13	12	15	7	2	7	18	7	18		25
	25%	22%	14%	19%	26%	17%	31%	28%	19%	27%	23%	28%	27%	18%	67%	28%	24%	20%	28%		25%
	100%	8%	4%	12%	88%	20%	68%	64%	24%	12%	52%	48%	60%	28%	8%	28%	72%	28%	72%		100%
REDUCES AWARENESS/ BECOME UNAWARE OF OTHER DRIVERS	6	1	1	1	5		4	5	1		4	2	5	1		4	2		6		6
	6%	14%	6%	6%	6%		7%	9%	3%		7%	5%	9%	3%		16%	3%		9%		6%
	100%	17%	17%	17%	83%		67%	83%	17%		67%	33%	83%	17%		67%	33%		100%		100%
TAKE MORE RISKS	3				3	1	2	3			1	2	3				3		3		3
	3%				4%	3%	4%	5%			2%	5%	5%				4%		5%		3%
	100%				100%	33%	67%	100%			33%	67%	100%				100%		100%		100%
SHOWING OFF/ACT SILLY	3				3	3		3			1	2	3				3		3		3
	3%				4%	6%		5%			2%	5%	5%				4%		3%		3%
	100%				100%	100%		100%			33%	67%	100%				100%		100%		100%

BANNER
 BY Q6c-DRIVING WITH A CAR FULL OF FRIENDS MAKES IT DIFFICULT
 FOR A NEW DRIVER SINCE HE OR SHE CAN BE TOO EASILY DISTRACTED
 LEVEL OF AGREEMENT WITH THE STATEMENT

	TOTAL	INCIDENCE OF LICENCING			TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL			
		LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
		LEARNED	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
		9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%	
Q6c-DRIVING WITH A CAR FULL OF FRIENDS MAKES IT DIFFICULT FOR A NEW DRIVER SINCE HE OR SHE CAN BE TOO EASILY DISTRACTED																						
AGREE STRONGLY (1)	46	3	2	5	41	10	31	30	15	1	21	25	29	16		15	31	12	34		46	
	46%	33%	29%	31%	49%	34%	57%	52%	48%	9%	37%	58%	52%	40%		60%	41%	34%	52%		46%	
	100%	7%	4%	11%	89%	22%	67%	65%	33%	2%	46%	54%	63%	35%		33%	67%	26%	74%		100%	
AGREE (2)	39	4	3	7	32	14	18	20	12	7	23	16	22	14	3	6	33	18	21		39	
	39%	44%	43%	44%	38%	48%	33%	34%	39%	64%	40%	37%	39%	35%	100%	24%	44%	51%	32%		39%	
	100%	10%	8%	18%	82%	36%	46%	51%	31%	18%	59%	41%	56%	36%	8%	15%	85%	46%	54%		100%	
DON'T DECIDE (3)	2	1		1	1		1	1		1	1	1	1	1		2		1	1		2	
	2%	11%		6%	1%		2%	2%		9%	2%	2%	2%	3%		8%		3%	2%		2%	
	100%	50%		50%	50%		50%	50%		50%	50%	50%	50%	50%		100%		50%	50%		100%	
DISAGREE (4)	5				5	1	3	3	1	1	5		2	3		1	4	2	3		4	
	5%				6%	3%	6%	5%	3%	9%	9%		4%	8%		4%	5%	6%	5%		4%	
	100%				100%	20%	60%	60%	20%	20%	100%		40%	60%		20%	80%	40%	60%		80%	
DISAGREE STRONGLY (5)	8	1	2	3	5	4	1	4	3	1	7	1	2	6		1	7	2	6		8	
	8%	11%	29%	19%	6%	14%	2%	7%	10%	9%	12%	2%	4%	15%		4%	9%	6%	9%		8%	
	100%	13%	25%	30%	63%	50%	13%	50%	38%	13%	88%	13%	25%	75%		13%	88%	25%	75%		100%	
MEANS	1.9	2.1	2.6	2.3	1.8	2.1	1.6	1.8	1.9	2.5	2.2	1.5	1.7	2.2	2.0	1.7	2.0	2.0	1.9		4.0	1.9
STANDARD DEVIATION	1.2	1.3	1.7	1.4	1.1	1.3	0.9	1.2	1.2	1.1	1.4	0.8	1.0	1.4		1.1	1.2	1.1	1.2		1.2	

BANNER
 BY Q6d-DRIVING AT NIGHT IS REALLY NO MORE OF A PROBLEM THAN
 DRIVING DURING THE DAY

LEVEL OF AGREEMENT WITH THE STATEMENT

	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED		TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL																			
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q6d-DRIVING AT NIGHT IS REALLY NO MORE OF A PROBLEM THAN DRIVING DURING THE DAY																					
FREE STRONGLY (1)	4		1	1	3	1	2	1	2	1	3	1	2	2		2	2	1	3	1	3
	4%		14%	6%	4%	3%	4%	2%	6%	9%	5%	2%	4%	5%		8%	3%	3%	5%	100%	3%
	100%		25%	25%	75%	25%	50%	25%	50%	25%	75%	25%	50%	50%		50%	50%	25%	75%	25%	75%
FREE (2)	15	1	1	2	13	8	5	6	6	3	6	9	4	9	2	3	12	3	12		15
	15%	11%	14%	13%	15%	28%	9%	10%	19%	27%	11%	21%	7%	23%	67%	12%	16%	9%	18%		15%
	100%	7%	7%	13%	87%	53%	33%	40%	40%	20%	40%	60%	27%	60%	13%	20%	80%	20%	80%		100%
DON'T DECIDE (3)	6				6	5	1	2	3	1	3	3	2	4				4	2		6
	6%				7%	17%	2%	3%	10%	9%	5%	7%	4%	10%				8%	11%	3%	6%
	100%				100%	83%	17%	33%	50%	17%	50%	50%	33%	67%			100%	67%	33%		100%
DISAGREE (4)	50	7	2	9	41	9	31	34	12	4	29	21	34	15	1	14	36	20	30		50
	50%	78%	29%	56%	49%	31%	57%	59%	39%	36%	51%	49%	61%	38%	33%	56%	48%	57%	46%		51%
	100%	14%	4%	18%	82%	18%	62%	68%	24%	8%	58%	42%	68%	30%	2%	28%	72%	40%	60%		100%
STRONGLY DISAGREE (5)	25	1	3	4	21	6	15	15	8	2	16	9	14	10		6	19	7	18		25
	25%	11%	43%	25%	25%	21%	28%	26%	26%	18%	28%	21%	25%	25%		24%	25%	20%	28%		25%
	100%	4%	12%	16%	84%	24%	60%	60%	32%	8%	64%	36%	56%	40%		24%	76%	28%	72%		100%
MEANS	3.8	3.9	3.7	3.8	3.8	3.4	4.0	4.0	3.6	3.3	3.9	3.7	4.0	3.5	2.7	3.8	3.8	3.8	3.7	1.0	3.8
STD. DEVIATION	1.1	0.8	1.6	1.2	1.1	1.2	1.0	0.9	1.3	1.3	1.1	1.1	1.0	1.2	1.2	1.2	1.1	1.0	1.2		1.1

BANNER
 BY Q6*-THE PRESENT RULES MAKE GETTING A DRIVERS LICENCE
 TOO HARD FOR YOUNG PEOPLE

LEVEL OF AGREEMENT WITH THE STATEMENT

	TOTAL	INCIDENCE OF LICENCING			UNLICE -NCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN -TRY	B	C
		LEARNE -R	P OR FULL	TOTAL																	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
BY Q6*-THE PRESENT RULES MAKE GETTING A DRIVERS LICENCE TOO HARD FOR YOUNG PEOPLE																					
FREE STRONGLY (1)	7	2	2	2	5	2	3	2	4	1	3	4	4	3		3	4	4	3		7
	7%	22%	13%	6%	6%	7%	6%	3%	13%	9%	5%	9%	7%	8%		12%	5%	11%	5%		7%
	100%	29%	29%	71%	29%	43%	29%	57%	14%	43%	57%	57%	43%	43%	57%	43%	57%	43%	43%		100%
FREE (2)	16	1	1	1	15	9	6	11	5		8	8	8	8		2	14	10	6		16
	16%	11%	6%	6%	18%	31%	11%	19%	16%		14%	19%	14%	20%		8%	19%	29%	9%		16%
	100%	6%	6%	94%	56%	38%	69%	31%			50%	50%	50%	50%		13%	88%	63%	38%		100%
W'T DECIDE (3)	18	2	1	3	15	5	9	10	6	2	14	4	10	8		3	15	5	13		18
	18%	22%	14%	19%	18%	17%	17%	17%	19%	18%	25%	9%	18%	20%		12%	20%	14%	20%		18%
	100%	11%	6%	17%	83%	28%	50%	56%	33%	11%	78%	22%	56%	44%		17%	83%	28%	72%		100%
SAGREE (4)	49	3	5	8	41	11	30	31	12	6	27	22	30	16	3	14	35	14	35		49
	49%	33%	71%	50%	49%	38%	56%	53%	39%	55%	47%	51%	54%	40%	100%	56%	47%	40%	54%		49%
	100%	6%	10%	16%	84%	22%	61%	63%	24%	12%	55%	45%	61%	33%	6%	29%	71%	29%	71%		100%
WRONGLY DISAGREE (5)	9	1	1	2	7	2	5	4	4	1	4	5	4	4		3	6	2	7		9
	9%	11%	14%	13%	8%	7%	9%	7%	13%	9%	7%	12%	7%	10%		12%	8%	6%	11%		9%
	100%	11%	11%	22%	78%	22%	56%	44%	44%	11%	44%	56%	44%	44%		33%	67%	22%	78%		100%
NO RESPONSE	1				1		1				1			1							1
	1%				1%		2%				2%			3%							100%
	100%				100%		100%				100%			100%							100%
MEANS	3.4	3.0	4.0	3.4	3.4	3.1	3.5	3.4	3.2	3.6	3.4	3.4	3.4	3.3	4.0	3.5	3.3	3.0	3.6		3.4
ST.D. DEVIATION	1.1	1.4	0.6	1.2	1.1	1.1	1.0	1.0	1.3	1.1	1.0	1.2	1.1	1.1		1.2	1.1	1.2	1.0		1.1

BY Q61-HAVE A DRIVERS LICENCE IS A PRIVILEGE YOU HAVE TO EARN
EVEN AFTER YOU HAVE PASSED THE DRIVING TEST

LEVEL OF AGREEMENT WITH THE STATEMENT

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
BY Q61-HAVE A DRIVERS LICENCE IS A PRIVILEGE YOU HAVE TO EARN EVEN AFTER YOU HAVE PASSED THE DRIVING TEST																					
FREE STRONGLY (1)	20	1		1	19	3	16	15	4	1	10	10	14	5		6	14	3	17		20
	20%	11%		6%	23%	10%	30%	26%	13%	9%	18%	23%	25%	13%		24%	19%	9%	26%		20%
	100%	5%		5%	95%	15%	80%	75%	20%	5%	50%	50%	70%	25%		30%	70%	15%	85%		100%
FREE (2)	48	4	4	8	40	16	23	28	18	2	28	20	25	21	2	11	37	14	34		48
	48%	44%	57%	50%	48%	55%	43%	48%	58%	18%	49%	47%	45%	53%	67%	44%	49%	40%	52%		48%
	100%	8%	8%	17%	83%	33%	48%	58%	38%	4%	58%	42%	52%	44%	4%	23%	77%	29%	71%		100%
W'NT DECIDE (3)	24	2	3	5	19	7	12	11	8	5	14	10	14	9	1	5	19	13	11	1	23
	24%	22%	43%	31%	23%	24%	22%	19%	26%	45%	25%	23%	25%	23%	33%	20%	25%	37%	17%	100%	23%
	100%	8%	13%	21%	79%	29%	50%	46%	33%	21%	58%	42%	58%	38%	4%	21%	79%	54%	46%	4%	96%
SAGREE (4)	6	1		1	5	3	2	3	1	2	4	2	2	4		1	5	4	2		6
	6%	11%		6%	6%	10%	4%	5%	3%	18%	7%	5%	4%	10%		4%	7%	11%	3%		6%
	100%	17%		17%	83%	50%	33%	50%	17%	33%	67%	33%	33%	67%		17%	83%	67%	33%		100%
STRONGLY DISAGREE (5)	1				1		1	1			1		1			1			1		1
	1%				1%		2%	2%			2%		2%			4%			2%		1%
	100%				100%		100%	100%			100%		100%			100%			100%		100%
NO INFORMATION	1	1		1						1		1		1		1		1			1
	1%	11%		6%						9%		2%		3%		4%		3%			1%
	100%	100%		100%						100%		100%		100%		100%		100%			100%
MEANS	2.2	2.4	2.4	2.4	2.2	2.3	2.1	2.1	2.2	2.8	2.3	2.1	2.1	2.3	2.3	2.2	2.2	2.5	2.0	3.0	2.2
ST.D. DEVIATION	0.9	0.9	0.5	0.7	0.9	0.8	0.9	0.9	0.7	0.9	0.9	0.8	0.9	0.8	0.6	1.0	0.8	0.8	0.8		0.9

BANNER
 BY Q69-IT TAKES A YEAR OR TWO OF DRIVING TO BE ABLE TO
 RECOGNISE DANGEROUS DRIVING SITUATIONS OR TO MAKE SAFE JUDGEMENTS
 LEVEL OF AGREEMENT WITH THE STATEMENT

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q69-IT TAKES A YEAR OR TWO OF DRIVING TO BE ABLE TO RECOGNISE DANGEROUS DRIVING SITUATIONS OR TO MAKE SAFE JUDGEMENTS																					
FREE STRONGLY (1)	27	4	3	7	20	4	16	16	7	4	17	10	16	9	1	9	18	7	20		27
	27%	44%	43%	44%	24%	14%	30%	28%	23%	36%	30%	23%	29%	23%	33%	36%	24%	20%	31%		27%
	100%	15%	11%	26%	74%	15%	59%	59%	26%	15%	63%	37%	59%	33%	4%	33%	67%	26%	74%		100%
FREE (2)	45	3	2	5	40	19	20	26	15	4	23	22	24	20	1	9	36	14	31	1	44
	45%	33%	29%	31%	48%	66%	37%	45%	48%	36%	40%	51%	43%	50%	33%	36%	48%	40%	48%	100%	44%
	100%	7%	4%	11%	89%	42%	44%	58%	33%	9%	51%	49%	53%	44%	2%	20%	80%	31%	69%	2%	98%
DON'T DECIDE (3)	13		1	1	12	2	10	11	2		5	8	10	3		4	9	6	7		13
	13%		14%	6%	14%	7%	19%	19%	6%		9%	19%	18%	8%		16%	12%	17%	11%		13%
	100%		8%	8%	92%	15%	77%	85%	15%		38%	62%	77%	23%		31%	69%	46%	54%		100%
SAGREE (4)	14	1	1	2	12	4	8	5	6	3	11	3	6	7	1	3	11	7	7		14
	14%	11%	14%	13%	14%	14%	15%	9%	19%	27%	19%	7%	11%	18%	33%	12%	15%	20%	11%		14%
	100%	7%	7%	14%	86%	29%	57%	36%	43%	21%	79%	21%	43%	50%	7%	21%	79%	50%	50%		100%
STRONGLY DISAGREE (5)	1	1		1					1		1			1			1	1			1
	1%	11%		6%					3%		2%			3%			1%	3%			1%
	100%	100%		100%					100%		100%			100%			100%	100%			100%
MEANS	2.2	2.1	2.0	2.1	2.2	2.2	2.2	2.1	2.3	2.2	2.2	2.1	2.1	2.3	2.3	2.0	2.2	2.5	2.0	2.0	2.2
ST.D. DEVIATION	1.0	1.5	1.2	1.3	1.0	0.9	1.0	0.9	1.1	1.3	1.1	0.8	0.9	1.1	1.5	1.0	1.0	1.1	0.9	1.0	1.0

BANNER
 BY Q6h-AS LONG AS I HAVE ONLY HAVE THREE DRINKS AN HOUR I CAN
 DRIVE SAFELY AND BE UNDER THE LIMIT

LEVEL OF AGREEMENT WITH THE STATEMENT

	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED		TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL																			
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
AS LONG AS I HAVE ONLY HAVE THREE DRINKS AN HOUR I CAN DRIVE SAFELY AND BE UNDER THE LIMIT																					
AGREE STRONGLY (1)	2				2				1	1	1	1	1	1		1	1		2	1	1
	2%				2%				3%	9%	2%	2%	2%	3%		4%	1%		3%	100%	1%
	100%				100%				50%	50%	50%	50%	50%	50%		50%	50%		100%	50%	50%
AGREE (2)	4				4	1	3	3	1		3	1	3	1		1	3	1	3		4
	4%				5%	3%	6%	5%	3%		5%	2%	5%	3%		4%	4%	3%	5%		4%
	100%				100%	25%	75%	75%	25%		75%	25%	75%	25%		25%	75%	25%	75%		100%
DON'T DECIDE (3)	14	2		2	12	5	7	8	4	2	7	7	6	8			14	8	6		14
	14%	22%		13%	14%	17%	13%	14%	13%	18%	12%	16%	11%	20%			19%	23%	9%		14%
	100%	14%		14%	86%	36%	50%	57%	29%	14%	50%	50%	43%	57%			100%	57%	43%		100%
DISAGREE (4)	41	3	2	5	36	12	23	27	11	3	24	17	27	12	2	11	30	13	28		41
	41%	33%	29%	31%	43%	41%	43%	47%	35%	27%	42%	40%	48%	30%	67%	44%	40%	37%	43%		41%
	100%	7%	5%	12%	88%	29%	56%	66%	27%	7%	59%	41%	66%	29%	5%	27%	73%	32%	68%		100%
STRONGLY DISAGREE (5)	39	4	5	9	30	11	19	20	14	5	22	17	19	18	1	12	27	13	26		39
	39%	44%	71%	56%	36%	38%	35%	34%	45%	45%	39%	40%	34%	45%	33%	48%	36%	37%	40%		39%
	100%	10%	13%	23%	77%	28%	49%	51%	36%	13%	56%	44%	49%	46%	3%	31%	69%	33%	67%		100%
MEANS	4.1	4.2	4.7	4.4	4.0	4.1	4.0	4.1	4.2	4.0	4.1	4.1	4.1	4.1	4.3	4.3	4.1	4.1	4.1	1.0	4.1
ST.D. DEVIATION	0.9	0.8	0.5	0.7	1.0	0.8	1.0	0.8	1.0	1.3	0.9	0.9	0.9	1.0	0.6	1.0	0.9	0.9	1.0		0.9

BANNER
 BY Q61-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY
 GET RID OF ALCOHOL FROM THE BLOODSTREAM

LEVEL OF AGREEMENT WITH THE STATEMENT

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNED	P OR FULL	TOTAL																		
	TOTAL	-R																			
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q61-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY GET RID OF ALCOHOL FROM THE BLOODSTREAM																					
AGREE STRONGLY (1)	1				1	1		1			1		1			1				1	1
	1%				1%	3%		3%			2%		2%			4%			2%	1%	1%
	100%				100%	100%		100%			100%		100%			100%			100%	100%	100%
AGREE (2)	2				2	1	1	1	1		1	1	1	1		1	1	1	1		2
	2%				2%	3%	2%	2%	3%		2%	2%	2%	3%		4%	1%	3%	2%	2%	2%
	100%				100%	50%	50%	50%	50%		50%	50%	50%	50%		50%	50%	50%	50%	100%	100%
W'NT DECIDE (3)	6				6	1	5	3	1	2	2	4	3	3			6	1	5	1	5
	6%				7%	3%	9%	5%	3%	18%	4%	9%	5%	8%		8%	3%	8%	100%	5%	5%
	100%				100%	17%	83%	50%	17%	33%	33%	67%	50%	50%		100%	17%	83%	17%	83%	83%
DISAGREE (4)	29	4		4	25	8	16	19	7	3	13	16	16	12	1	7	22	11	18		29
	29%	44%		25%	30%	28%	30%	33%	23%	27%	23%	37%	29%	30%	33%	28%	29%	31%	28%		29%
	100%	14%		14%	86%	28%	55%	66%	24%	10%	45%	55%	55%	41%	3%	24%	76%	38%	62%		100%
DISAGREE STRONGLY (5)	62	5	7	12	50	18	32	35	21	6	40	22	35	24	2	16	46	22	40		62
	62%	56%	100%	75%	60%	62%	59%	60%	68%	55%	70%	51%	63%	60%	67%	64%	61%	63%	62%		63%
	100%	8%	11%	19%	81%	29%	52%	56%	34%	10%	65%	35%	56%	39%	3%	26%	74%	35%	65%		100%
MEAN	4.5	4.6	5.0	4.8	4.4	4.4	4.5	4.5	4.4	4.4	4.6	4.4	4.5	4.5	4.7	4.4	4.5	4.5	4.5	3.0	4.5
STD. DEVIATION	0.8	0.5		0.4	0.8	1.0	0.7	0.7	1.0	0.8	0.8	0.8	0.8	0.8	0.6	1.0	0.7	0.7	0.8		0.8

LEVEL OF AGREEMENT WITH THE STATEMENT

TOTAL	INCIDENCE OF LICENCING			UNLICENSED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
J-YOUNG DRIVERS SHOULD NOT DRIVE LATE AT NIGHT																					
FREE STRONGLY (1)	4	1	1	1	3	1	2	2	2		2	2	2	2		1	3	1	3		4
	4%	11%	100%	6%	4%	3%	4%	3%	6%		4%	5%	4%	5%		4%	4%	3%	5%		4%
	100%	25%	25%	75%	25%	50%	50%	50%	50%		50%	50%	50%	50%		25%	75%	25%	75%		100%
FREE (2)	17	1	1	2	15	5	10	10	4	3	10	7	10	7		4	13	7	10		17
	17%	11%	14%	13%	18%	17%	19%	17%	13%	27%	18%	16%	18%	18%		16%	17%	20%	15%		17%
	100%	6%	6%	12%	88%	29%	59%	59%	24%	18%	59%	41%	59%	41%		24%	76%	41%	59%		100%
W'T DECIDE (3)	17	2		2	15	4	10	13	4		11	6	12	5		5	12	8	9		17
	17%	22%		13%	18%	14%	19%	22%	13%		19%	14%	21%	13%		20%	16%	23%	14%		17%
	100%	12%		12%	88%	24%	59%	76%	24%		65%	35%	71%	29%		29%	71%	47%	53%		100%
DISAGREE (4)	40	3	3	6	34	13	21	23	13	4	18	22	23	15	2	8	32	11	29		40
	40%	33%	43%	38%	40%	45%	39%	40%	42%	36%	32%	51%	41%	38%	67%	32%	43%	31%	45%		40%
	100%	8%	8%	15%	85%	33%	53%	58%	33%	10%	45%	55%	58%	38%	5%	20%	80%	28%	73%		100%
STRONGLY DISAGREE (5)	22	2	3	5	17	6	11	10	8	4	16	6	9	11	1	7	15	8	14	1	21
	22%	22%	43%	31%	20%	21%	20%	17%	26%	36%	28%	14%	16%	28%	33%	28%	20%	23%	22%	100%	21%
	100%	9%	14%	23%	77%	27%	50%	45%	36%	18%	73%	27%	41%	50%	5%	32%	68%	36%	64%	5%	95%
MEANS	3.6	3.4	4.1	3.8	3.6	3.6	3.5	3.5	3.7	3.8	3.6	3.5	3.5	3.7	4.3	3.6	3.6	3.5	3.6	5.0	3.6
ST.D. DEVIATION	1.1	1.3	1.1	1.2	1.1	1.1	1.1	1.1	1.2	1.3	1.2	1.1	1.1	1.2	0.6	1.2	1.1	1.1	1.1		1.1

BANNER *BY* Q6a-YOUNG PEOPLE ARE BETTER DRIVERS THAN OTHER PEOPLE
LEVEL OF AGREEMENT WITH THE STATEMENT

YDSK - OCTOBER 1989

	TOTAL	INCIDENCE OF LICENCING			UNLICENCED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL	
		LEARNER	P OR FULL	TOTAL		YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUNTY	B	C
		-R															-TRY				
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
1a-YOUNG PEOPLE ARE BETTER DRIVERS THAN OTHER PEOPLE																					
MEANS	3.8	3.7	3.9	3.8	3.8	3.8	3.8	3.8	3.8	3.9	3.8	3.8	3.9	3.7	4.0	4.0	3.7	3.8	3.8	3.0	3.8
STD. DEVIATION	0.8	0.7	0.9	0.8	0.8	0.9	0.8	0.8	0.8	0.7	0.9	0.6	0.7	0.9	0.9	0.9	0.8	0.9	0.8	0.8	0.8
1b-ITS QUITE OK TO DRINK A FEW BEERS AND THEN DRIVE																					
MEANS	4.3	4.3	4.9	4.6	4.3	4.1	4.4	4.3	4.2	4.6	4.3	4.4	4.4	4.2	4.7	4.6	4.3	4.4	4.3	5.0	4.3
STD. DEVIATION	0.9	0.9	0.4	0.7	0.9	0.9	0.9	0.9	1.0	0.7	0.9	0.9	0.9	1.0	0.6	0.7	1.0	0.8	0.9	0.9	0.9
1c-DRIVING WITH A CAR FULL OF FRIENDS MAKES IT DIFFICULT																					
MEANS	1.9	2.1	2.6	2.3	1.8	2.1	1.6	1.8	1.9	2.5	2.2	1.5	1.7	2.2	2.0	1.7	2.0	2.0	1.9	4.0	1.9
STD. DEVIATION	1.2	1.3	1.7	1.4	1.1	1.3	0.9	1.2	1.2	1.1	1.4	0.8	1.0	1.4	1.0	1.1	1.2	1.1	1.2	1.2	1.2
1d-DRIVING AT NIGHT IS REALLY NO MORE OF A PROBLEM THAN																					
MEANS	3.8	3.9	3.7	3.8	3.8	3.4	4.0	4.0	3.6	3.3	3.9	3.7	4.0	3.5	2.7	3.8	3.8	3.8	3.7	1.0	3.8
STD. DEVIATION	1.1	0.8	1.6	1.2	1.1	1.2	1.0	0.9	1.3	1.3	1.1	1.1	1.0	1.2	1.2	1.2	1.1	1.0	1.2	1.1	1.1
1e-THE PRESENT RULES MAKE GETTING A DRIVERS LICENCE																					
MEANS	3.4	3.0	4.0	3.4	3.4	3.1	3.5	3.4	3.2	3.6	3.4	3.4	3.4	3.3	4.0	3.5	3.3	3.0	3.6		3.4
STD. DEVIATION	1.1	1.4	0.6	1.2	1.1	1.1	1.0	1.0	1.3	1.1	1.0	1.2	1.1	1.1	1.0	1.2	1.1	1.2	1.0		1.1
1f-HAVE A DRIVERS LICENCE IS A PRIVILEGE YOU HAVE TO EARN																					
MEANS	2.2	2.4	2.4	2.4	2.2	2.3	2.1	2.1	2.2	2.8	2.3	2.1	2.1	2.3	2.3	2.2	2.2	2.5	2.0	3.0	2.2
STD. DEVIATION	0.9	0.9	0.5	0.7	0.9	0.8	0.9	0.9	0.7	0.9	0.9	0.8	0.9	0.8	0.6	1.0	0.8	0.8	0.8	0.9	0.9
1g-IT TAKES A YEAR OR TWO OF DRIVING TO BE ABLE TO																					
MEANS	2.2	2.1	2.0	2.1	2.2	2.2	2.2	2.1	2.3	2.2	2.2	2.1	2.1	2.3	2.3	2.0	2.2	2.5	2.0	2.0	2.2
STD. DEVIATION	1.0	1.5	1.2	1.3	1.0	0.9	1.0	0.9	1.1	1.3	1.1	0.8	0.9	1.1	1.5	1.0	1.0	1.1	0.9	1.0	1.0
1h-AS LONG AS I HAVE ONLY HAVE THREE DRINKS AN HOUR I CAN																					
MEANS	4.1	4.2	4.7	4.4	4.0	4.1	4.0	4.1	4.2	4.0	4.1	4.1	4.1	4.1	4.3	4.3	4.1	4.1	4.1	1.0	4.1
STD. DEVIATION	0.9	0.8	0.5	0.7	1.0	0.8	1.0	0.8	1.0	1.3	0.9	0.9	0.9	1.0	0.6	1.0	0.9	0.9	1.0		0.9
1i-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY																					

BY Q61-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY
GET RID OF ALCOHOL FROM THE BLOODSTREAM

TOTAL	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
Q1-DRINKING COFFEE OR MAKING MYSELF VOMIT WILL QUICKLY GET RID OF ALCOHOL FROM THE BLOODSTREAM																					
MEANS	4.5	4.6	5.0	4.8	4.4	4.4	4.5	4.5	4.4	4.6	4.4	4.5	4.5	4.7	4.4	4.5	4.5	4.5	4.5	3.0	4.5
S.D. DEVIATION	0.8	0.5		0.4	0.8	1.0	0.7	0.7	1.0	0.8	0.8	0.8	0.8	0.6	1.0	0.7	0.7	0.8			0.8
Q2-YOUNG DRIVERS SHOULD NOT DRIVE LATE AT NIGHT																					
MEANS	3.6	3.4	4.1	3.8	3.6	3.6	3.5	3.5	3.7	3.8	3.6	3.5	3.5	3.7	4.3	3.6	3.6	3.5	3.6	5.0	3.6
S.D. DEVIATION	1.1	1.3	1.1	1.2	1.1	1.1	1.1	1.1	1.2	1.3	1.2	1.1	1.1	1.2	0.6	1.2	1.1	1.1	1.1		1.1

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B C		
	LEARNER	P OR FULL	TOTAL																B	C	
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
5-YRS	58				58	9	48	58			31	27	49	8		19	39	16	42		58
	58%				69%	31%	89%	100%			54%	63%	88%	20%		76%	52%	46%	65%		59%
	100%				100%	16%	83%	100%			53%	47%	84%	14%		33%	67%	28%	72%		100%
6-YRS	31	6	3	9	22	18	4		31		20	11	7	24		5	26	13	18		31
	31%	67%	43%	56%	26%	62%	7%		100%		35%	26%	13%	60%		20%	35%	37%	28%		31%
	100%	19%	10%	29%	71%	58%	13%		100%		65%	35%	23%	77%		16%	84%	42%	58%		100%
7-YRS	11	3	4	7	4	2	2			11	6	5		8	3	1	10	6	5	1	10
	11%	33%	57%	44%	5%	7%	4%			100%	11%	12%		20%	100%	4%	13%	17%	8%	100%	10%
	100%	27%	36%	64%	36%	18%	18%			100%	55%	45%		73%	27%	9%	91%	55%	45%	9%	91%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUNTRY	B	C	
	LEARNER	PARTIAL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
15-RESPONDENT SEX																					
FEMALE	57	5	5	10	47	19	27	31	20	6	57		29	26	1	14	43	22	35	1	56
	57%	56%	71%	63%	56%	66%	50%	53%	65%	55%	100%		52%	65%	33%	56%	57%	63%	54%	100%	57%
	100%	9%	9%	18%	82%	33%	47%	54%	35%	11%	100%		51%	46%	2%	25%	75%	39%	61%	2%	98%
MALE	43	4	2	6	37	10	27	27	11	5	43		27	14	2	11	32	13	30		43
	43%	44%	29%	38%	44%	34%	50%	47%	35%	45%	100%		48%	35%	67%	44%	43%	37%	46%		43%
	100%	9%	5%	14%	86%	23%	63%	63%	26%	12%	100%		63%	33%	5%	26%	74%	30%	70%		100%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUNTY	OF SCHOOL		
	LEARNER	P OR FULL	TOTAL																B	C	
	TOTAL																				
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
Q10-YEAR OF SCHOOL																					
10	56	1		1	55	6	48	49	7		29	27	56			23	33	11	45		56
	56%	11%		6%	65%	21%	89%	84%	23%		51%	63%	100%			92%	44%	31%	69%		57%
	100%	2%		2%	98%	11%	86%	88%	13%		52%	48%	100%			41%	59%	20%	80%		100%
11	40	8	5	13	27	22	5	8	24	8	26	14		40		1	39	23	17	1	39
	40%	89%	71%	81%	32%	76%	9%	14%	77%	73%	46%	33%		100%		4%	52%	66%	26%	100%	39%
	100%	20%	13%	33%	68%	55%	13%	20%	60%	20%	65%	35%		100%		3%	98%	58%	43%	3%	98%
12	3		2	2	1	1				3	1	2					3	1	2		3
	3%		29%	13%	1%	3%				27%	2%	5%					4%	3%	3%		3%
	100%		67%	67%	33%	33%				100%	33%	67%					100%	33%	67%		100%
NO RESPONSE	1				1		1	1			1					1			1		1
	1%				1%		2%	2%			2%					4%			2%		1%
	100%				100%		100%	100%			100%				100%			100%			100%

	INCIDENCE OF LICENCING			UNLICENSED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
	-R	FULL																			
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
PRE RESEARCH	1				1		1				1				1					1	
	1%				1%		2%				2%				3%					2%	
	100%				100%		100%			100%	100%			100%		100%			100%	100%	100%
POST RESEARCH	99	9	7	16	83	29	53	58	31	10	56	43	56	39	3	25	74	35	64		99
	99%	100%	100%	100%	99%	100%	98%	100%	100%	91%	98%	100%	100%	98%	100%	100%	99%	100%	98%		100%
	100%	9%	7%	16%	84%	29%	54%	59%	31%	10%	57%	43%	57%	39%	3%	25%	75%	35%	65%		100%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICENCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	3A	CITY	COUNTY	B	C	
	LEARNER	P	OR FULL																		TOTAL
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
STATE																					
VIC	25	1		1	24	2	21	19	5	1	14	11	23	1		25		1	24		25
	25%	11%		6%	29%	7%	39%	33%	16%	9%	25%	26%	41%	3%		100%		3%	37%		25%
	100%	4%		4%	96%	8%	84%	76%	20%	4%	56%	44%	92%	4%		100%		4%	96%		100%
3A	75	8	7	15	60	27	33	39	26	10	43	32	33	39	3		75	34	41	1	74
	75%	89%	100%	94%	71%	93%	61%	67%	84%	91%	75%	74%	59%	98%	100%		100%	97%	63%	100%	75%
	100%	11%	9%	20%	80%	36%	44%	52%	35%	13%	57%	43%	44%	52%	4%		100%	45%	55%	1%	99%

TOTAL	INCIDENCE OF LICENCING			UNLICENSED	TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED				YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
AREA																					
CITY	35	4	4	8	27	15	12	16	13	6	22	13	11	23	1	1	34	35			35
	35%	44%	57%	50%	32%	52%	22%	28%	42%	55%	39%	30%	20%	58%	33%	4%	45%	100%			35%
	100%	11%	11%	23%	77%	43%	34%	46%	37%	17%	63%	37%	31%	66%	3%	3%	97%	100%			100%
COUNTRY	65	5	3	8	57	14	42	42	18	5	35	30	45	17	2	24	41		65	1	64
	65%	56%	43%	50%	68%	48%	78%	72%	58%	45%	61%	70%	80%	43%	67%	96%	55%		100%	100%	65%
	100%	8%	5%	12%	88%	22%	65%	65%	28%	8%	54%	46%	69%	26%	3%	37%	63%		100%	2%	98%

	INCIDENCE OF LICENCING				TO GET A LICENCE		AGE OF RESPONDENTS			SEX		YEAR			STATE		LOCATION		TYPE OF SCHOOL		
	LICENCED			UNLICE-NCED	YES	NO	15-YRS	16-YRS	17-YRS	MALE	FEMALE	10	11	12	VIC	SA	CITY	COUN-TRY	B	C	
	LEARNER	P OR FULL	TOTAL																		B
RESPONDENTS	100	9	7	16	84	29	54	58	31	11	57	43	56	40	3	25	75	35	65	1	99
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	100%	9%	7%	16%	84%	29%	54%	58%	31%	11%	57%	43%	56%	40%	3%	25%	75%	35%	65%	1%	99%
TYPE OF SCHOOL																					
B	1				1					1				1						1	
	1%				1%		2%			9%				3%						2%	
	100%				100%		100%			100%				100%						100%	
C	99	9	7	16	83	29	53	58	31	10	56	43	56	39	3	25	74	35	64		99
	99%	100%	100%	100%	99%	100%	98%	100%	100%	91%	98%	100%	100%	98%	100%	100%	99%	100%	98%		100%
	100%	9%	7%	16%	84%	29%	54%	59%	31%	10%	57%	43%	57%	39%	3%	25%	75%	35%	65%		100%

Appendix B
The Field Documents

Young Drivers' Survival Kit
Schools Enrolment

AXIA
Suite 102/247 Pacific Highway
North Sydney N.S.W. 2060
(02) 959-5399

J084
May 1989

Name of School: _____

Address: _____

State: _____ Phone: _____

Contact Name: _____

Date of Contact Attempt(s): _____

Call-back date: _____

Call-back date: _____

Introduction: Good (...) I am (...) from AXIA, a social and marketing research company. We have been commissioned by the Federal Office of Road Safety to undertake an evaluation of the Young Drivers' Survival Kit, a kit of two videos and support materials which is aimed at young drivers and learner drivers. According to our records, the Young Drivers' Survival Kit was sent to (you/your school) sometime during the past year....Are you the person who received it, or was it someone else in your school?

Record comments if relevant

1) CONTACT PERSON RECEIVING YDSK AND REPEAT INTRODUCTION
IF PERSON DOES NOT KNOW ABOUT YDSK, ASK FOR ANY OTHER
CONTACT WHO MIGHT KNOW OR FOR PRINCIPAL

IF NOBODY AWARE OF YDSK, CLOSE

IF CONTACT MADE WITH TEACHER AWARE OF YDSK, RECORD NAME OF
TEACHER:

RE-INTRODUCE YOURSELF AND TOPIC

ii) Check role of person contacted: Are you the Principal, or are you teaching at that school?

	<u>First</u>	<u>Second</u>	<u>Third</u>
	<u>Contact</u>	<u>Contact</u>	<u>Contact</u>

Principal	1	1	1
-----------------	---	---	---

Teacher	2	2	2
---------------	---	---	---

Specify: _____	3	3	3
----------------	---	---	---

Student Questionnaire
August 1989

AXIA
Suite 102, 247 Pacific Highway
North Sydney NSW 2060

Ref J084

(1-3)

Dear Student.

We are interested in your opinions about driving and about road safety. Please take a moment to read this questionnaire and answer the questions for us. Once you have finished, please hand it back to your teacher, or to the researcher who is visiting your school.

Q.1. Do you have a drivers licence? (4)

Answer Q.2 ----- Yes 1

Skip to Q.3 ----- No 2

Q.2a) What type of licence do you hold? (5)

Learners 1

'P' 2

Full licence 3

b) When did you get this licence?

Write in the month and year: ----- (6)

c) Who taught you to drive?

Write in: ----- (7)

Q.3 If you do NOT have a licence, do you intend to get one within the next six months? (8)

Yes 1

No 2

Q.4 We are interested in knowing what people think about when it comes to driving. For instance, what do you think are the three main risks to safe driving, for a newly licenced driver? Please explain as fully as you can.

1 ----- (9)

----- (10)

2. ----- (10)

----- (11)

Q.5 List two or three major ways in which alcohol affects driving skills.

1. ----- (12)

2. ----- (13)

3. ----- (14)

Q.6 Please look at the statements listed below and decide whether you agree or disagree with each one. Then, circle the number above the word which best describes how you feel.

Here is an example:

"I think everyone should cycle to school".

1	2	3	4	5
Strongly Agree	Agree	Can't Decide	Disagree	Strongly Disagree

In this example, the person Strongly Disagreed that everybody should cycle to school, so she has put a circle around those words.

Now, do you agree or disagree with the following:

a) "Young people are better drivers than other people" (15)

1	2	3	4	5
Strongly Agree	Agree	Can't Decide	Disagree	Strongly Disagree

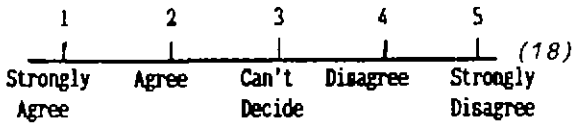
b) "It's quite OK to drink a few beers and then drive" (16)

1	2	3	4	5
Strongly Agree	Agree	Can't Decide	Disagree	Strongly Disagree

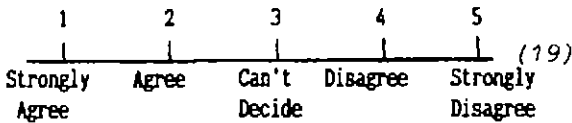
c) "Driving with a car full of friends makes it difficult for a new driver since he or she can be too easily distracted" (17)

1	2	3	4	5
Strongly Agree	Agree	Can't Decide	Disagree	Strongly Disagree

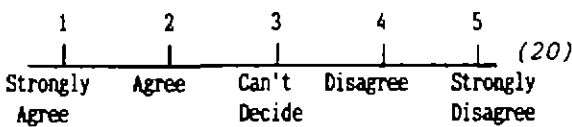
d) "Driving at night is really no more of a problem than driving during the day"



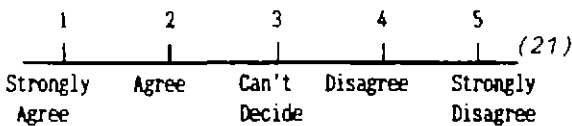
e) "The present rules make getting a drivers licence too hard for young people"



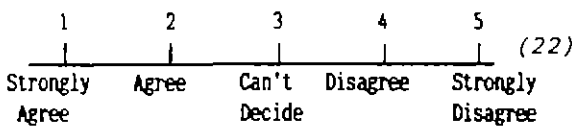
f) "Having a drivers licence is a privilege you have to earn even after you've passed the driving test"



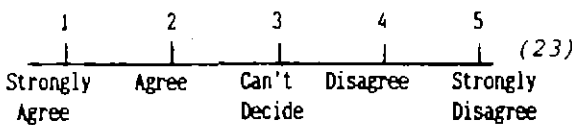
g) "It takes a year or two of driving to be able to recognise dangerous driving situations or to make safe judgments about your own and other people's driving ability"



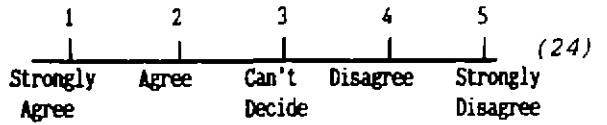
h) "As long as I have only three drinks an hour I can drive safely and be under the limit"



i) "Drinking coffee or making myself vomit will quickly get rid of alcohol from the bloodstream"



j) "Young drivers should not drive late at night"



Q.7 How old are you? (25)

- 15 1
- 16 2
- 17 3
- 18 4
- 19 5
- 20 6

Q.8 And are you... (26)

- Male 1
- Female 2

Q.9 What is the name of your school?

Please write in: _____ (27)

Q.10 What class or year are you in?

Please write in: _____

Thank you very much for completing this questionnaire. Could you please sign this now, and put in today's date?

Signature: _____ Date: ___/___/1989.

We appreciate your help.

Yours sincerely

Jenny Bush
Principal
AMA Social and Marketing Research

Teachers Diary
 Young Drivers' Survival Kit Evaluation



AXIA
 Suite 102
 247 Pacific Highway
 North Sydney
 (02) 959-5399

Ref: J0884
 July 1989

Dear Teacher

As you try the Young Drivers' Survival kit materials for us, would you also please fill in this diary? This will help enormously in our analysis of the research results.

Many thanks,

Jenny Rush
 Jenny Rush
 Principal
 12/8/89

Name of School: _____

Location: Melbourne 1
 Geelong 2
 Bendigo 3
 Adelaide 4

Type of School: Government 1
 Private 2

 Technical 1
 Non-technical 2

Number of pupils at school: _____

Q.1 Is road safety/driver education taught...

As a separate subject 1
 As a core subject 2
 As part of a theme 3
 As an elective 4
 Other: 5

Q.2a) What level are the students in, who take driver education/road safety with you?

Year 10 1
 Year 11 2
 Year 12 3

b) How many other teachers are there at your school, who teach road safety/driver education?

One other 1
 Two others 2
 Three others 3
 Four or more others 4

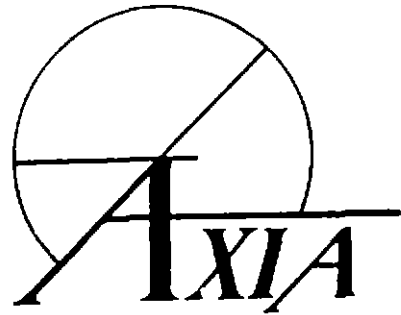
Q.3 Please describe the class(es) or group(s) with whom you used the Young Drivers' Survival Kit for this evaluation? That is, write in the Year/class, the number of students involved and whether they were boys or girls or a mixed class, whether they were an elective or core Driver Education Class or whether you used it with a Social Science, English, Health or any other subject...

Q.4 Which components of the YDSK did you use?

'The Big Gig' video 1
 'Road Worrier' video 2
 The pamphlet "Why you should/ shouldn't Drink and Drive" 3
 The Teachers' Notes 4

9.5 Please record exactly how you use the YDSK on each and every occasion you use it...Record the date and time of use, the class you used it with (elective/core/integrated and with what subject) and the way in which you used it.

Having written down everything you can think of with regards the way you used it, please write down your impressions of the way in which the students responded to the materials, and then, what you personally thought of the materials and their usefulness to you.



First use

Date: _____

No. of Students involved: Boys _____ Girls: _____

Class used with: _____

Components Used: _____

Manner in which I used the YDSK materials this day:

My impressions of the way in which the students responded to the material I used today:

My comments on the materials I used today and their usefulness to me in giving the lesson:

Second use

Date: _____

No. of Students involved: Boys _____ Girls: _____

Class used with: _____

Components Used: _____

Manner in which I used the YDSK materials this day:

My impressions of the way in which the students responded to the material I used today:

My comments on the materials I used today and their usefulness to me in giving the lesson:

Third use

Date: _____

No. of Students Involved: Boys: _____ Girls: _____

Class used with: _____

Components Used: _____

Manner in which I used the YDSK materials this day:

My impressions of the way in which the students responded to the material I used today:

My comments on the materials I used today and their usefulness to me in giving the lesson:

Fourth use

Date: _____

No. of Students Involved: Boys: _____ Girls: _____

Class used with: _____

Components Used: _____

Manner in which I used the YDSK materials this day:

My impressions of the way in which the students responded to the material I used today:

My comments on the materials I used today and their usefulness to me in giving the lesson:

Introduction

Tape recorder, say what they like, not all at once, etc

All Classes

1. Who has a driver's licence?
2. Who taught them to drive? What experiences did they have of the learning process?
3. What is involved in actually getting a licence? How do they feel about it... do they feel confident when a licence first held?
4. Should conditions for getting a licence be stricter? That is, how does what they learn at driving school compare to what it is like learning to drive safely on the road?

Should learning drivers have to undertake more lessons or should there be any other conditions or training for pre-licence drivers?
5. How do they feel about holding a driver's licence? What does it mean to them? (socially/with family, friends)
6. Do they feel any increased responsibility in having a licence? (passengers/other drivers/vehicles on the road etc)
7. What do they see as the three main risks of driving?
 - as a novice driver
 - after a year or so
8. What would they see as the most problematic times/places to drive?
9. What experiences have they had of problem situations/accidents?
10. What skills would those with licences say they are still learning?
11. Specifically:
 - What are the major factors in road crashes, in their opinion?
 - How can road crashes be prevented?
 - What are the major effects of alcohol on drivers? what do they know about levels of drink/skill impaired/how long alcohol stays in the blood stream/whether coffee, food, exercise, vomiting makes any difference?
 - What skills are needed for night driving? What are the problems in night driving? What should they be aware of for themselves?
 - Are there any problems of having their friends in the car? What do they think is "peer pressure"?

Group A schools only

12. What safe driving lessons have they had at school?
13. Specifically, do they recall seeing any videos or movies on safe driving? What do they remember?

14. Road Worrier

- what was the Road Worrier all about?
- who were the characters?
- describe the incidents shown
- what driver skills are being talked about?
 - what do they see as driving skills? How soon will they have these?
 - driver anticipation? How long does it take to have this?
 - driver judgement? How long does this take?
- overall, what did they think of the video?
- was it interesting, boring, well made, bad, exciting, etc?
- did it make its points well, badly etc?
- was Neil like anyone they knew?
- would they say that seeing Road Worrier had made them aware of something about driving that they were not otherwise aware of? What is that?

15. The Big Gig

- what was The Big Gig all about?
- who were the characters?
- describe the incidents shown.
- what driver skills are being talked about?
 - what did it say about late night driving?
 - about drink driving?
 - about driving with a car load of friends?
- overall, what did they think of the video?
- was it interesting, boring, well made, bad, exciting, etc?
- did it make its points well, badly etc?
- was the band and its music, appropriate for them?
- would they say that seeing The Big Gig had made them aware of something about driving that they were not otherwise aware of? What is that?

16. Overall, of what value had the video(s) been to them, in being aware of safe driving practices??
17. Anything else to say about education or education materials for young drivers?

Topic Guide

Stage Two

Ref:J084

Students' Discussions

Introduction

Tape Recorder, say what they like, not all at once etc

1. Who attended the first group discussions, earlier in August?
2. What if anything had they done, with regard driver education or road safety, between then and now?
3. If VIDEOS mentioned, ask the following..
4. Road Worrier
 - what was the Road Worrier all about?
 - who were the characters?
 - describe the incidents shown
 - what driver skills are being talked about?
 - what do they see as driving skills? How soon will they have these?
 - driver anticipation? How long does it take to have this?
 - driver judgement? How long does this take?
 - overall, what did they think of the video?
 - was it interesting, boring, well made, bad, exciting, etc?
 - did it make its points well, badly etc?
 - was Neil like anyone they knew?
 - would they say that seeing Road Worrier had made them aware of something about driving that they were not otherwise aware of? What is that?
5. The Big Gig
 - what was The Big Gig all about?
 - who were the characters?
 - describe the incidents shown.
 - what driver skills are being talked about?
 - what did it say about late night driving?
 - about drink driving?
 - about driving with a car load of friends?
 - overall, what did they think of the video?
 - was it interesting, boring, well made, bad, exciting, etc?
 - did it make its points well, badly etc?
 - was the band and its music, appropriate for them?
 - would they say that seeing The Big Gig had made them aware of something about driving that they were not otherwise aware of? What is that?
6. Overall, of what value had the video(s) been to them, in being aware of safe driving practices??
4. Should learning drivers have to undertake more lessons or should there be any other conditions or training for pre-licence drivers?
5. Do they feel any increased responsibility in having a licence? (passengers/other drivers/vehicles on the road, etc)

7. What do they see as the three main risks of driving
 - as a novice driver
 - after a year or so
8. What would they see as the most problematic times/places to drive? And why?
9. **Specifically: (BUT these things may have been covered in the discussion on the two videos...)**
 - What are the major factors in road crashes, in their opinion?
 - How can road crashes be prevented?
 - What are the major effects of alcohol on drivers? what do they know about levels of drink/skill impaired/how long alcohol stays in the blood stream/whether coffee, food, exercise, vomiting makes any difference?
 - What skills are needed for night driving? What are the problems in night driving? What should they be aware of for themselves?
 - Are there any problems of having their friends in the car? What do they think is "peer pressure"?
10. Anything else to say about education or education materials for young drivers?

Topic Guide

Stage One

Ref: J084

Teacher Interviews

Introduction

Tape recorder

1. Name and size of school
2. Whether driver education/road safety an elective or core subject?
3. How many teachers involved there?
4. How many kids involved? Describe the way in which driver education taught at their school/by them
5. Any comments on this. could the system be improved and how. why?
6. What has been done with the groups of students AXIA is talking to?
7. Why have the current driver education activities been utilised?
8. What materials are involved from:
 - a) Federal Office of Road Safety?
 - b) State Road Traffic Authority?
9. Where are there any major gaps or lacks in driver education materials for school students who are pre or learner drivers?
10. Have they seen the YDSK materials?
11. What comments do they have to make about the YDSK materials:
What are the good points. the bad points in regard to content/
execution or style of presentation?
 - the 'Road Worrier' video?
 - the 'Big Gig' video?
 - the Teachers' Notes? and other resources in the kit?
12. In what way can all this material be improved?

Start with overall concepts involved.

then...Road Worrier? Way it presents concepts, etc

then...Big Gig? as above

13. If used. either/both
 - how did they use it/them. with what students
 - how useful was it. at the time?
 - what were their students' reactions to it?
 - will they continue to use? why/why not?
 - how will they use it?
14. If not using. any (other) reasons why not?
15. Will they use in the future? why/why not?

Topic Guide

Ref:J084

Stage Two

Teacher Interviews

Introduction

Tape recorder

Recapitulate

1. Name and size of school
2. Whether driver education/road safety an elective or core subject?
3. How many teachers involved there?
4. How many kids involved? Briefly describe the way in which driver education taught at their school/by them
5. What has been done with the groups of students ANIA is talking to, since our last visit?
6. Did they use the YDSK materials?

If Not: why not (probe fully)

If Used

7. What comments do they have to make about the YDSK materials: What are the good points, the bad points in regard to content/execution or style of presentation?

- the 'Road Worrier' video?
 - content?
 - style of execution/presentation
 - believability of Road Worrier

- the 'Big Gig' video?
 - content?
 - style of execution/presentation
 - believability of Road Worrier

- the Teachers' Notes? and other resources in the kit?

12. In what way can all this material be improved?

Start with overall concepts involved.

then...Road Worrier? Way it presents concepts, etc

then...Big Gig? as above

13. If used, either/both

- how did they use it/them, with what students
- how useful was it, at the time?
- what were their students' reactions to it?
- will they continue to use? why/why not?
- how will they use it?

4. If not using, any (other) reasons why not?

5. Will they use in the future? why/why not?

Ref: J084

August, 1989

YDSK Code Frames

Question 1 (Extension)

3 No information

Question 2a) (Extension)

4 No information

Question 2b)

- 1 .1988 or before
- 2 Jan-Feb 1989
- 3 March-April 1989
- 4 May-June 1989
- 5 July-August 1989
- 6 No information
- 7 Other

Question 2c)

- 1 Parents
- 2 Brother/Sister
- 3 Boyfriend/girlfriend
- 4 Driving school/instructor
- 5 At school/Teacher
- 6 Royal Automobile Assoc.
- 7 Self
- 8 Other
- 9 Don't know
- 10 No information

Question 3 (Extension)

- 3 Don't know
- 4 No information

Question 4Net Experience

- 1 Lack of experience/situations not encountered before
- 2 Taking risks/doing stupid things/lack of concern for others
- 3 Panicking/being nervous/lack of confidence
- 4 Other experience comments
- 5 Lack of concentration/becoming distracted /careless
- 6 Overconfidence
- 7 Maintaining concentration/staying alert/keeping eyes on road
- 8 Lack of judgement
- 9 Tiredness/long distance driving
- 10 Other driving risk comments

Please note that codes 1/3/4/8 should be analysed under the net heading of Net Experience comments. Codes 2/5/6/7/9/10 should be analysed under the net heading of Net Driving risks comments.

Net Speed Comments

- 11 Driving too fast/speeding
- 12 Driving too slow
- 13 Being overcautious
- 14
- 15
- 16 Other speed comments

Net Environmental Comments

- 17 Wet weather/fog
- 18 Pedestrians
- 19 Other drivers/careless drivers/impatient drivers
- 20 Night driving
- 21 Heavy traffic
- 22 Bikes
- 23 Other environment comments

Net Peer Pressure Comments

- 24 Friends in car/back seat/cause distractions
- 25 Radio blaring/music loud
- 26 Showing off/acting smart/cool
- 27 Peer group pressure
- 28
- 29 Other peer group pressure comments

Net Alcohol/Drugs Comments

- 30 Alcohol
- 31 Drinking and driving
- 32 Taking/smoking drugs
- 33 Drunk drivers
- 34
- 35
- 36 Other alcohol/drugs comments

Net Car Comments

- 37 Not regularly checking car/Having car serviced/unroadworthy car
- 38 Powerful/fast cars
- 39 Being aware of other cars on the road
- 40 Not wearing seatbelt
- 41
- 42 Other car comments

Net Other Comments

- 43 Ignoring safety precautions
- 44 Not obeying road rules signs
- 45 Other comments
- 46 No information
- 47 Don't know

Question 5**Net Effects on the body**

- 1 Slows reflexes
- 2 Slows reaction time/response slower
- 3 Affects vision/eyesight
- 4 Affects co-ordination/sense of balance/lose control/dizzy
- 5 Affect anticipation
- 6 Makes you sick
- 7
- 8 Other

Net Effect on Senses

- 9 Affects concentration/become distracted
- 10 Makes you tired/drowsy/sleepy
- 11 Disorientation/not with it/don't know what you're doing
- 12
- 13
- 14
- 15 Other

Net Effects on Mind

- 16 You become overconfident/false sense of confidence
- 17 Affects judgement/clear thinking/can't make sensible decisions
- 18 Reduces awareness/become unaware of other drivers
- 19 Take more risks
- 20 Lack of ability to recognise dangerous situations
- 21 Showing off/act silly
- 22
- 23
- 24 Other

Net Effects the Driving

- 25 Sloppy/careless driving
- 26 Drive too fast/speeding
- 27 Can't control car properly/lose control of car
- 28 Makes you a danger to others/cause accident
- 29
- 30
- 31 Other

Net Other Comments

- 33
- 34
- 35 Other comments
- 36 No information
- 37 Don't know

Question 6 a)-j) (Extension)

- 6 No information

Question 7 (Extension)

- 7 No information

Question 8 (Extension)

- 8 No information

Question 10 (coded in col 27)

- 1 Year 10
- 2 Year 11
- 3 Year 12
- 4 Other
- 5 No information

Please note that we need a code for research wave. We have not left a column number for the research wave (there are two waves) so suggest that we make it column 28 at the end of the questionnaire and the codes are as follows:

code 1 = pre research
code 2 = post research

Also note the following additions:

Col 29 State ID
 code 1 = VIC
 code 2 = SA
Col 30 City/country ID
 code 1 = city
 code 2 = country

Col 31 A 1
 B 2
 C 3
 ? 4.

Appendix C
The Brief

Our Reference.

Your Reference:

Contact:

AXIA
Suite 202
247 Princes Highway
NORTH SYDNEY NSW 2063

Dear Sirs,

CONSULTANCY COMMISSION - EVALUATION OF YOUNG DRIVERS SURVIVAL KIT

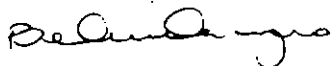
The Department of Transport and Communications wishes to invite your company to submit a proposal for the above Consultancy project, in accordance with the attached specification.

Any resultant contract would be in accordance with the Department's "General Conditions of Contract for Consultancy Services", a copy of which is also attached.

Should you wish to submit a proposal for this project, please forward two (2) copies in the envelope provided to the Tender Box by 2.00PM Wednesday 29 March 1989.

Enquiries regarding the content of the specification may be directed to Mr Tim Ward on telephone number (062) 687185. Should you have any queries concerning the submission of your proposal, please contact the undersigned on telephone number (062) 642599.

Yours Sincerely,



Belinda Yeo
for Secretary
Department of Transport and Communications

8 March 1989



FEDERAL OFFICE OF ROAD SAFETY

PROJECT SPECIFICATION

EVALUATION OF YOUNG DRIVER SURVIVAL KIT

BACKGROUND

Young drivers in Australia are over-involved in road crashes. The age group 16-25 years represents 15% of the population, yet 37% of all road fatalities. Over 1 000 young people are killed in road crashes each year and a further 11 000 admitted to hospital. Of those killed 80% are male.

Young drivers are most at risk when they've had their licence for one or two years. At this time they become over-confident about their driving skills and are more likely to put themselves into situations they are unable to handle. Typical crashes involving young drivers occur late at night with a car full of friends and an alcohol affected driver.

The Young Driver Survival Kit (YDSK) was developed in response to these facts about young drivers. It was completed in July 1988 and distributed, on request, to secondary schools and driver training organisations in all States and Territories. The aim of the material is to increase awareness of the major factors associated with the involvement of young drivers in road crashes. The target group is pre-licence and novice drivers (15-19 years). The kit consists of: two videos ('Road Worrier' and 'The Big Gig'); Teachers notes (2 copies); and two copies of the pamphlet 'Why you should/shouldn't drink and drive'. Approximately two thousand kits have been distributed to date.

The 'Road Worrier' video uses light comedy to provide young drivers with a realistic perspective of the skills and time involved in becoming a safe driver. The issue of over-confidence is also addressed. The 'Big Gig' video provides information to young drivers about alcohol, late night driving and peer group pressure. Humour, science fiction and rock music are used to convey the messages.

The Teachers' Notes provide the teacher with background information about young people and driving, outline the key teaching points of the videos and provide ideas for teaching strategies and activities which could be used to introduce, reinforce and extend the messages contained in the videos.

Both videos were trialled at the conceptual and script development stages before shooting, and again prior to the final edit stage. In addition 'Road Worrier' has been evaluated in its final form. These evaluations were conducted in small groups in a non-school situation.

OBJECTIVE

To determine how teachers are using the kit with their students and to assess whether the material has met its aim of increasing awareness of the major factors associated with the involvement of young drivers in road crashes.

METHODOLOGY

Suggestions for suitable methodologies are to be provided by the consultant for consideration as part of the tendering process. It is expected that this would include information about sampling technique, proposed method of collecting information and possible outcomes of the project. A list of recipients of the material is available.

OUTPUT

The consultant is required to provide a comprehensive report of the project, including a detailed analysis of the results, conclusions and recommendations. 100 copies of the final report will be required.

TIMING

The evaluation is to be conducted in schools during the second term of the year, with the final report received by FORS by the end of June 1989.

BUDGET

The consultant is required to provide full details of the costing of the proposal, including provision for two return airfares to Canberra for project briefings. Travel should be identified as a separate component.

PROPOSAL

The consultant should submit a research proposal including aims, sampling technique, methodology, expected outcomes, timing and costing.

A copy of the YDSK is enclosed with this correspondence. Further information can be obtained from Kerry Webber on (062) 687 427.