

2026 ROAD SAFETY ACTION PLAN: COMMUNITY ATTITUDES

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NSW Centre for Road Safety

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GAME CHANGERS



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This research was conducted in accordance with ISO20252:2019 and ISO 9001:2015.

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Executive Summary

An online study with NSW road users was conducted this year, in order to provide the NSW community with an opportunity to provide input into the development of the NSW 2026 Road Safety Action Plan. A similar study was conducted in 2017 to inform the NSW 2021 Road Safety Action Plan. This year the study was conducted to obtain information with respect to:

- Road safety issues of most concern to NSW road users;
- Road safety issues that apply to different kinds of road users;
- Views on a range of road safety countermeasures and initiatives, and how they contribute to making our roads safer; and
- Road Safety attitudes and perceptions of NSW road users.

This years' survey was administered to online panel respondents (n=1,246) and an open-link (n=2,438) was placed online on various platforms (including the Centre for Road Safety and Transport for NSW websites and social media channels, and face to face forums) to increase the reach of the survey and provide a greater opportunity for the community to participate in the study. The online panel survey was structured to reflect the NSW population. Quotas were placed on this survey and data was weighted using the latest ABS census data to account for any discrepancies between the final achieved sample mix and intended quotas. The online panel survey can therefore be considered to be broadly representative of the NSW population; throughout the report the online panel sample will be referred to as the representative sample, or the representative survey.

The open-link sample did not have quotas and the data was not weighted. It is not representative of the NSW population. The sample achieved in this survey differed from the representative sample with females, respondents aged 40-59 years old, motorcyclists, and heavy vehicle drivers over-represented in this sample. This over representation can be further observed through findings from this sample throughout the report. When interpreting the results from the open-link sample, the over-representation of these subgroups in the sample must be considered.

Summary of findings

Road safety issues of most concern to the NSW community

Respondents were asked to select from a list the three road safety issues that were of most concern to them. The representative sample selected **drink driving**, **speeding** and **drug driving** as their primary road safety concerns, which is consistent with the 2017 results. Three in five respondents (61%) selected drink driving as one of their top three concerns, with around one in four respondents (24%) saying it was their most concerning issue. Another large proportion of respondents indicated that speeding and drug driving (50% and 43% respectively) are of most concern to them.

Additional comments about road safety issues highlighted concerns around road design and infrastructure. This was the most spontaneously cited issue among both samples, indicating it is another major concern to the community. Under this heading were references to 'road surface', 'signage' and 'traffic lights'.

Overall importance of countermeasures

Survey respondents were presented with a series of evidence based countermeasures, including descriptions and images, and were asked to rate the importance of each countermeasure in making roads safer. **All of the countermeasures presented are deemed important to respondents** (between 66% and 87% of the representative sample rated each countermeasure as 'very important' or 'fairly important'). This is a consistent

finding across all elements of the safe system. In general, when differences between subgroups from the representative sample were identified, males and metro residents tended to place a higher value on the countermeasures.

Safe roads and safe speeds

Between 66-84% of the representative sample rated each safe roads and safe speeds countermeasure as important.

Countermeasures relating to road design improvements are highly rated by the community. The representative sample most valued making curves safer on high speed roads, with more than eight in ten (84%) rating it as important. Median barriers are another example of the importance of road infrastructure for the community as it is also rated very highly (83%). Controlled turning of vehicles at intersections is also viewed as one of the most important countermeasures (84%).

In line with speeding being rated as the second most cited road safety issue of concern, eight in ten (82%) placed high importance placed on the countermeasure lowering speeds on narrow or high risk roads.

In general the open-link results are similar to the representative sample except for lowering speeds on narrow or high risk roads. This measure tends to be considered less important among the open-link sample compared to the representative sample.

Safe road users

The safe road users countermeasures were slightly more likely to be given higher importance ratings than other countermeasures.

In line with 2017, the vast majority of the representative sample (87%) continue to consider safety of heavy vehicle drivers as a primary countermeasure. Alcohol and drug testing are also perceived as important countermeasures (85% and 83% respectively) which aligns with the results of road safety issue concerns (where drink driving was in first place and drug driving was in third place).

In the open-ended responses, the open-link respondents tend to place more emphasis on greater training and education (32%) as opposed to law enforcement (15%). Conversely, law enforcement was the most prevalent suggestion spontaneously raised among representative sample, when asked for any other comments about safer roads and safe speeds.

Safe vehicles

A number of new safe vehicle countermeasures were tested in the survey this year. Vehicle technologies that enhance driver's vision and hazard detection capacity, including blind spot detection (86%) and reversing cameras and sensors (84%) are viewed as the most important countermeasures among the representative sample.

There continues to be an emphasis on driver's responsibility within both samples. Open-link respondents raised concerns around an increasing reliance on these safety technologies to the potential detriment of drivers' attention.

Planning for the future transport system

Respondents were asked to rank (from a list presented to them) what they see as the most important measures to improve road safety over the next 40 years.

In line with the countermeasures results, vehicle technologies and road design measures are seen as most beneficial to improve the safety of future transport among the representative sample:

- Vehicle technology that monitors drivers and detects fatigue and distraction (49% included this in their top three);
- Measures that separate you from oncoming vehicles (47%); and
- Vehicle technology that ensures the vehicle stays within the speed limit (44%).

The majority of the community shows desirable attitudes towards road safety behaviours, with the vast majority (78% of the representative sample) endorsing driving within the speed limits at anytime and anywhere. In addition, there are very high levels of support in the community for the NSW Government in aiming for a zero-road toll by 2056 (84% for the representative sample and 74% for the open-link).

1 Research context

1.1 Background

NSW Road Safety Strategy 2012-2021

The NSW Road Safety Strategy 2012-2021 (the Strategy) was released in 2012 and set the key direction for road safety action and the target of a 30% reduction in road trauma.

The main objectives of the Strategy are:

- Set road safety objectives and outline initiatives for the decade 2012-2021;
- Attempt to lower road fatalities and serious injuries by 30%; and
- Outline specific action plans for achieving these objectives.

In 2017, Ipsos conducted a Community Attitude Survey (online survey) alongside a community consultation to inform the Road Safety Plan 2021 (the Plan) which builds on the Strategy. The online survey conducted by Ipsos included:

- A representative survey of the NSW community to give an indication of the overall attitudes of the NSW community to a range of road safety issues; and
- An open survey of the community which was undertaken to provide an opportunity for anyone to have input.

As the Plan nears its conclusion, the NSW Centre for Road Safety (CRS) is assessing its progress and commencing work to develop a new Action Plan.

To assist in the development of the 2026 Road Safety Action Plan, in 2021 Ipsos conducted another online Community Attitude Survey among the NSW community.

1.2 Objectives

The overarching objective of this research is to provide the NSW community with an opportunity to provide input into the development of the 2026 Road Safety Action Plan.

More specifically, this research aims to assess:

- Road safety issues of most concern to NSW road users;
- Road safety issues for different kinds of road users;
- Views on a range of road safety countermeasures and initiatives, and how they contribute to making our roads safer; and
- Road Safety attitudes and perceptions of NSW road users.

1.3 Methodology

A quantitative survey was administered online using two separate avenues:

- an online panel (i.e. representative sample); and
- an open-link which was placed online and open to all community members and stakeholders.

The survey included countermeasures to improve road safety that were selected based on research evidence and expert workshops conducted as part of Plan development.

Prior to implementation, a total of five cognitive interviews of 45 minute (via telephone) were conducted with a range of NSW road users to test the survey tool, ensuring questions were being interpreted correctly and further refining the questionnaire. The overall flow, structure and length of the questionnaire were positively received during the cognitive testing. A few wording changes were made for consistency and to clarify the meaning of some countermeasure descriptions and some response frames.

Panel survey (representative survey)

Interlocking quotas based on ABS census data were applied to the panel sample, maximising its representation of the NSW population by age, gender and location (regional/metropolitan). Consistently with 2017, the metro sample consists of Sydney, Newcastle and Wollongong, while other areas are considered as regional. In order to conduct effective analysis on metro and regional differences, a boost of n=200 was used in regional areas to achieve a greater regional sample size, allowing for more meaningful analysis of these respondents. The boost effectively reduced the margin of error for the regional sample from ± 5.3% to ± 4.2%.

Survey length ranged from 15 to 20 minutes in duration. Fieldwork was conducted between the 16th March and 9th April, 2021.

Open-link sample

The survey was placed online on a number of different platforms to allow for wider community opportunity to participate in the study. The survey was made available via:

- Centre for Road Safety Facebook page (including paid);
- Centre for Road Safety website;
- Towards zero website;
- Transport for NSW LinkedIn;
- Transport for NSW Intranet and internal newsletters;
- Face-to-face community forums across NSW; and
- Stakeholder websites and distribution.

The questionnaire was exactly the same as the questionnaire used in the representative survey. The open-link survey was open between the 29th March and 29th April, 2021.

1.4 Analysis and reporting of differences

Analysis of survey data was carried out using SPSS and Q data analysis software (software packages used for statistical analysis in social research).

Significance testing was undertaken by testing the proportion of participants from a particular group who gave a particular response, against the proportion of all other participants who gave that same response. Two-sided t-tests for numerical data were used, with a significance level (α) of 0.05. The False Discovery Rate was applied to minimise type one errors (false positives) in multiple comparisons.

Where there are two sub-groups (e.g. for gender) we can say that the sub-groups are significantly different from each other. Where there are more than two sub-groups (e.g. for age), a group reported in the findings as ‘different’ is significantly different from the average for all other groups for that question.

Statistically significant differences are annotated in the following ways throughout the report:

- Significant differences are shown on charts with green ( ) and red ( ) triangles alongside figures:
 - The full triangles ( ) are used for comparison between the 2017 and 2021 figures, illustrating whether a 2021 figure is higher or lower than the 2017 figure; and
 - The empty triangles ( ) are used for subgroup analysis within the 2021 figures only, illustrating whether a figure is higher or lower than the average.
- Significant differences between sub-groups are mostly described within the text.
- Only instances where significant differences were detected are mentioned in the report.

Note that in the commentary throughout this report, the term ‘significant’ is used to refer to statistically significant differences. This also applies to discussion around differences or changes unless the text specifically states that differences are not significant.

Terms such as ‘more likely’, ‘less likely’, ‘most likely’, ‘a greater proportion’ are also used, and are treated in the same way.

Weighting

The panel sample data has been weighted using the latest ABS State population statistics (i.e. 2016 ABS census) to correct for any discrepancies between the final achieved sample and intended quotas. This allows for a more accurate reflection of the NSW population makeup.

Open-link sample data was not weighted as this sample is not designed or expected to be representative of the NSW community overall.

Rounding in charts

In some charts, response categories shown may not sum to 100% due to rounding of the numbers displayed. It should also be noted that for questions where multiple responses were allowed, response categories may sum to more than 100%. Similarly, where the figures for the ‘top two’ response options are combined (for example in an importance scale question, where the top two responses would be ‘very important’ and ‘fairly important’) in one chart but separated in the next, the two sets of figures may appear not to reach the same total, again due to rounding. This also applies to figures for the ‘top two’ responses combined in the supplementary ‘topline’ report that are reported separately in this report.

Sub-group analysis

Sub-group analysis was conducted only on the panel (representative) sample. No sub-group analysis was conducted on the open-link sample as the sample is not representative of the population (see Section 1.5).

Data analysis on the representative sample was conducted by the following sub-groups:

- Gender;
- Age;
- Whether licence held;
- Type of licence held;
- Bicycle riders;
- Driving frequency (cars);
- Riding frequency (motorcyclists);
- Heavy vehicle driving frequency;

- Cycling frequency;
- Hours spent driving or riding in a week;
- Type of road user;
- Whether respondent or someone close to them has been in a serious accident (resulting in death or hospitalisation);
- Aboriginal and/or Torres Strait Islander;
- Culturally and Linguistically Diverse (CALD); and
- Income.

1.5 Sample profile

The total sample sizes achieved were:

- n=1,246 for panel sample; and
- n=2,438 for the open-link sample.

Table 1 outlines quotas which were set for the representative sample and the subsequent completes achieved. Quotas were not placed on the open-link sample.

Table 1. Panel sample quotas and sample achieved

Area	Age	Metro		Regional (including n=200 boost)	
		Quota	Achieved	Quota	Achieved
Male	17-29	78	71	52	45
	30-39	64	72	39	63
	40-49	57	63	44	56
	50-59	51	56	49	60
	60+	82	84	94	97
Female	17-29	80	30	55	22
	30-39	63	67	38	34
	40-49	56	66	43	43
	50-59	49	58	47	56
	60+	72	96	87	107
TOTAL		652	663	548	583

The representative and open-link samples differed from each other on a number of key demographic characteristics. Below are descriptions of the profiles of each, for comparison. Additional demographics (including driving, riding and cycling frequencies) can be found in appendix A.

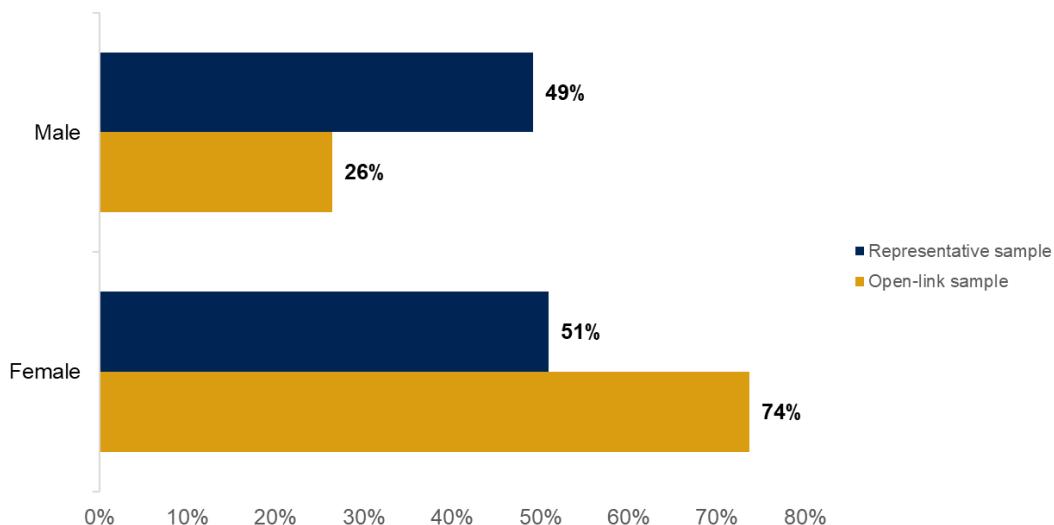
Demographic profile

The demographic profile of the representative and open-link sample is shown in the figures below. Results from the representative sample are based on weighted data, while the open-link sample is unweighted.

Gender

Figure 1 shows the gender distribution of both samples and that females are over-represented in the open-link sample.

Figure 1. Gender

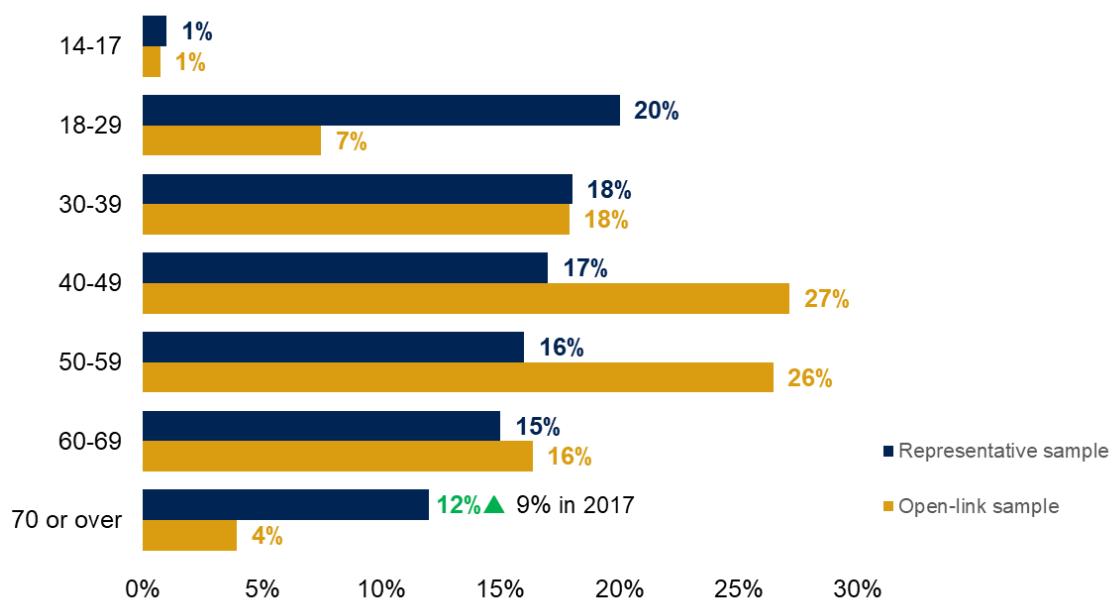


Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438
SQ1 Are you

Age

Figure 2 shows the age distribution of both samples. Those aged 18-29 and those aged 70 or over, are under-represented in the open-link sample, while those aged 40-59 are over-represented.

Figure 2. Age



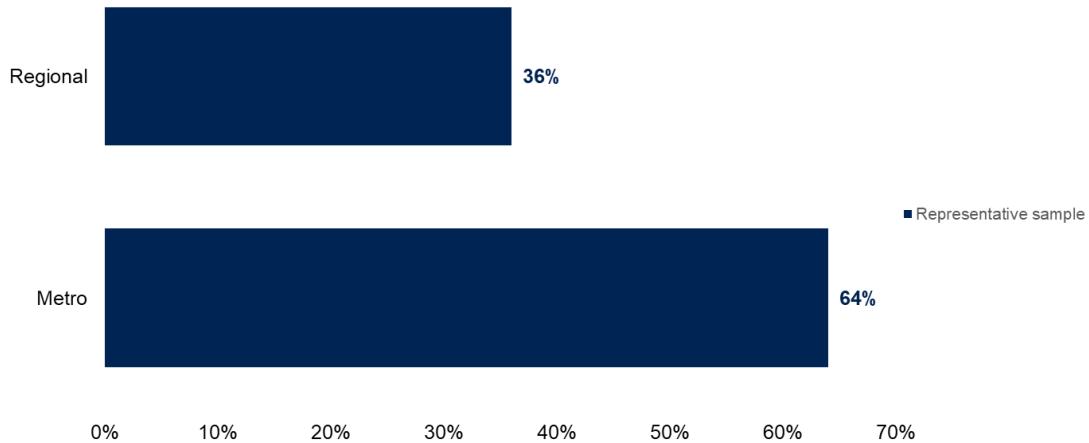
Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438
SQ2 Which of the following age groups are you in...?

Location

Figure 3 shows the area of residency of respondents from the representative sample. The data below aligns with the latest ABS census data due to weighting, with two thirds (64%) of the metro residents and one third living in regional areas.

Location information was not collected for the open-link sample in 2021. Therefore there is no open-link data in the chart below.

Figure 3. Location



Base: Total sample | 2021 | Representative sample n=1,246

HQ3 Area from postcode.

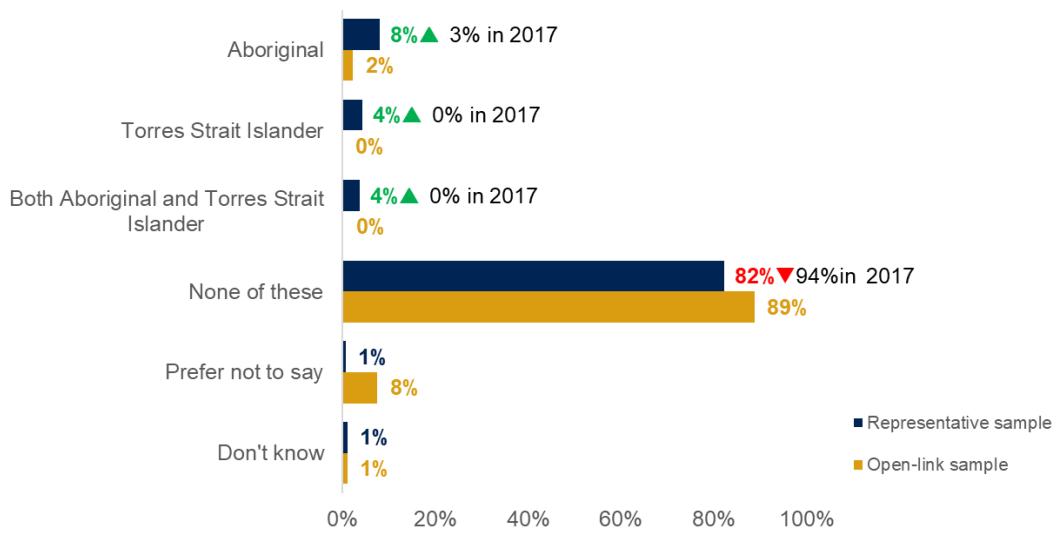
Note: HQ3 not asked in the open-link sample

Aboriginal and/or Torres Strait Islander

Figure 4 shows the proportion of respondents with Aboriginal and/or Torres Strait Islander origin. There is a higher representation of Aboriginal and Torres Strait Islander within the representative sample, compared to the open-link sample.

Compared to 2017, the representative sample in 2021 includes a significantly higher proportion of Aboriginal (8% in 2021 compared to 3% in 2017), Torres Straits Islander (4% compared to <1%) and both Aboriginal and Torres Straits Islander (4% compared to <1%).

Figure 4. Aboriginal and/or Torres Strait Islander



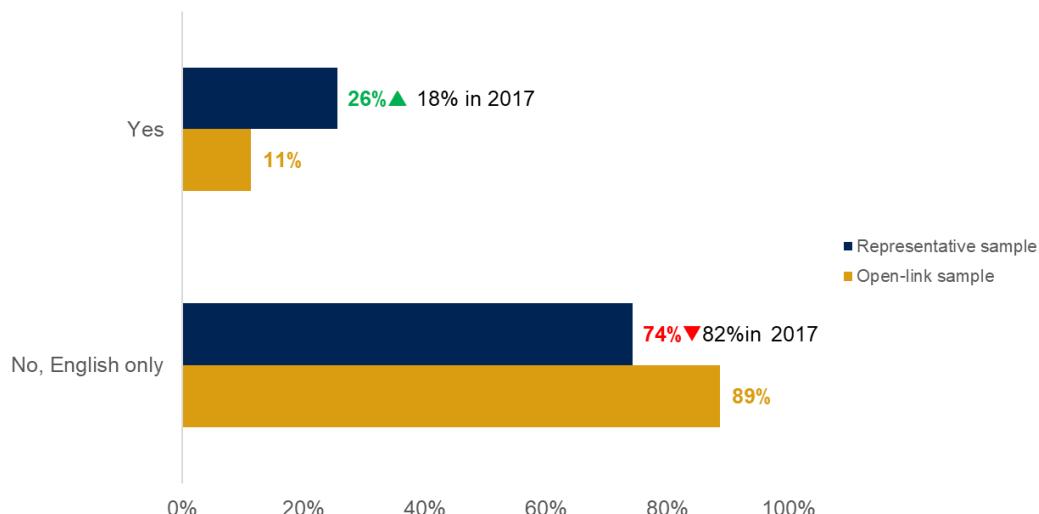
Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438
Q21 Are you of Aboriginal and/or Torres Strait Islander origin?

Culturally and Linguistic Diversity (CALD)

Figure 5 shows the proportion of respondents with a culturally and linguistic diverse (CALD) background. Culturally and linguistically diverse (CALD) respondents are under-represented in the open-link sample (11%), compared to the representative sample (26%).

This year, there is a higher representation of CALD respondents within the representative sample (26%), compared to 2017 (18%).

Figure 5. Cultural and Linguistic Diversity



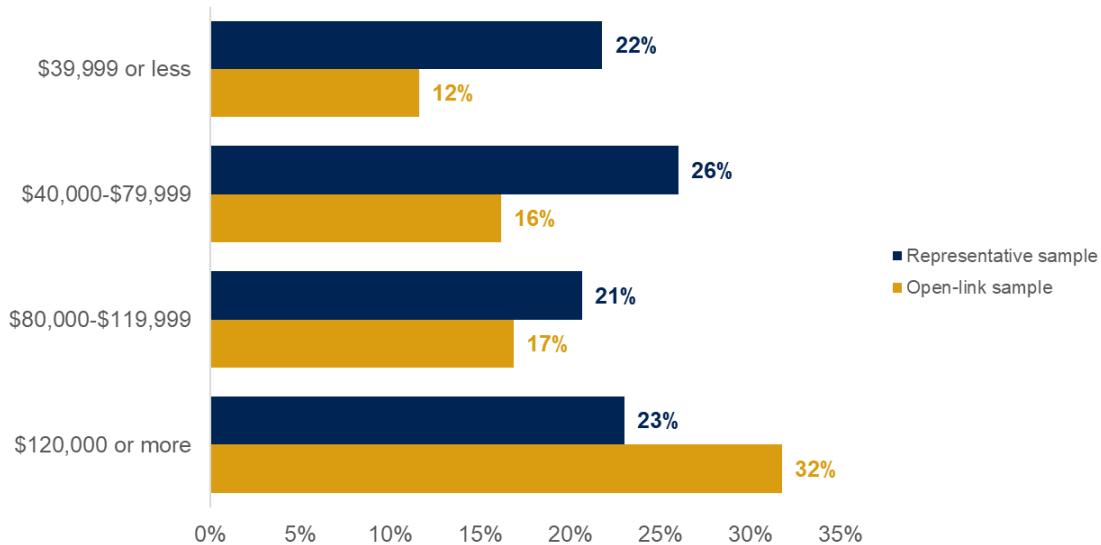
Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438
Q22 Do you speak any languages other than English at home?

Household income

Figure 6 shows the levels of household income before tax for both samples. Higher income earners, those earning \$120,000 or more, are over-represented in the open-link sample.

Household income between the 2017 and 2021 representative sample is consistent with no significant differences.

Figure 6. Income



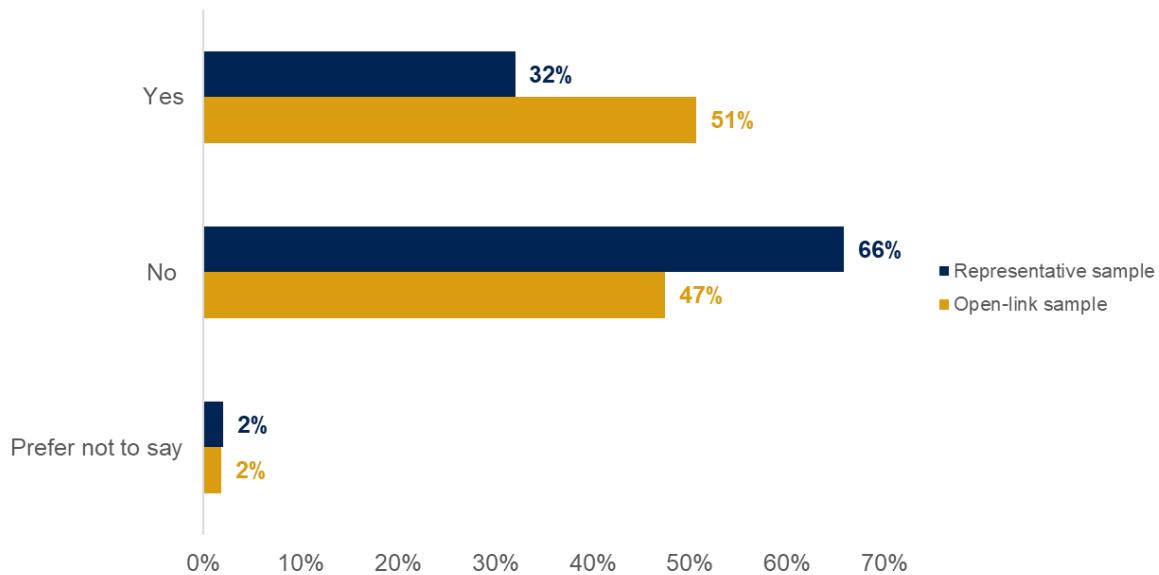
Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438
Q23 Which of the following best describes your household income before tax?

Personal experience with serious road crashes

Figure 7 shows the proportion of respondents who have, or someone close to them have, ever been involved in a road crash where someone was killed or hospitalised. Almost one third (32%) of the representative sample have experienced serious road crashes. This proportion is higher among the open-link sample with half of these respondents (51%) who reported a similar experience.

The incidence of personal experiences with serious traffic crashes is similar between the 2017 and 2021 representative sample with no significant differences.

Figure 7. Experiences with serious crashes



Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438

Q12 Have you, or someone close to you, ever been involved in a road crash where someone was killed or hospitalised with an injury?

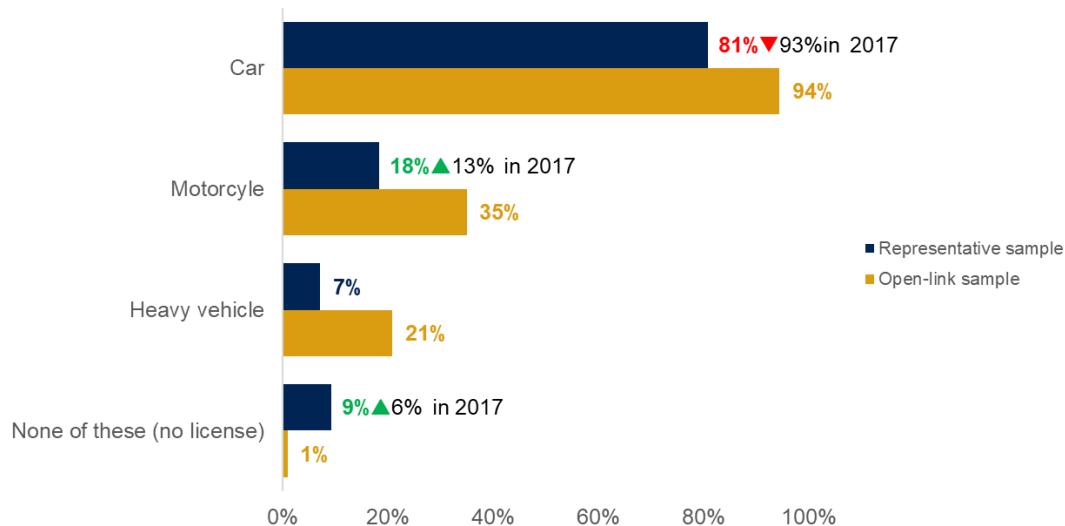
Types of road users

Licences held

Figure 8 shows the types of driving licences held by respondents. The vast majority of the representative sample (81%) are licenced to drive a car and almost one in five (18%) respondents are licenced to ride a motorcycle. However, it is worth noting that the proportion of car drivers is significantly lower than in 2017 while there is a higher proportion of motorcycle riders.

Motorcycle riders and heavy vehicles drivers are over-represented in the open-link sample (35% and 21% respectively).

Figure 8. Vehicles licenced to drive



Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438

Q1 Which vehicles are you currently licenced to drive - including Learner and Provisional licences?

There are some demographic differences within the representative sample:

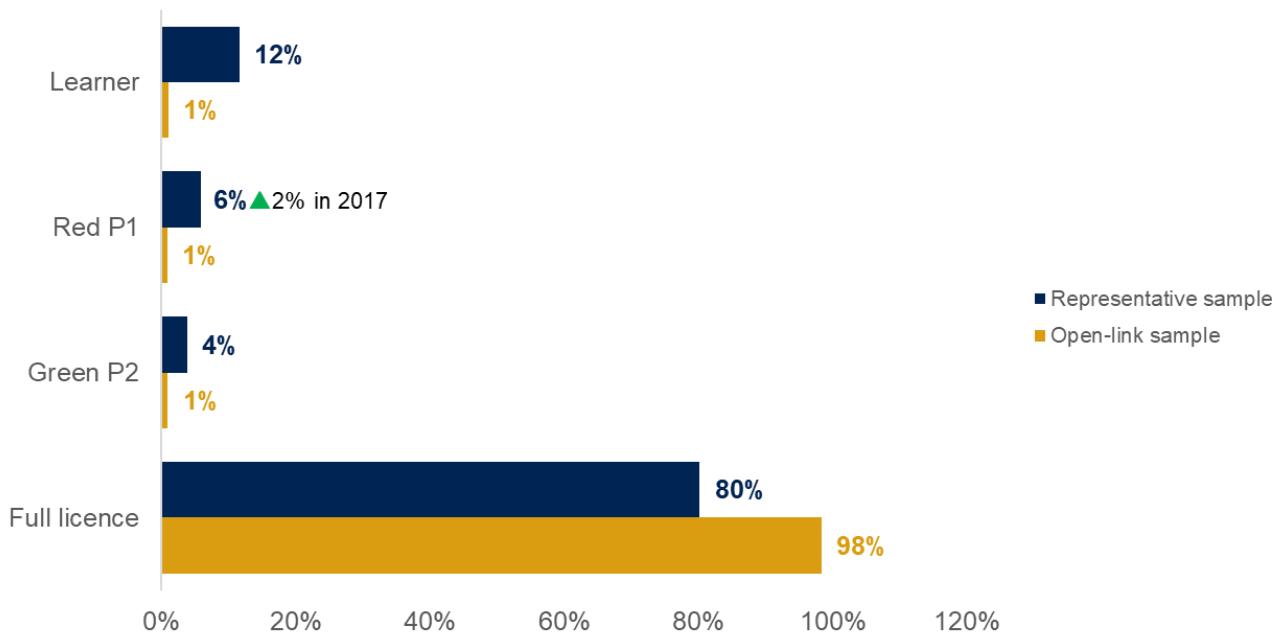
- Males are more likely than females to be licensed to drive a car (85% and 77% respectively), to ride a motorcycle (25% of men, compared with 11% of women) and to drive a heavy vehicle (9% of men, compared with 5% of women);
- Metro residents are more likely to hold a car licence (83% compared with 76% of regional residents), while regional residents are more likely to be licenced to ride a motorcycle (25% compared with 15% of metro residents) or to drive a heavy vehicle (11% compared with 5% of metro residents);
- Respondents with no Aboriginal or Torres Strait Islander background are more likely to hold a car licence (90% compared with 66% of Aboriginal respondents, 33% of Torres Strait Islanders and 64% both Aboriginal and Torres Strait Islanders); and
- Non-CALD and higher income earners, those who earn more than \$120,000, are more likely to hold a car licence (86% and 94% respectively).

Type of car licence

Figure 9 shows the type of car driver's licence held by respondents from both samples. Four in five (80%) hold a full licence to drive a car. Among those that hold a provisional licence, the majority hold a Red P1 licence (60% of the representative sample) compared with 40% of those who hold a Green P2 licence.

Almost all respondents from the open-link sample (98%) hold a full licence to drive a car.

Figure 9. Type of car driver's licence held



Base: Total sample | 2021 | Representative sample n=1,121, Open-link n=2,411

Q2 What type of licence do you currently hold?

Q3 And is that a red P1 or green P2 licence?

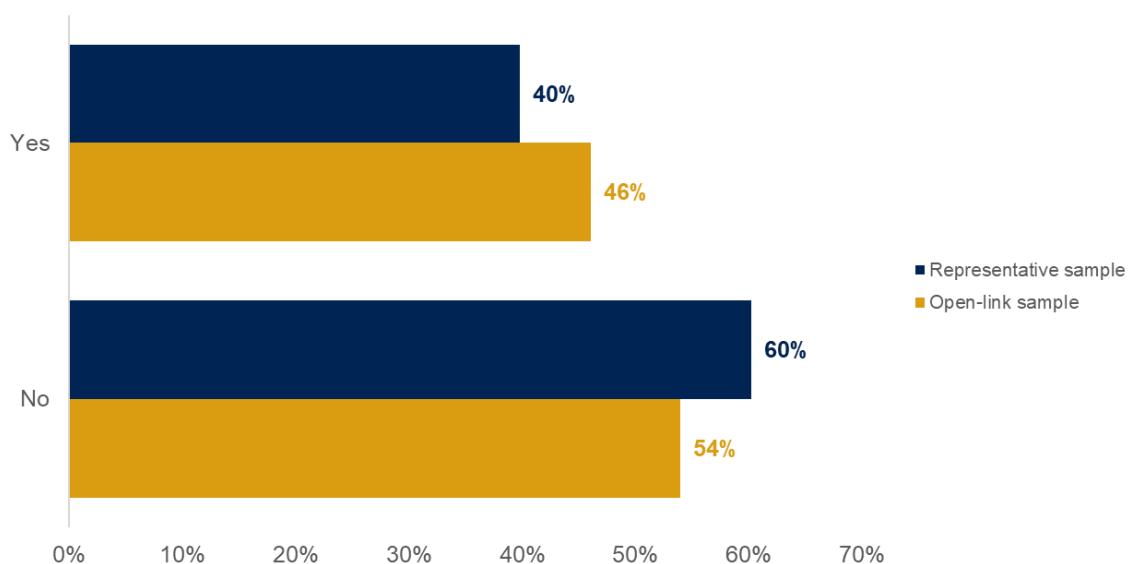
Looking into different subgroups in the representative sample, the following are more likely to hold a learner or provisional licence:

- Regional residents (27%) are more likely to hold a learner or provisional licence than metro residents (18%);
- Bicycle riders are more likely than non-bicycle riders to hold this licence (37% and 10% respectively);
- Those that have experience of serious injury are more likely to hold this licence (37% compared with 13% of those who does not have similar experience);
- Indigenous Australians (52% identified as Aboriginal, 91% of Torres Strait Islander and 59% both Aboriginal and Torres Strait Islander) are more likely to hold a learner or provisional licence compared to non-Indigenous descent (12%); and
- Those identified as CALD (46%) are more likely to hold this licence than those who are non-CALD (13%).

Bicycle riding

Figure 10 shows the incidence of bicycle riders. Two in five respondents from the representative sample (40%) have ridden a bicycle on a road or footpath within the last 12 months. A slightly higher proportion (46%) of cyclists are represented in the open-link sample.

Figure 10. Bicycle riders



Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438

Q4 Have you ridden a bicycle on the road or footpath, in the past 12 months?

The following groups are more likely to have ridden a bicycle in the last 12 months:

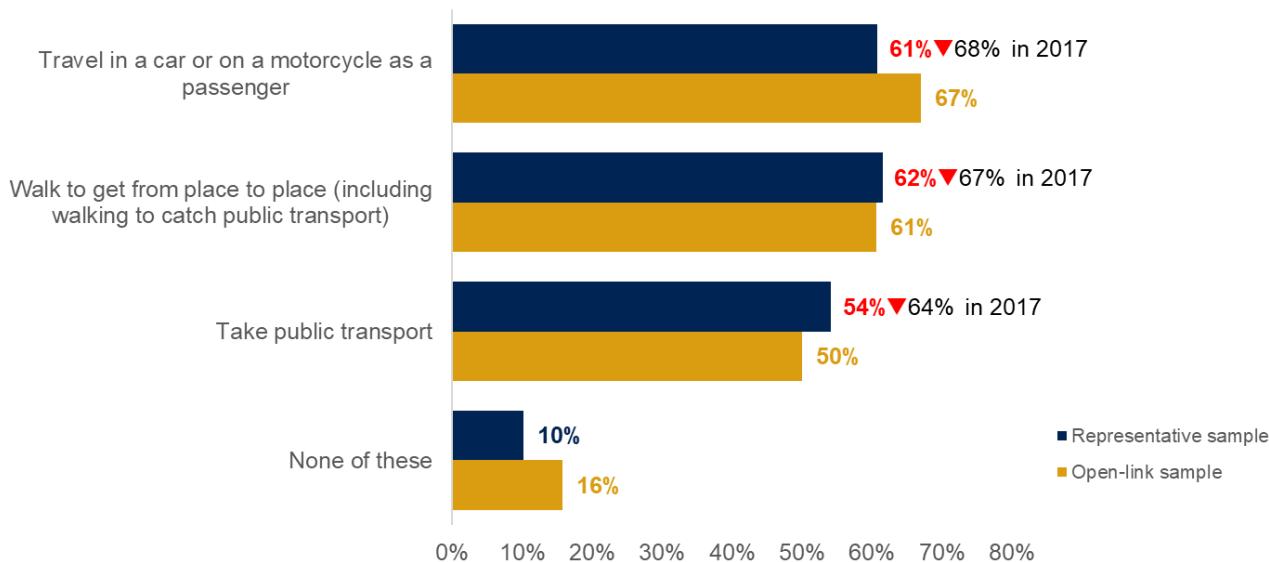
- Those aged 49 and below (aged 29 and below, 57%; aged 30-39, 54% and aged 40-49, 56%) are more likely to have ridden a bicycle than those aged 50 and above (aged 50-59, 28% and aged 60 and above, 14%);
- Frequent motorcycle riders (89%) are more likely to be bicycle riders than those that ride on a motorcycle less than once a week (48%);
- Frequent heavy vehicle drivers are more likely to ride a bicycle (76% compared with 41% of those that only drive heavy vehicles less than once a week)
- Frequent public transport users are more likely to be bicycle riders (51% compared with 31% of those who use public transport less than once a week);
- Frequent pedestrians are more likely to be bicycle riders compared to less frequent pedestrians (42% and 31% respectively);
- Those that have personal experience of serious injury are more likely to have ridden a bicycle in the last 12 months (64% compared with 28% of those that do not have similar experience);
- Indigenous Australians are more likely to ride on a bicycle (Aboriginal 75%, Torres Strait Islander 97%, both Aboriginal and Torres Strait Islander 85% compared with 31% non-Aboriginal descent);
- Those from a CALD background are more likely to have ridden compared to non-CALD (50% and 36% respectively); and
- Those earning a household income more than \$39,000 (\$40,000 - \$79,000 46%, \$80,000 - \$119,999 50% and \$120,000 or more 48%) are also more likely to have ridden a bicycle in the last 12 months (\$39,000 or less 24%).

Other forms of transport

Figure 11 shows the different forms of transport used by respondents. Majority of the representative sample travel in a car or on a motorcycle as a passenger (61%), walk to get from place to place (62%), and a little over half (54%) take public transport. These results are significantly lower than in 2017 which may be linked to changed travel patterns during the 2020-2021 COVID-19 health crisis.

In the open-link sample, there is a larger proportion of respondents travelling as car or motorcycle passengers (67%), than taking public transport (50%).

Figure 11. Use of other forms of transport



Base: Total sample | 2021 | Representative sample n=1,246, Open-link n=2,438

Q7 Do you ever...

The representative sample shows that metro residents are more likely than regional residents to walk to get from place to place (69% and 48% respectively).

The following groups are more likely to travel in a car or on a motorcycle as a passenger:

- Males (67% compared with 54% of females); and
- Higher income earners, those earning \$120,000 or more (69%).

The following groups are more likely to take public transport:

- Metro residents (66% compared with 33% of regional residents);
- CALD (64% compared with 51% of non-CALD); and
- Income earners of \$120,000 or more (63%).

2 Findings

2.1 Road safety issues

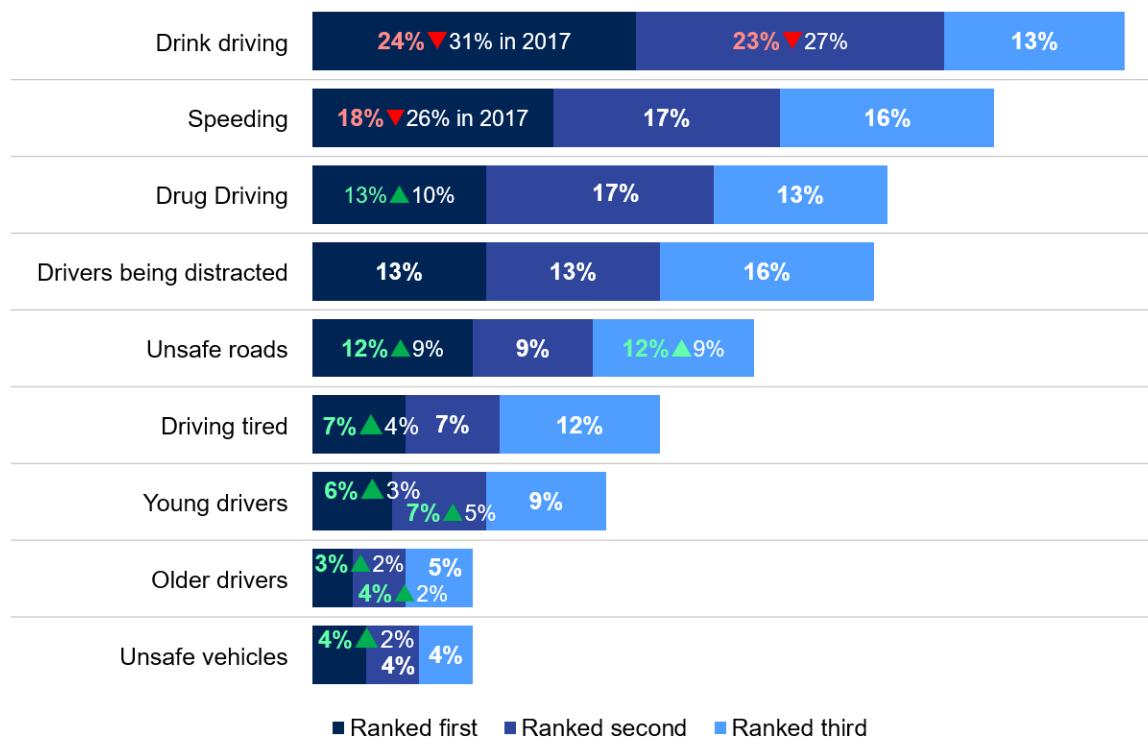
2.1.1 Issues of most concern to NSW road users

Representative sample

Figure 12 ranks the road safety issues of most concern to the NSW community. The representative sample ranks drink driving, speeding and drug driving as the most concerning issues with 24%, 18% and 13% respectively indicating these are their primary concerns. On the other end, older drivers and unsafe vehicles are of least concern.

This road safety issue ranking is consistent with 2017 (i.e. with no changes to the issues presented in 2021), however fewer respondents this year tend to be concerned about drink driving (24% this year compared with 31% in 2017) and speeding (18% this year compared with 26% in 2017). Conversely, a higher proportion of road users in 2021 show concern for most other issues including drug driving and unsafe roads.

Figure 12. Road safety issues of most concern, representative sample



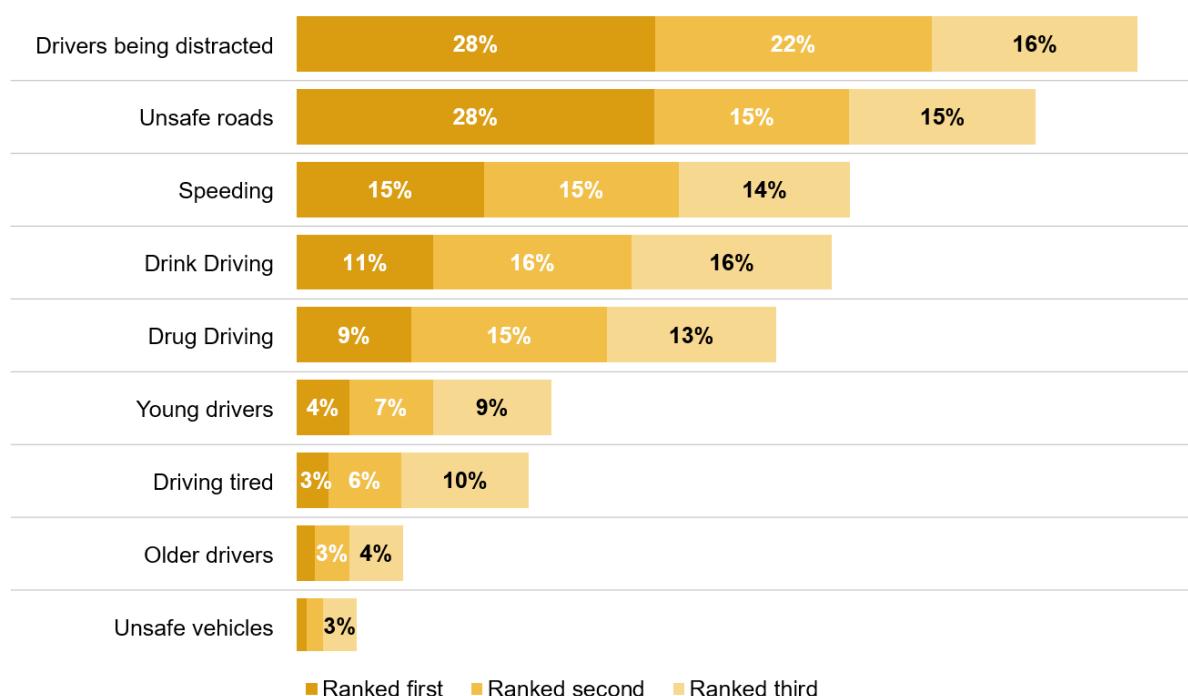
Base: Total sample | 2021 | Representative sample n=1,246
Q10 Which three of the following road safety issues are of most concern to you?
Note: Labels under 3% and below not shown for ease of reading

Figure 13 ranks the road safety issues of most concern for the open-link sample. There are some noticeable differences compared with the representative sample results within the top three issues:

- Drivers being distracted is the main road safety concern among the open-link sample, with over one quarter (28%) rating this issue as their first concern;
- Unsafe roads follow closely with a similar proportion (28%) indicating this is their primary concern; and
- Speeding rates as the third most concerning issue (15%).

However, the least concerning issues are consistent with the representative sample, with less than 3% of the open-link sample rating older drivers and unsafe vehicles as their main concern.

Figure 13. Road safety issues of most concern, open-link



Base: Total sample | 2021 | Open-link n=2,438

Q10 Which three of the following road safety issues are of most concern to you?

Note: Labels under 3% and below not shown for ease of reading

2.1.2 Additional safety issues for NSW road users

Representative sample

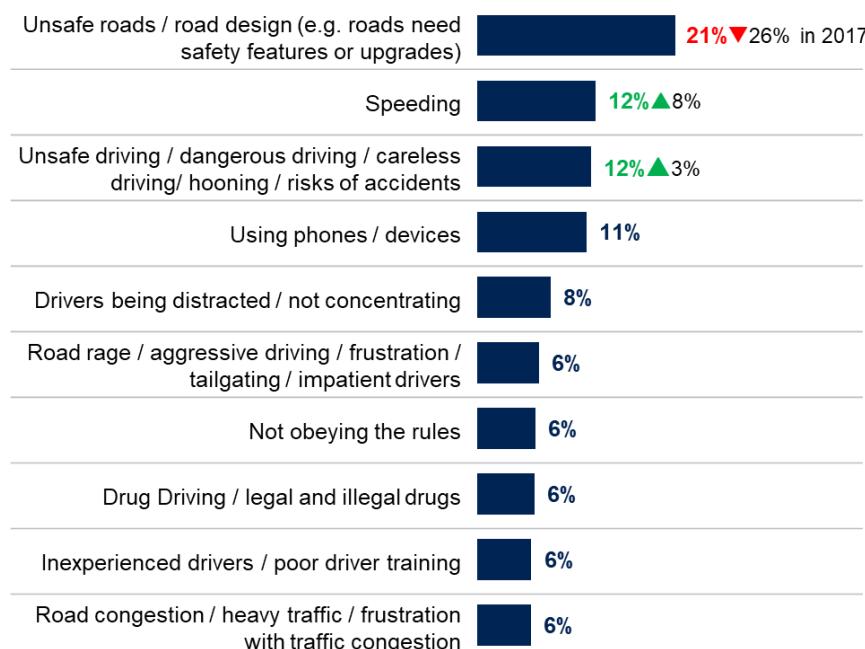
Figure 14 shows additional important safety issues spontaneously raised by the NSW community. Unsafe roads that require safety features or upgrades continues to be the most prominent issue mentioned with one in five (21%) of the representative sample citing this. Speeding, unsafe or careless driving and the use of mobile phones are also viewed as important (12%, 12% and 11% respectively). There is a significant increase since 2017 in the proportion of respondents who mention speeding and unsafe driving.

Below are some of the verbatims from responses falling under these key categories:

- Unsafe roads / road design:

- “Roads are in disrepair”;
 - “The state of road surfaces”;
 - “The conditions of council owned roads.”;
 - “Roads being kept in good repair, and traffic lights always working. Clear signage. Councils looking at ways to make steep roads non-slippery in wet or icy weather.”; and
 - “Better maintained roads and bridges.”
- Speeding:
- “Speeding trucks.”;
 - “People speeding and the quality of our country roads.”;
 - “Over speeding.”; and
 - “Casual speeding; unsafe cycling; mobile phone use while driving.”.

Figure 14. Additional important safety issues on NSW roads, representative sample



Base: Total coded sample | Representative sample n=701

Q11 What other issues do you think are important to safety on NSW roads?

Note: Open-ended question coded. Top 10 issues shown only. Issues ranked in descending order based on 2021 results

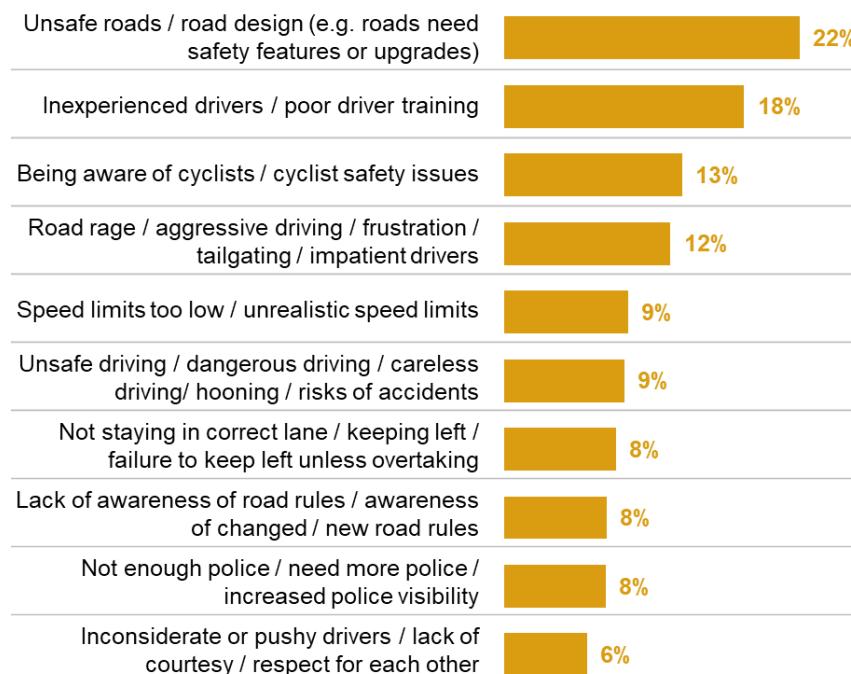
Open-link sample

Figure 15 shows additional important safety issues from the open-link sample. Similar to the representative sample results, unsafe road infrastructure is the most prominent issue mentioned (22%) among open-link respondents, followed closely by inexperienced drivers (18%).

Below are some of the verbatims from responses falling under these key categories:

- Unsafe roads / road design:

- “Bad road surfaces and narrow major roads. Highway 1 should be a shining example of good roads with at least two lanes in both directions and bypassing all small towns where practical...”;
 - “Lacking the focus on making roads actually safer than generating revenue.”;
 - “Road quality. Need more passing lanes.”;
 - “Quality of road surface and room on the verges for cyclists.”; and
 - “Road design...”.
- Inexperienced drivers:
 - “Lack of knowledge of basic road rules.”;
 - “I find a lot of people don't know how to drive.”; and
 - “Drivers don't know how to use roundabouts.”.

Figure 15. Additional important safety issues on NSW roads, open-link

Base: Total coded sample | Open-link n=2,221

Q11 What other issues do you think are important to safety on NSW roads?

Note: Open-ended question coded. Top 10 issues shown only. Issues ranked in descending order based on 2021 results

Only the top 10 issues are shown in the charts above. The full list of issues is provided in the appendices, refer to appendix B.

2.1.3 Issues of most concern for different road users

Representative sample

Table 2 shows the proportion of different road users (e.g. car drivers, motorcyclists, etc...) ranking each road safety issue as one of their top three concerns. Drink driving is a prevalent concern consistently across all road user types, with more than one in two respondents who selected this as one of their top three issues (68% of car drivers, 62% bicycle riders, 56% heavy vehicle drivers and 54% motorcyclists).

Speeding, drug driving and driver distraction are also ranked highly.

Table 2. Road safety issues of most concern, by road user type from the representative sample

	Car drivers	Motorcyclists	Heavy vehicle drivers	Bicycle riders
Drink driving	68%	54%	56%	62%▼72% in 2017
Speeding	56%	41%	42%	52%▼61%
Drug driving	43%	40%	45%	36%
Drivers being distracted	42%	40%	41%	39%
Unsafe roads (e.g. roads needing safety features or upgrades)	30%▲26%	38%	35%	33%▲26%
Driving tired	24%	26%	27%	27%
Young drivers	17%	25%▲14%	24%	20%▲14%
Unsafe vehicles (e.g. vehicles lacking safety features)	11%	23%	20%	17%
Older drivers	9%	14%	11%	13%
Base	1,004	230	102	471

Base: Total sample | 2021 | Representative sample n=1,246
Q10 Which three of the following road safety issues are of most concern to you?

2.2 Feedback on the safe system countermeasures

Respondents were provided with a range of countermeasures and initiatives and asked to rate each in terms of how important they are to road safety. Countermeasures were divided into three main sections (i.e. reflecting the elements of the Safe System):

- Safe roads and safe speeds;
- Safe road users; and
- Safe vehicles.

In the survey, the countermeasures within each section were randomised to manage order bias and optimise the data quality. Findings on each of these elements are described below.

2.2.1 Safe roads and safe speeds

Overall themes

All safe roads and safe speeds countermeasures listed in the survey are viewed as important in the representative sample, with between 66% and 84% of the respondents selecting either ‘very’ or ‘fairly important’. Respondents tend to place more importance on countermeasures relating to road design improvements, such as making curves safer on high speed roads and median barriers. This correlates with the open-ended suggestions, when asked what other comments respondents might have about safe roads and safe speeds, with ‘investment in roads’ (e.g. new roads, intersections, better roundabout) being the most referred topic by both samples.

Speeding is the second most cited issue within the open-ended suggestions. In regard to this topic, the representative sample rates lowering speeds on narrow or high risk roads as the fourth most important countermeasures. Despite speeding being a prominent road safety concern with two thirds of the respondents considering these measures as important (i.e. ‘very’ or ‘fairly important’), speeding related countermeasures, including speeding cameras, are considered to be the least important measures consistently across both samples.

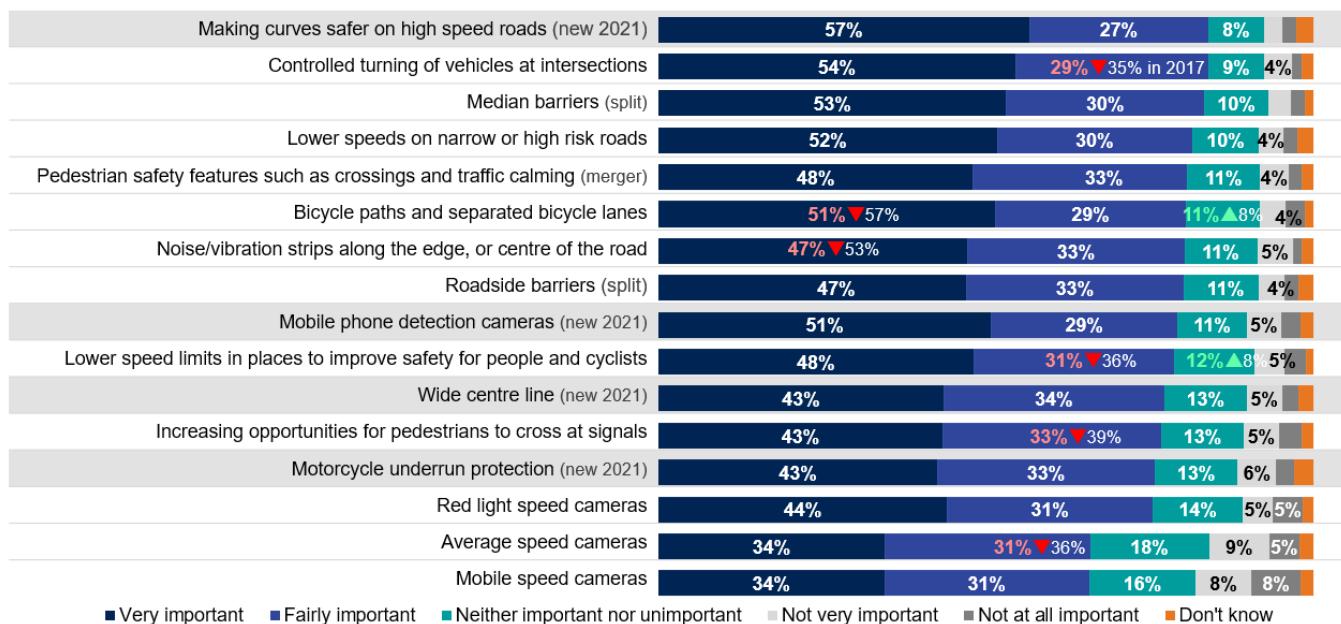
Representative sample

Figure 16 shows the level of importance attributed to each safe roads and safe speeds countermeasures by the NSW community. Overall, all countermeasures continue to be regarded as highly important with at least two thirds (66%) of the representative sample rating each countermeasure as ‘very’ or ‘fairly important’. Making curves safer on high speed roads has a particularly high proportion of respondents who considered this measure as ‘very’ or ‘fairly important’ (84%).

Controlled turning of vehicles at intersections (84%) and median barriers (83%) are viewed as the second most important countermeasures. On the other end, while considered important by at least two thirds of respondents, measures relating to speed cameras are deemed to be the least important of all measures:

- Red light speed cameras (75% viewed this as ‘very’ or ‘fairly important');
- Average speed cameras (66%); and
- Mobile speed cameras (66%).

The NSW community views on these countermeasures tend to be consistent with 2017 with only a few noticeable shifts such as a smaller proportion of respondents rating bicycle paths, and noise/vibration strips as ‘very important’.

Figure 16. Safe roads and safe speeds, representative sample

Base: Total sample | 2021 | Representative sample n=1,246

Q13 Please tell us how important you think each of the following items is in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important). Labels 4% and below not shown for ease of reading. New countermeasure added in 2021 highlighted in light grey

A number of significant differences between road user sub-groups are identified at a top two level (i.e. 'very' or 'fairly important'), such as:

- Frequent car drivers (i.e. those who drive at least weekly) are more likely to view controlled turning of vehicles at intersections as 'very' or 'fairly important' (90%);
- Frequent pedestrians are more likely to place high value on highly wide centre line (83%); and
- Frequent cyclists are more likely to view highly mobile speed cameras (71%) and average speed cameras (70%).

Aboriginal respondents are more likely to support increasing opportunities for pedestrians to cross at signals (87%), and non-CALD respondents tend to view most countermeasures as important than CALD.

Higher income earners, those who earn \$120,000 or more, are more likely to view the following countermeasures as important:

- Making curves safer on high speed roads (90%);
- Median barriers (88%);
- Lower speeds on narrow or high risk roads (87%);
- Roadside barriers (86%); and
- Wide centre line (83%).

Representative sample: gender subgroup analysis

Figure 17 shows the safe roads and safe speeds countermeasures where there is a significant difference between male and female. Clear gender differences are evident, whilst females are not more likely than males to view any countermeasures as important, males are more likely than females to view the following measures as important:

- Lower speeds on narrow or high risk roads;
- Lower speed limits in places to improve safety for people and cyclists; and
- Motorcycle underrun protection.

Figure 17. Safe roads and safe speeds, by gender (representative sample)



Base: Total sample | 2021 | Representative sample n=1,246, Male n=667, Female n=579

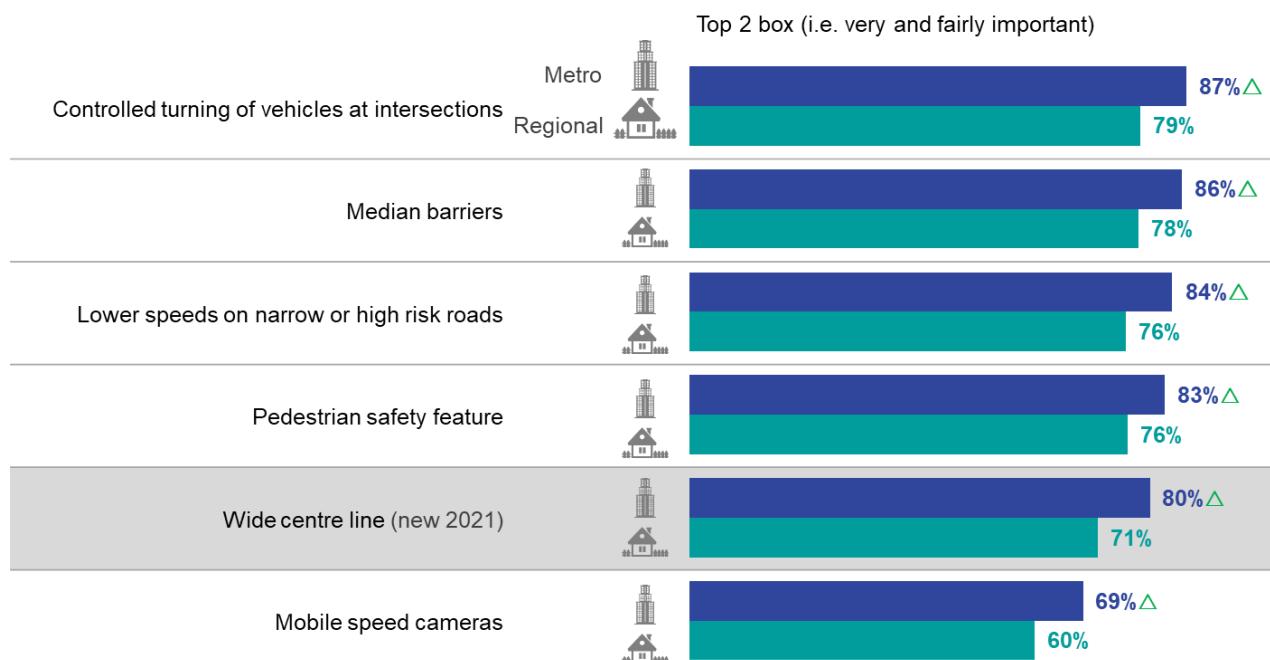
Q13 Please tell us how important you think each of the following items is in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample level

Representative sample: metro/regional subgroup analysis

Figure 18 shows the safe roads and safe speeds countermeasures where metro and regional residents view differ significantly. Metro residents are more likely to view most countermeasures as important including:

- Controlled turning of vehicles at intersections;
- Median barriers;
- Lower speeds on narrow or high risk roads;
- Pedestrian safety features such as crossings and traffic calming;
- Wide centre line; and
- Mobile speed cameras.

Figure 18. Safe roads and safe speeds, by location (representative sample)

Base: Total sample | 2021 | Panel n=1,246, Metro n=663, Regional n=583

Q13 Please tell us how important you think each of the following items is in making our roads safer.

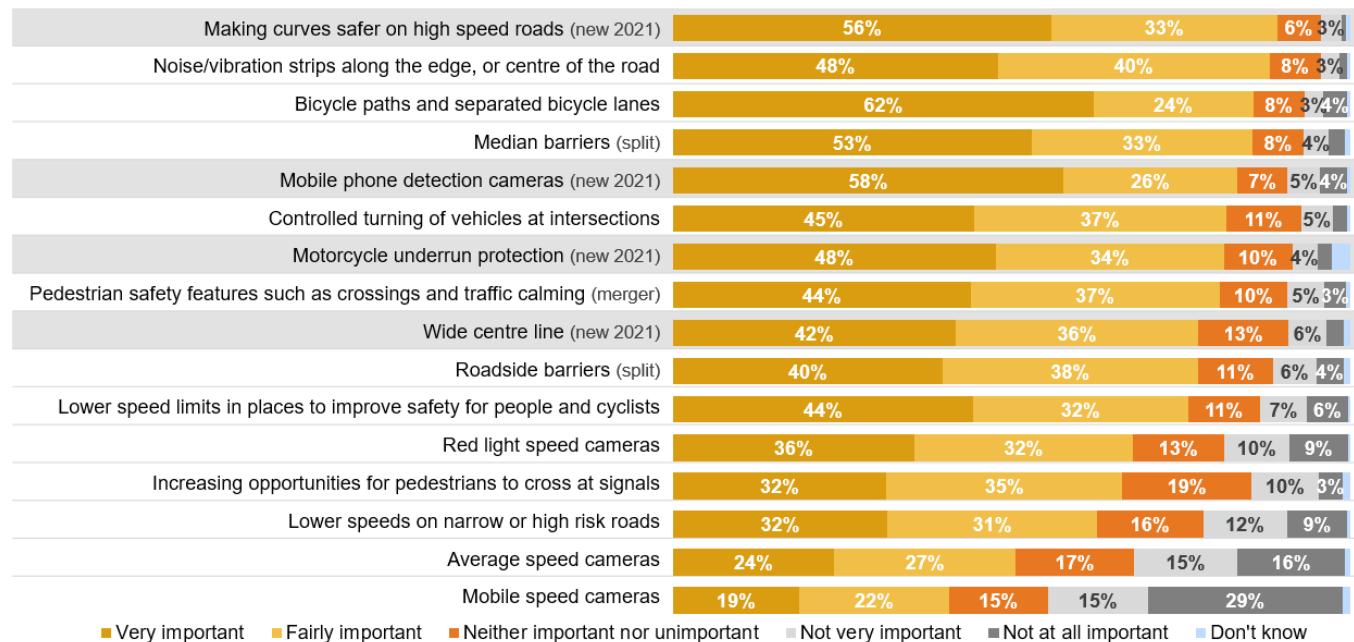
Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample. New countermeasure added in 2021 highlighted in light grey. There is no significant differences between Metro and Regional

Open-link sample

Figure 19 shows the open-link sample respondents' attitudes towards the safe roads and safe speeds countermeasures. In line with the representative sample results, making curves safer on high speed roads is regarded as the most important countermeasure by open-link respondents (89% rate this as 'very' or 'fairly important').

Consistently with the representative sample, speed cameras, more specifically average and mobile speed, are also considered by open-link respondents to be less important than other countermeasures (51% and 41% 'very' or 'fairly important'). The lower importance for mobile speed cameras within the open-link sample is mainly driven by female respondents, motorcyclists and heavy vehicles who are overrepresented in the sample.

However, open-link respondents place a higher value on bicycle paths and separated bicycle lanes (62% 'very important') than those from the representative sample (51% 'very important'). This may be linked to the higher incidence of cyclists within the open-link sample (46%) compared with the representative sample (40%).

Figure 19. Safe roads and safe speeds, open-link

Base: Total sample | 2021 | Open-link n=2,438

Q13 Please tell us how important you think each of the following items is in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample

Respondent concerns and comments about safe roads and safe speeds

Representative sample

Respondents were given the opportunity to comment or make suggestions on safe roads and safe speeds. A list of the top five coded responses can be seen in Figure 20.

Investments in roads is the topic raised most often by the representative sample, with one in six respondents (17%) relating to this. This topic includes comments such as new roads, intersections, better roundabouts, better road surfacing and a call to repair current damage.

Below are some verbatims illustrating this topic:

- “Better maintenance and upkeep for roads everywhere.”;
- “The road surface on the roads are a huge issue in my local area.”; and
- “Condition of roads - too many roads (both local and state roads) are in poor condition - pot holes, alignment, insufficient width. It seems that road construction and maintenance is always short-changed by all levels of government, no matter how great they claim their expenditure might be.”.

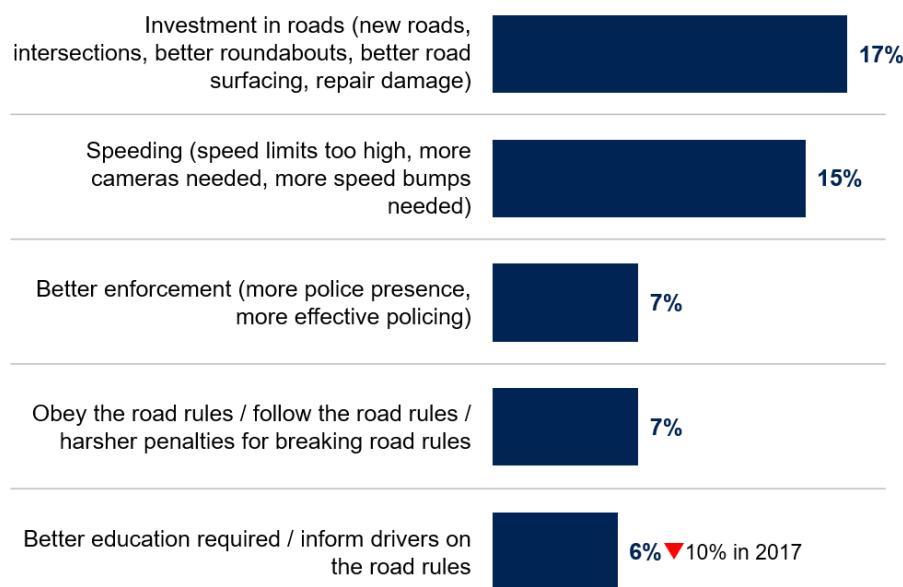
Speeding is another prevalent comment with 15% of the representative sample citing this.

Below are some verbatims illustrating this topic:

- “People in general should slow down and not speed.”;
- “Adjustable speeds in wet weather on most of highways.”; and
- “Some speed limits are difficult to stick to in instances where you are being tailgated on motorways.”.

Most topics are consistent with 2017. However, this year a smaller proportion raised the subject of better education being required (6% in 2021 compared with 10% in 2017).

Figure 20. Suggestions for safe roads and safe speeds, representative sample



Base: Total coded sample | Representative sample n=408

Q12b. Do you have any other comments you'd like to make about safer roads and safe speeds?

Note: Open-ended question coded. Top 5 issues shown only. Issues ranked in descending order based on 2021 results

Open-link sample

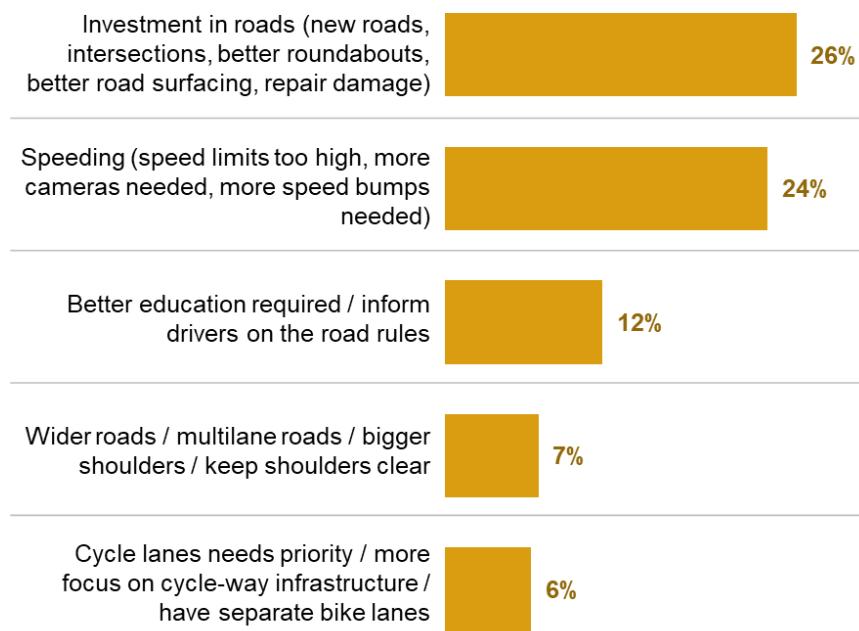
Figure 21 shows the topics raised by the open-link sample respondents. The top two topics are similar between the representative and open-link sample, with around one quarter of open-link respondents referring to investment in roads (26%) or speeding (24%).

Better education seems to be a bigger concern for open-link respondents with 12% citing this compared with 6% for the representative sample.

Again, the higher incidence of cyclists within the open-link sample may explain why a higher proportion referred to cycle lanes (6%), placing this topic within the top five issues spontaneously raised.

Below are some verbatims illustrating open-link respondents concerns around these top five issues:

- “Wider bike lanes to enable side by side bicycles in single direction.”;
- “Better quality roads are a must.”;
- “Ensure quality and endurance when building and repairing roads.”;
- “Our roads need to be properly maintained and not as currently patch work or join the dots of disaster.”;
- “Average speed cameras to detect speed for all vehicles not just heavy vehicles.”; and
- “You have got to stop all the speeding and erratic driving.”.

Figure 21. Suggestions for safe roads and safe speeds, open-link

Base: Total coded sample | Open-link n=553

Q12b. Do you have any other comments you'd like to make about safer roads and safe speeds?

Note: Open-ended question coded. Top 5 issues shown only. Issues ranked in descending order based on 2021 results

Only the top five issues are shown in the charts above. The full list of issues is provided in the appendices, refer to appendix B.

2.2.2 Safe road users

Overall themes

Safety of heavy vehicle drivers, alcohol and drug testing continue to be the most valued safe road users countermeasures, and this trend is consistent across both samples.

Although less emphasis tends to be placed on road safety education this year by the general NSW community, it is considered as the fourth most important countermeasures and it is the first suggestion raised by open-link respondents.

Higher law enforcement continues to be an important suggestion spontaneously raised within both samples, with the NSW community becoming increasingly more likely to suggest it.

Importance of the countermeasures

Representative sample

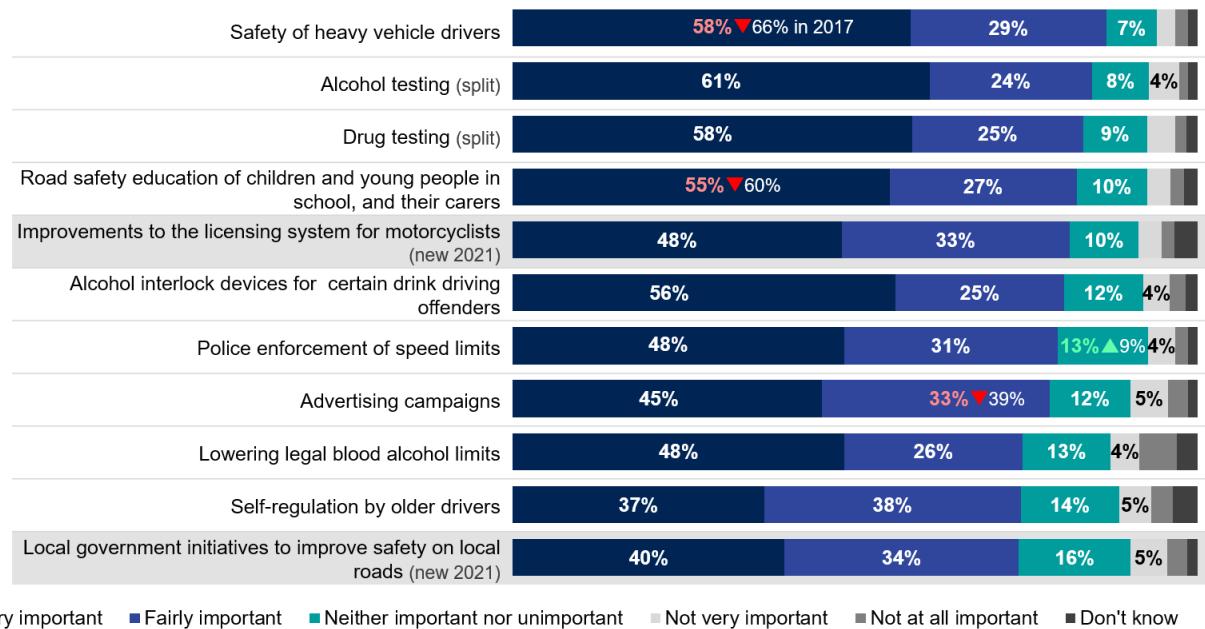
Figure 22 shows the level of importance attributed to each safe road users' countermeasures by the NSW community. All of these countermeasures receive strong levels of support from the representative sample. The top three most important safe road users' countermeasures are as follow:

- Safety of heavy vehicle drivers (93% 'very' or 'fairly important');
- Alcohol testing (92%); and
- Drug testing (85%).

Fewer respondents view self-regulation by older drivers as important (74% ‘very’ or ‘fairly important’) and local government initiatives to improve safety on local roads (also 74%).

Community attitudes towards these safe road users’ countermeasures are mostly consistent with 2017, except for a significant decrease in the proportion who place a high value on safety of heavy vehicles drivers (58% ‘very important’ in 2021, compared with 66% in 2017) and road safety education for young people (55% compared with 60%).

Figure 22. Safe road users, representative sample



Base: Total sample | 2021 | Representative sample n=1,246

Q14 Please tell us how important each of the following items is in your opinion in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important). Labels 4% and below not shown for ease of reading. New countermeasure added in 2021 highlighted in light grey

The following groups of road user place higher importance on specific countermeasures as listed below:

- Frequent car drivers are more likely to view safety of heavy vehicle drivers and road safety education of children and young people as ‘very’ or ‘fairly important’ (92% and 88% respectively); and
- Frequent cyclists are more likely to think improvements to the licensing system for motorcyclists are important (84% ‘very’ or ‘fairly important’), self-regulation by older drivers (79%) and local government initiatives to improve safety on local roads (78%).

In line with the safe roads and safe speeds results, CALD respondents are more likely than non-CALD to perceive most countermeasures relating to safe road users as important.

Higher income earners, those who earn \$120,000 or more, are more likely to place a high value on the following countermeasures:

- Safety of heavy vehicle drivers (94% ‘very’ or ‘fairly important');
- Lowering legal blood alcohol limits (82%); and
- Self-regulation by older drivers (80%).

Representative sample: gender subgroup analysis

Figure 23 shows the safe roads and safe speeds countermeasures where there is a significant difference between males and females. There are two countermeasures where gender views differ significantly with males more likely than females view the following as 'very' or 'fairly important':

- Advertising campaigns; and
- Lowering legal blood alcohol limits.

Figure 23. Safe road users, by gender (representative sample)

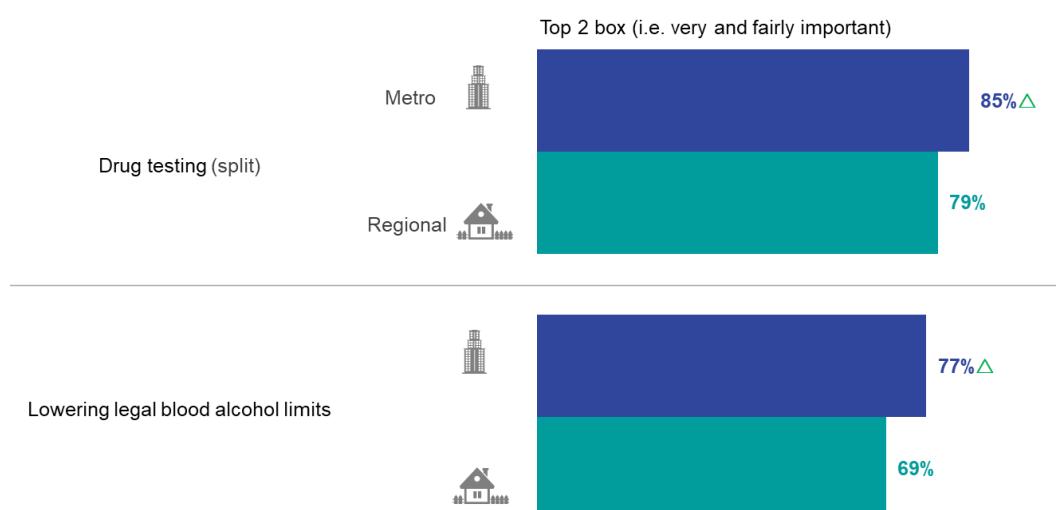


Base: Total sample | 2021 | Representative sample n=1,246, Male n=667, Female n=579 Q14 Please tell us how important each of the following items is in your opinion in making our roads safer Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample. New countermeasure added in 2021 highlighted in light grey

Representative sample: metro/regional subgroup analysis

Figure 24 shows safe road users' countermeasures where metro and regional residents views differ significantly. Metro residents are more likely to consider drug testing and lowering legal blood alcohol limits as important.

Figure 24. Safe road users, by location (representative sample)



Base: Total sample | 2021 | Representative sample n=1,246, Metro n=663, Regional n=583

Q14 Please tell us how important each of the following items is in your opinion in making our roads safer

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample.

Open-link sample

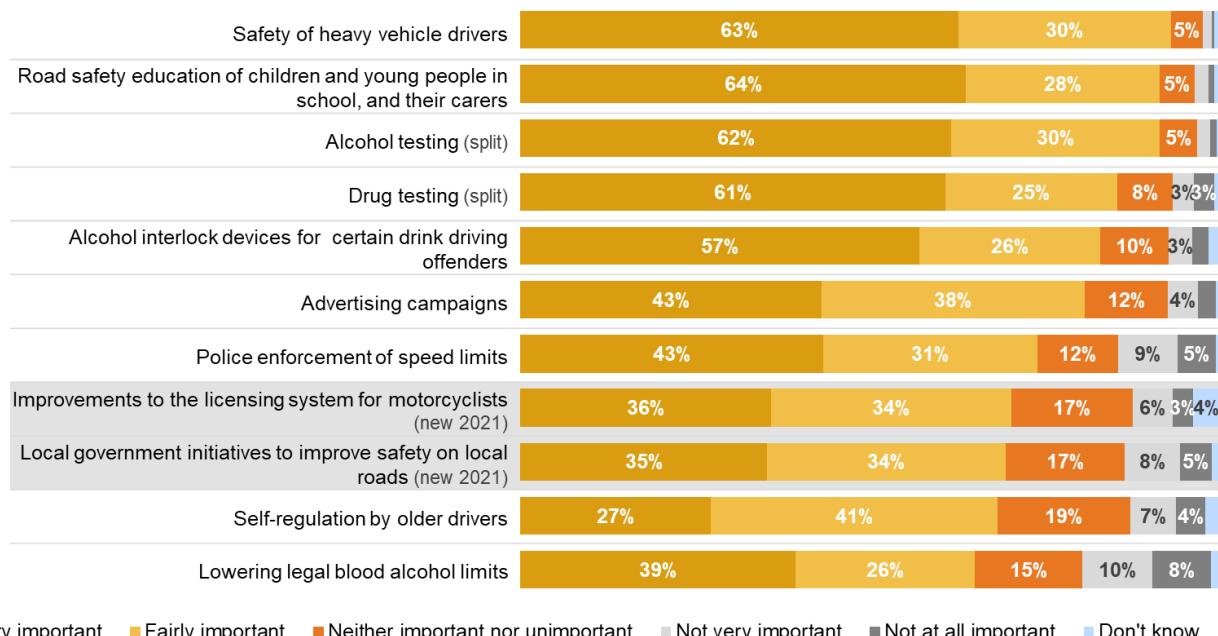
Figure 25 shows the open-link sample respondents' attitudes towards safe road users' countermeasures. Representative sample and open-link sample respondents shared similar priorities regarding:

- Safety of heavy vehicle drivers;
- Alcohol testing; and
- Drug testing.

However, more importance is placed around road safety education of children and young people among the open-link sample with 91% viewing this as 'very' or 'fairly important', compared with 82% of the representative sample.

Fewer respondents from the open-link support improvements of the licensing system for motorcyclists (70% 'very' or 'fairly important', compared with 81% of the representative sample) and lowering legal blood alcohol limits (65% compared with 74%). The lower importance on the licensing system for motorcyclists within the open-link sample is mainly driven by female respondents and motorcyclists.

Figure 25. Safe road users, open-link



Base: Total sample | 2021 | Open-link n=2,438

Q14 Please tell us how important each of the following items is in your opinion in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample.

Respondent concerns and comments about safe road users

Representative sample

Figure 26 shows the representative sample suggestions spontaneously raised when asked for additional comments around safe road users. Respondents are increasingly more likely to suggest greater law enforcement (10% in 2021, compared with 5% in 2017). A similar proportion refer to people needing to accept their personal responsibility to ensure the NSW roads are safer (10%).

Below are some verbatims illustrating the need for greater enforcement and the emphasis on road users' personal responsibility:

- “More police presence and fix the roads and roundabouts.”;
- “Harsher penalties.”;
- “Harsher penalties for repeat offenders and for those that enable them and less leniency for first time offenders to deter reoffending.”;
- “For drivers to stop being so impatient and taking unnecessary risks which endanger other drivers and pedestrians.”;
- “Tougher jail sentences for drunk drivers who kill or maim. Better education on safe driving. Ban car ads that encourage the idea that ‘anyone who drives this is invincible’.”; and
- “You can only do so much. People have to learn to take responsibility for their actions.”.

Figure 26. Suggestions for safe road users, representative sample



Base: Total coded sample | 2021 | Representative sample n=291

Q15 Do you have any other comments you'd like to make about safer road users?

Note: Open-ended question coded. Top 5 issues shown only. Issues ranked in descending order based on 2021 results

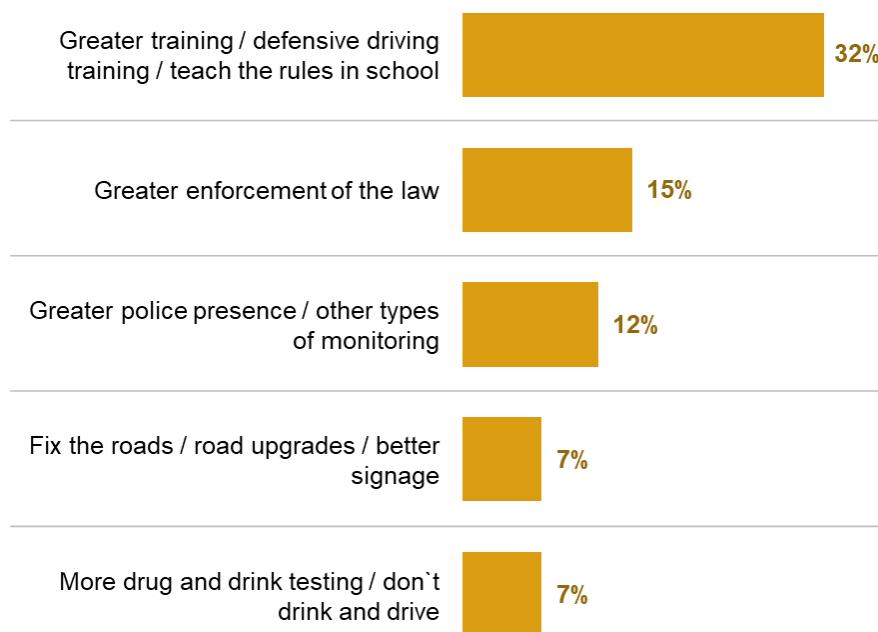
Open-link sample

Figure 27 shows the topics raised by the open-link sample respondents. Open-link respondents place higher importance on greater driving training (32% compared with 9% of the representative sample). Greater law enforcement follows with 15% of the open-link sample citing this, in line with the representative sample (10%).

Below are some verbatims illustrating open-link respondents concerns around these issues:

- “Teach drivers to drive not just pass the test. More severe penalties for road rage, unlicensed driving.”;
- “More education for roads and safety laws.”;
- “Improved driver training would assist the safety of motorcyclists. As a motorcyclist with over 45 years’ experience and some million kilometres throughout Australia I consider cars to be the greatest threat to my safety. Drivers who change lanes or pull out from side roads without proper care are an ever-present danger.”;
- “Heavier penalties for those who break the rules continuously.”; and
- “Visibility of police / speed enforcement is more important than writing out tickets. Double demerits are just a pain and don’t alter my driving. Teach people to be mindful of roads and their abilities, people need to be accountable for their own actions.”.

Figure 27. Suggestions for safe road users, open-link



Base: Total coded sample | 2021 | Open-link n=1,328

Q15 Do you have any other comments you'd like to make about safer road users?

Note: Open-ended question coded. Top 5 issues shown only. Issues ranked in descending order based on 2021 results

2.2.3 Safe vehicles

Overall themes

Some interesting results have emerged this year, between high value being placed on vehicle technology assisting driver's vision, an emphasis on raising drivers' sense of responsibility and some concerns around too much reliance on these vehicle technologies. While these may seem contradictory, it also highlights a need to address existing community concerns around drivers' distraction by leveraging vehicle safety technologies without compromising the emphasis on a driver's responsibility.

Importance of the countermeasures

Representative sample

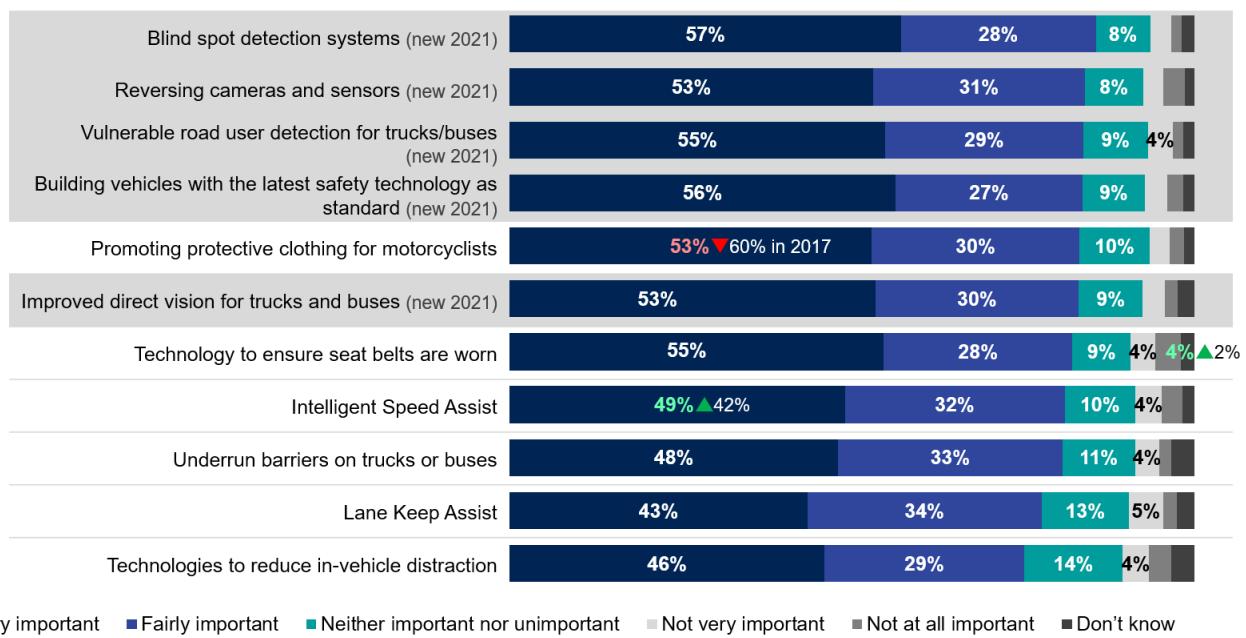
Figure 28 shows the level of importance attributed to each safe vehicles' countermeasures by the NSW community. All safe vehicle countermeasures are deemed important by the representative sample with between 75% and 86% of respondents considering these as being 'very' or 'fairly important'. Vehicle technologies assisting driver's visibility receive the highest rating, including:

- Blind spot detection systems (86% 'very' or 'fairly important');
- Reversing cameras and sensors (84%); and
- Vulnerable road user detection for trucks/buses (84%).

On the other hand, Lane Keep Assist and technologies to reduce in-vehicle distraction are perceived as the least important countermeasures (78% and 75% 'very' or 'fairly important' respectively). However, it is worth noting that these measures are still perceived as important.

Significant shifts in community attitudes towards safe vehicles since 2017 are minimal with fewer respondents viewing promoting protective clothing for motorcyclists as 'very important' (53% in 2021, compared with 60% in 2017) and a higher proportion supporting Intelligent Speed Assist (49%, compared with 42% in 2017).

Figure 28. Safe vehicles, representative sample



Base: Total sample | 2021 | Representative sample n=1,246

Q16 Please tell us how important each of the following items is in your opinion in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important). Labels 4% and below not shown for ease of reading. New countermeasure added in 2021 highlighted in light grey

The following groups of road users place higher importance on specific countermeasures as listed below:

- Frequent car drivers are naturally more likely to value most safe vehicles countermeasures:
 - blind spot detection systems (91% 'very' or 'fairly important');
 - reversing cameras and sensors (89%);
 - building vehicles with the latest safety technology as standard (89%);
 - technology to ensure seat belts are worn (87%); and
 - underrun barriers on trucks or buses (86%).

- Frequent cyclists are more likely to support the promotion of protective clothing for motorcyclists (81%) and Lane Keep Assist (75%).

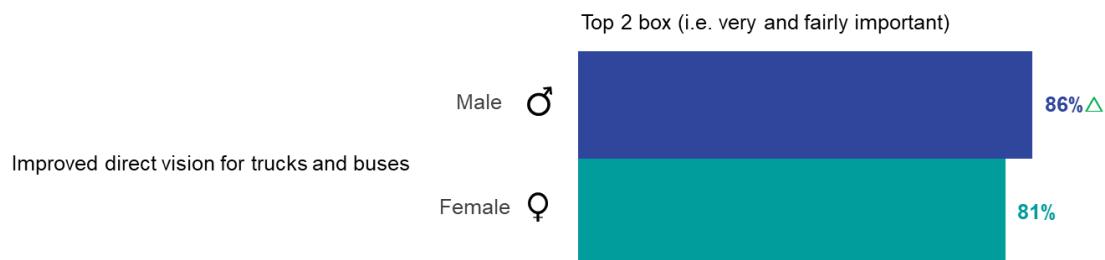
Consistently, that is in line with the trends observed for the countermeasures of safe roads and safe speeds, and safe road users, CALD respondents are more likely than non-CALD to perceive most countermeasures relating to safe vehicles as important.

Higher income earners, those who earn \$120,000 or more, are more likely to also highly value most of these countermeasures.

Representative sample: gender subgroup analysis

Figure 29 shows the safe vehicles countermeasures where there is a significant difference between males and females. On the topic of safe vehicles, men and women share very similar views. There is only one countermeasure where males are more likely to be supportive than females, that is for improved direct vision for trucks and buses.

Figure 29. Safe vehicles, by gender (representative sample)



Base: Total sample | 2021 | Representative sample n=1,246, Male n=667, Female n=579

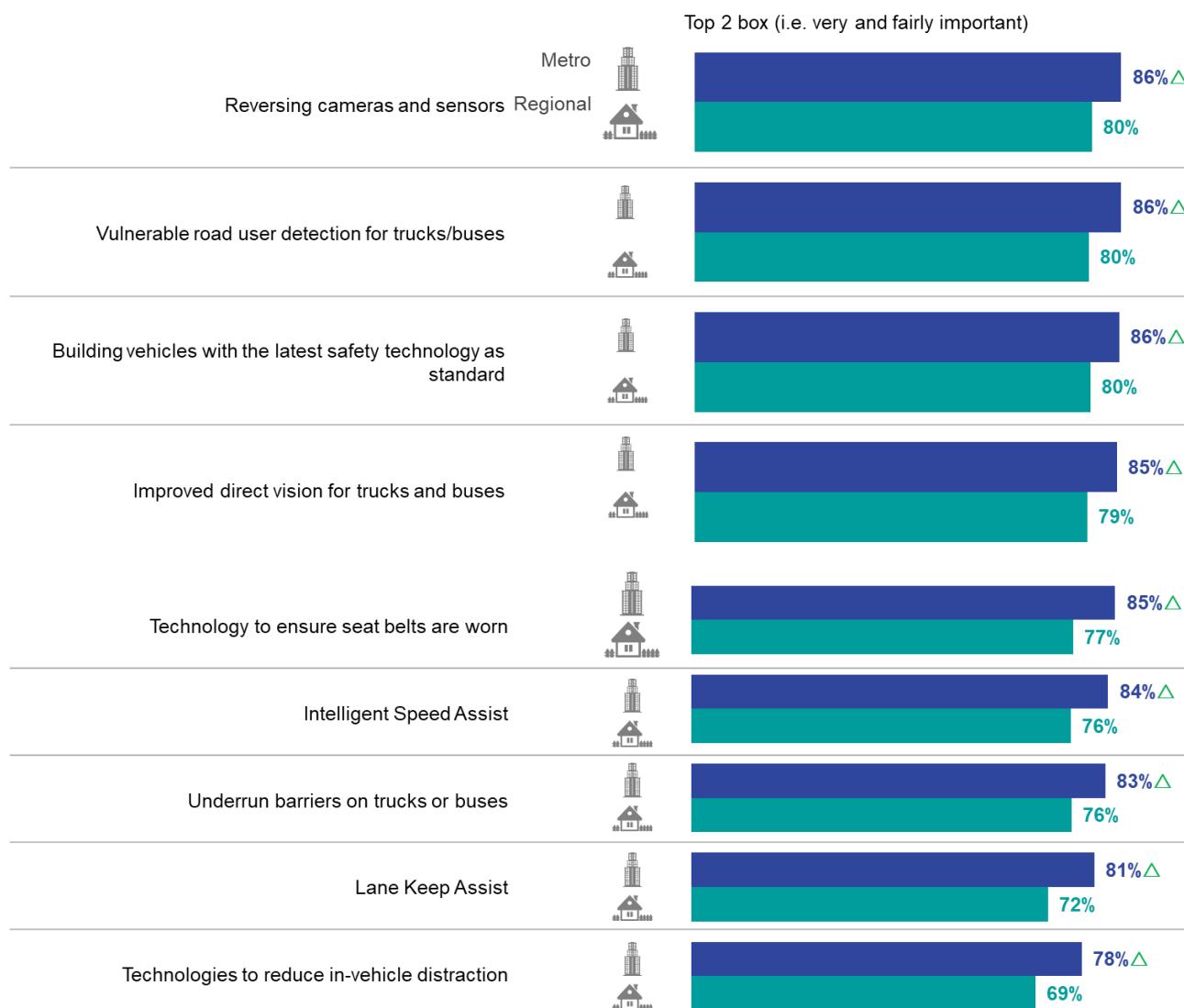
Q16 Please tell us how important each of the following items is in your opinion in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample.

Representative sample: metro/regional subgroup analysis

Figure 30 shows safe vehicles' countermeasures where metro and regional residents view differ significantly. Clear differences are observed between metro and regional residents with metro more likely to place higher importance on the majority of the safe vehicles' countermeasures.

Figure 30. Safe vehicles, by location (representative sample)



Base: Total sample | 2021 | Representative sample n=1,246, Metro n=663, Regional n=583

Q16 Please tell us how important each of the following items is in your opinion in making our roads safer.

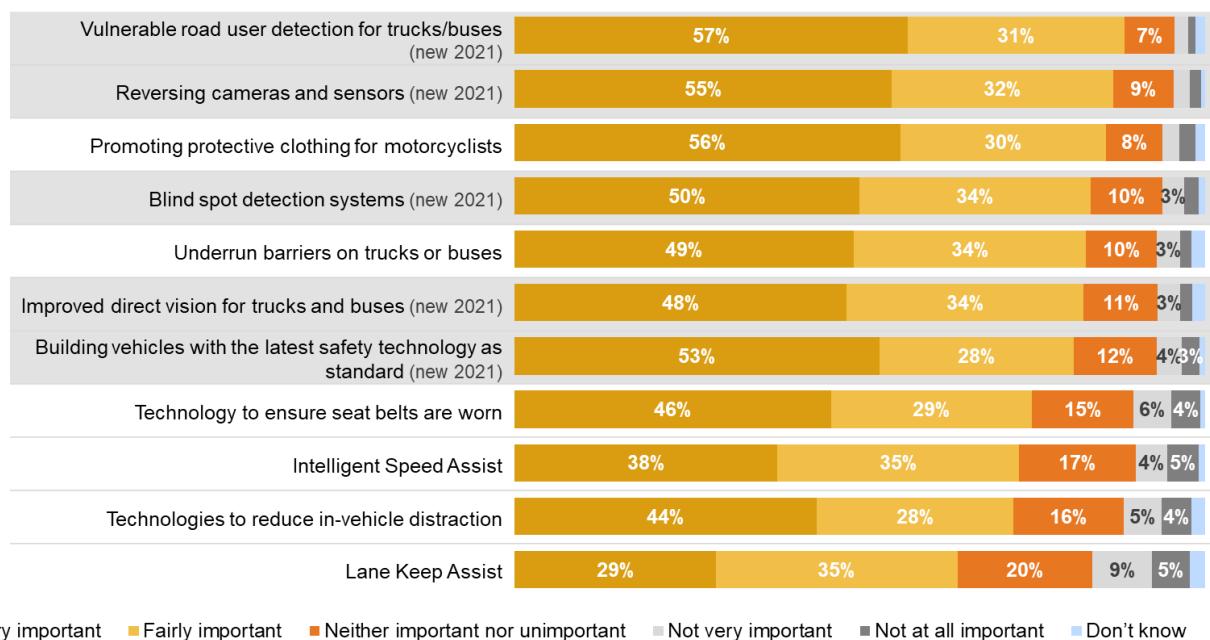
Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important) at Total sample.

Open-link sample

Figure 31 shows the open-link sample respondents' attitudes towards safe vehicles' countermeasures. Open-link respondents share similar views as the representative sample with higher importance being placed on vehicle technologies assisting driver's vision and hazard detection, including vulnerable road user detection for trucks/buses (88% 'very' or 'fairly important' open-link, compared with 84% of the representative sample) and reversing cameras and sensors (87%, compared with 84% of the representative sample). In contrast to the representative sample, the open-link sample tends to place more emphasis on promoting protective clothing for motorcyclists (86%, compared to 83% of the representative sample), which may be linked to the higher incidence of motorcyclists within this sample.

Similarly, Lane Keep Assist and technologies to reduce in-vehicle distraction are considered to be the least important countermeasures from the open-link respondents, in line with the representative sample. Lower importance on Lane Keep Assist within the open-link sample is mainly driven by female respondents and motorcyclists.

Figure 31. Safe vehicles, open-link



Base: Total sample | 2021 | Open-link n=2,438

Q16 Please tell us how important each of the following items is in your opinion in making our roads safer.

Note: Countermeasures ranked in descending order based on top 2 box results (i.e. very and fairly important). Labels 4% and below not shown for ease of reading. New countermeasure added in 2021 highlighted in light grey

Respondent concerns and comments about safe vehicles

Representative sample

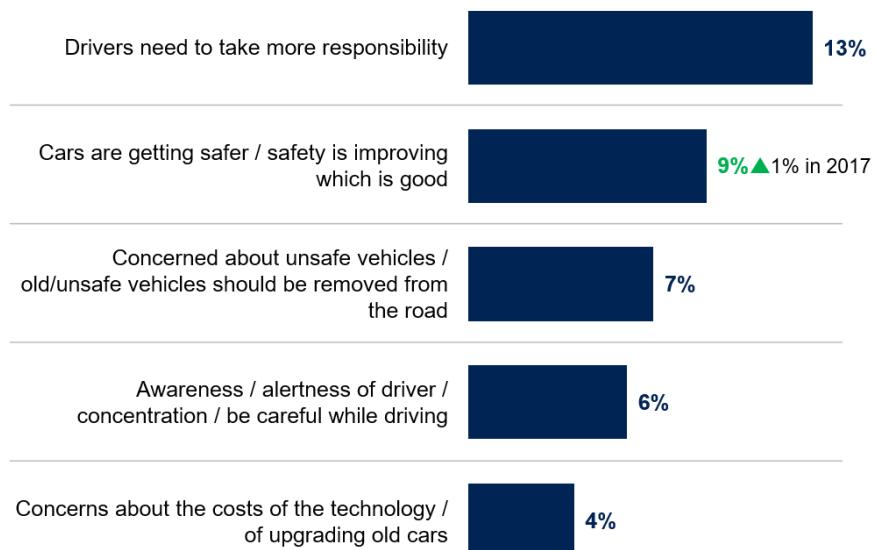
Figure 32 shows the representative sample's suggestions when asked for additional comments around safe vehicles. The representative sample places more emphasis on drivers' responsibilities (13%) and cars getting safer (9%).

Compared to 2017, a higher proportion of respondents refer to cars getting safer (1% in 2017).

Below are some verbatims illustrating driver's responsibility and cars getting safer:

- "Drivers need to use cars properly.";
- "Vehicle safety features are only effective if the driver chooses to use/take notice of, those features.";
- "Drivers need to be more vigilant and responsible when driving. The car can't do much to prevent an accident. It's all the driver.";
- "My car has all the safety features... I feel much safer."; and
- "My car has a lot of these features, being a new car and I feel so much safer driving around.".

Figure 32. Vehicle safety suggestions, representative sample



Base: Total coded sample | 2021 | Representative sample n=270

Q17 Do you have any other comments you'd like to make about vehicle safety?

Note: Open-ended question coded. Top 5 issues shown only. Issues ranked in descending order based on 2021 results

Open-link sample

Figure 33 shows the topics raised by the open-link sample respondents. In line with the results from the representative sample, open-link respondents most common suggestion relates to drivers' responsibility (25%).

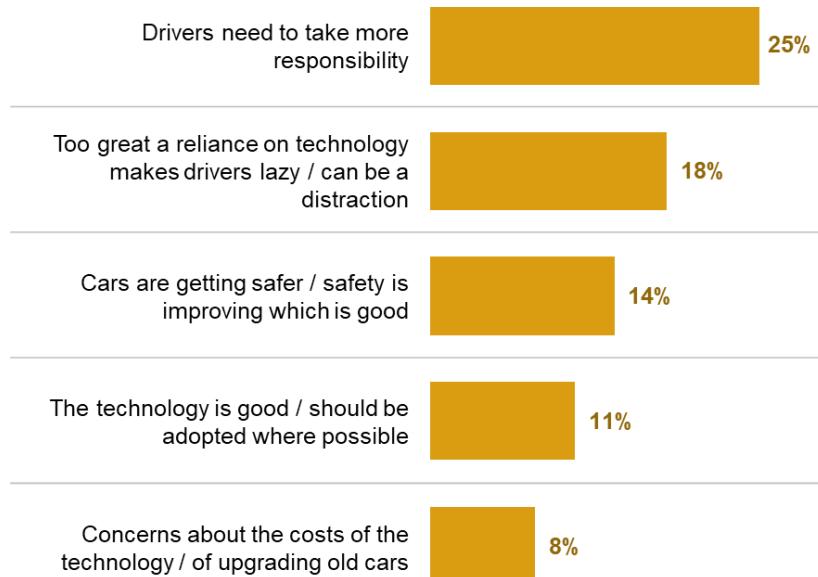
A noticeably higher proportion of open-link respondents raised their concerns around too much 'reliance on technology' making 'drivers lazy' (18%), while this is not one of the top five suggestions from the representative sample.

Below are some verbatims illustrating open-link respondents comments around safe vehicles:

- "People need to be responsible for themselves and their actions! Everyone wants to blame someone else.";
- "People need to be responsible for their own actions. Putting too much automation into a car leads some drivers to rely on that and not pay enough attention. They are driving the car - the car is not driving the car.";

- “People need to take responsibility for their own actions, we [need] to stop the blame game.”;
- “People have become too reliant on technology and are not driving correctly i.e. people not checking blind spots when reversing or lane changing because they have cameras or blind spot detection. technology is not full proof, and drivers would be better served to rely less on technology.”; and
- “Technology only makes drivers lazy and when it fails, they won’t know what to do.”.

Figure 33. Vehicle safety suggestions, open-link



Base: Total coded sample | 2021 | Open-link n=272

Q17 Do you have any other comments you'd like to make about vehicle safety?

Note: Open-ended question coded. Top 5 issues shown only. Issues ranked in descending order based on 2021 results

2.3 Planning for future transport system

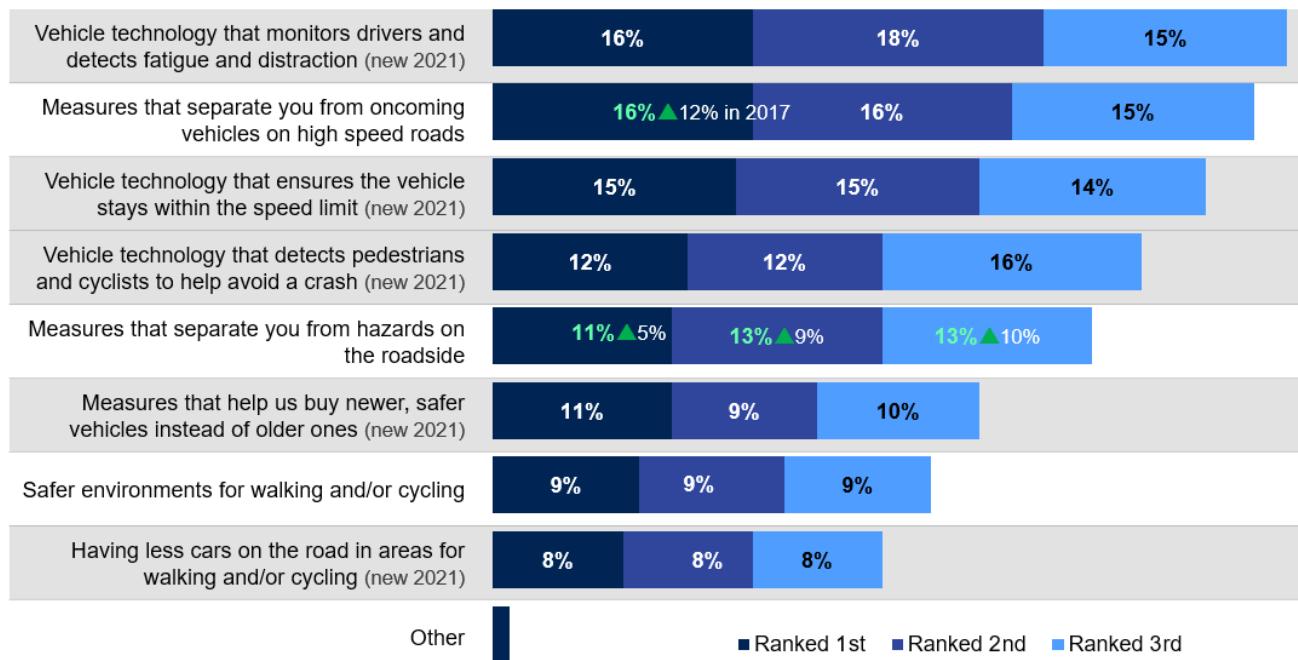
2.3.1 Planning for future transport system

Representative sample

Figure 34 ranks future road safety priorities based on the NSW community's rating. Vehicle technology that monitors drivers and detects fatigue and distraction, and measures that separate you from oncoming vehicles are rated as the first priorities in future road safety planning.

Since 2017, there is an increase in the proportion of the NSW community who would prioritise separating measures such as:

- Measures that separate from oncoming vehicles on high speed roads (16% ranked first in 2021, compared with 12% in 2017); and
- Measures that separate from hazards on the roadside (11%, compared with 5% in 2017).

Figure 34. Priorities for future road safety, representative sample

Base: Total sample | 2021 | Representative sample n=1,246

Q20. In planning for the future, we would like to know what you think will improve safety over the next 40 years.

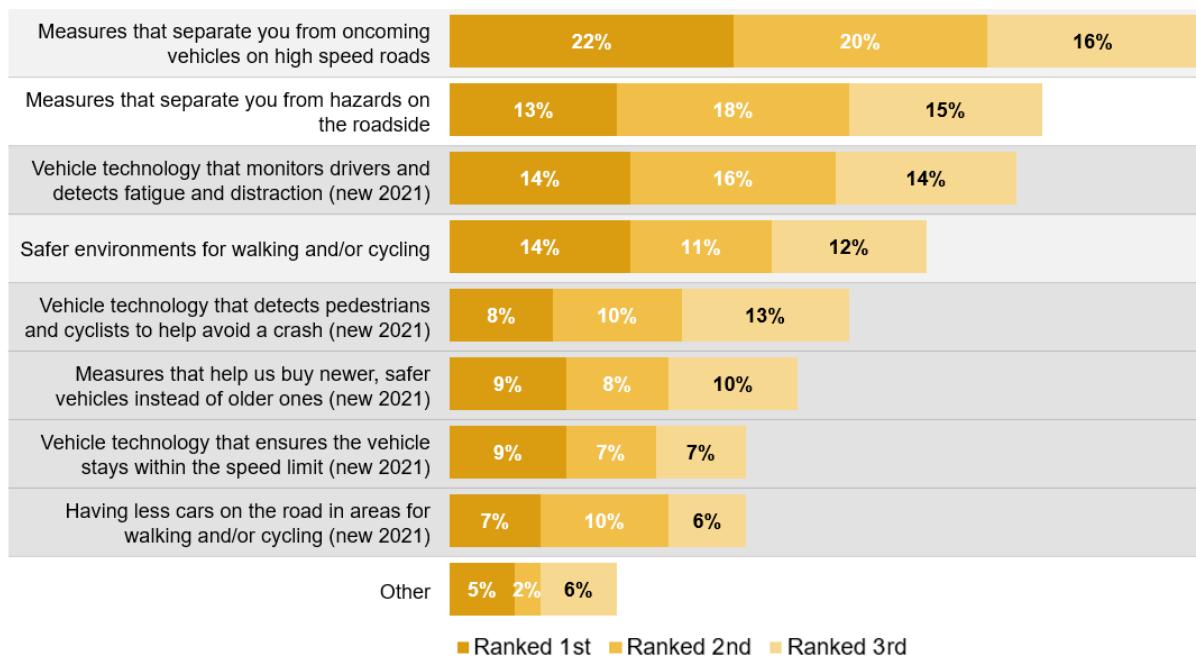
Note: Statements ranked in descending order based on Panel first rank results. New priorities added in 2021 highlighted in light grey

Open-link sample

Figure 35 shows the priorities for future road safety planning from the open-link sample. There are some noticeable differences between the representative and open-link sample, as the open-link respondents tend to place a higher priority on measures that separate you from oncoming vehicles on high speed roads (22% ranked first, compared with 16% from the representative sample).

However, both samples highly value vehicle technology that monitors driver fatigue and distraction with 14% of open-link respondents rating it as first priority (compared with 16% of representative sample).

Figure 35. Priorities for future road safety, open-link



Base: Total sample | 2021 | Open-link n=2,438

Q20 In planning for the future, we would like to know what you think will improve safety over the next 40 years.

Note: Statements ranked in descending order based on Panel first rank results. New priorities added in 2021 highlighted in light grey

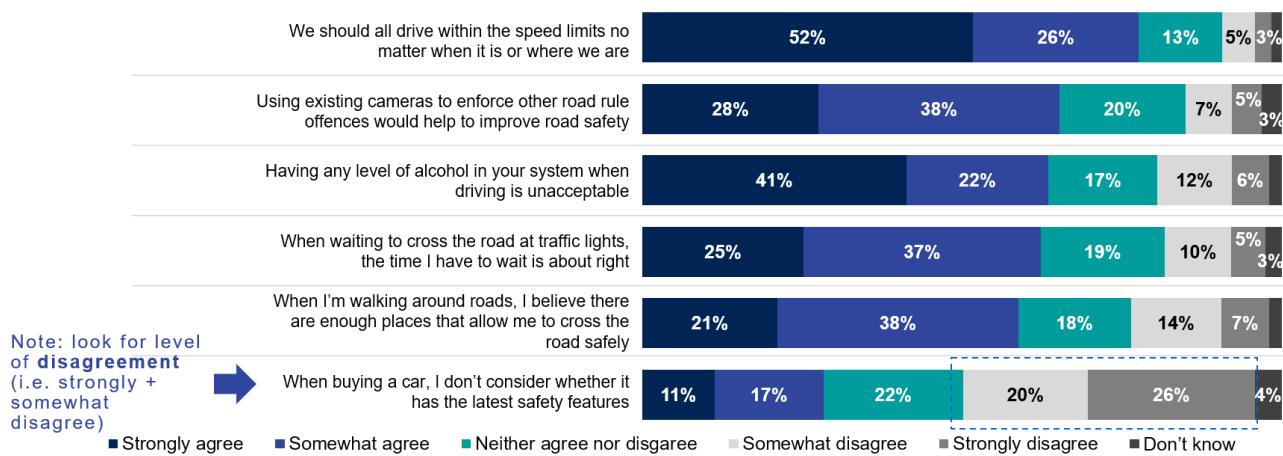
2.3.2 Road safety attitudes and perception

Representative sample

Figure 36 shows NSW community attitudes towards different road users' behaviours. The vast majority agree that drivers should drive within speed limits (78% 'strongly' or 'somewhat agree'). A similarly high proportion of the representative sample agree with:

- the use of existing cameras for law enforcement on the roads to improve safety (66%); and
- that having any level of alcohol in your system when driving is unacceptable (63%).

Community consensus is at its lowest around considerations regarding the latest safety features when it comes to buying a car, with 46% showing the desirable attitude (i.e. disagreeing that these features should not be considered).

Figure 36. Road safety attitudes and perception, representative sample

Base: Total sample | 2021 | Representative sample n=1,246

Q18 To what extent do you agree, or disagree, with the following statements?

Note: Labels under 3% not shown for ease of reading. Statements ranked in descending order based on Top 2 Box results (i.e. strongly and somewhat agree). Question added in 2021, therefore there is no 2017 comparative data

Interestingly, motorcyclists and heavy vehicle drivers are less likely to agree with that we should all drive within the speed limits no matter when it is or where we are (65% and 63% respectively). While car drivers are more likely to agree with all statements, except for the one relating to consideration of the latest safety features when buying a car.

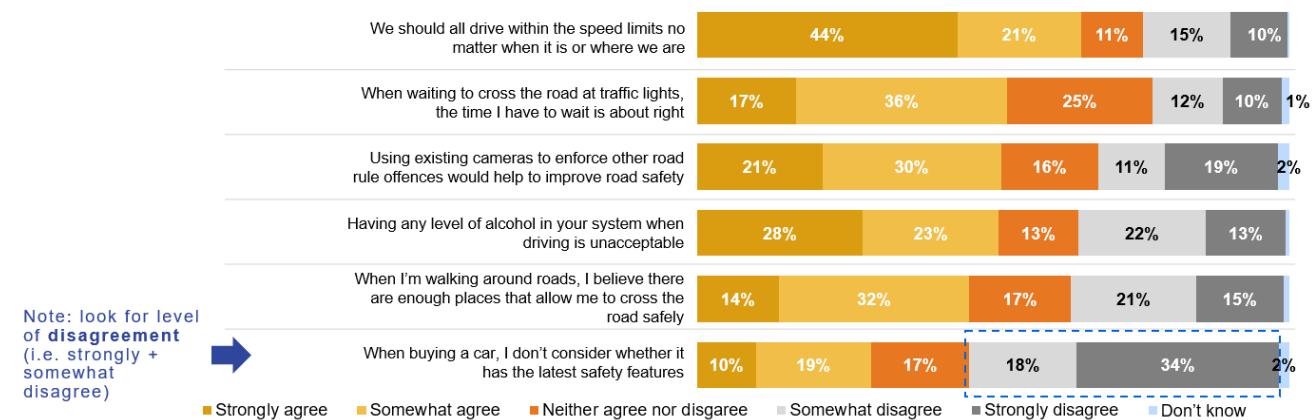
There are a few significant differences among the demographic subgroups:

- Males are more likely to agree:
 - We should all drive within speed limits (81%, compared with 74% of women); and
 - Having any level of alcohol is unacceptable (68%, compared with 59% of women).
- Females are more likely to agree that when walking around roads, they believe there are enough places that allow pedestrians to cross the road safely (63%, compared with 54% of men);
- Younger road users, those aged under 29, are less likely to agree:
 - We should all drive within speed limits (63%); and
 - Having any level of alcohol is unacceptable (50%).
- Those aged 30-39 are less likely to agree that we should all drive within speed limits (68%);
- Older road users, those aged 60+, are more likely to:
 - Agree we should all drive within speed limits (91%);
 - Agree having any level of alcohol is unacceptable (70%); and
 - Disagree that the latest safety features are not something they consider when buying a car (56%).

Open-link sample

Figure 37 shows attitudes towards different road users' behaviours among the open-link sample. Similar attitudes to the representative sample are observed within open-link respondents. However, the levels of agreement tend to be lower than the representative sample.

Figure 37. Road safety attitudes and perception, open-link



Base: Total sample | 2021 | Open-link n=2,438

Q18 To what extent do you agree, or disagree, with the following statements?

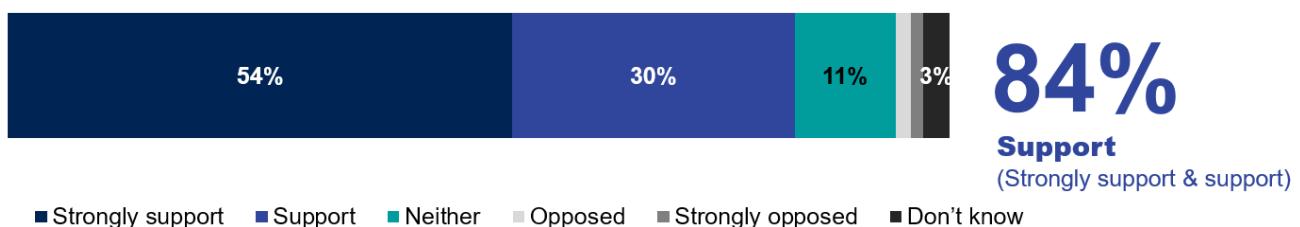
Note: Labels under 3% not shown for ease of reading. Statements ranked in descending order based on Top 2 Box results (i.e. strongly and somewhat agree). Question added in 2021, therefore there is no 2017 comparative data

2.3.3 Zero road toll on NSW roads by 2056

Representative sample

Figure 38 shows the level of community support for the NSW Government in aiming for a zero-road toll by 2056. The vast majority of the NSW community support this road safety goal from the Government, with over four in five respondents (84%) endorsing it.

Figure 38. Zero road toll on NSW roads by 2056, representative sample



Base: Total sample | 2021 | Representative sample n=1,246

Q19 Do you support the NSW Government in aiming for a zero-road toll by 2056 (i.e. zero deaths on NSW roads)?

Note: Labels 3% and below not shown for ease of reading. Question added in 2021, therefore there is no 2017 comparative data

Those more likely to support the zero road toll by 2056 objective are:

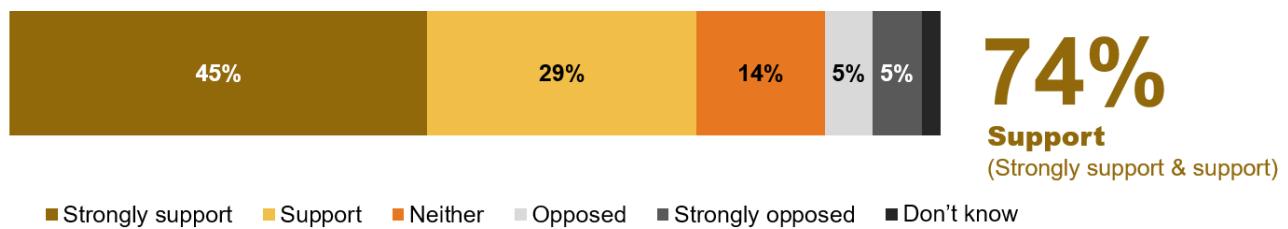
- Those aged 40-49 (91%);
- Older road users, those aged 60+ (89%);

- Frequent car drivers (89%);
- Frequent cyclists (89%); and
- Higher income earners, those who earn \$120,000 or more (93%).

Open-link sample

Figure 39 shows the zero road toll support results from the open-link respondents. The level of support is lower within open-link respondents, although it is still high with three in four (74%) in favour.

Figure 39. Zero road toll on NSW roads by 2056, open-link



Base: Total sample | 2021 | Open-link n=2,438

Q19 Do you support the NSW Government in aiming for a zero-road toll by 2056 (i.e. zero deaths on NSW roads)?

Note: Labels 3% and below not shown for ease of reading. Question added in 2021, therefore there is no 2017 comparative data

3 Conclusions

Drink driving, speeding and drug driving continue to be the primary road safety concerns of the NSW community. Three in five respondents (60%) of the representative sample elected drink driving as one of their top three concerns. It is followed by speeding with half (51%) and drug driving (40%). Open-link respondents share similar concerns, although unsafe roads rank second as the most concerning issues, with nearly three in five respondents (58%) indicating this one of their top three concerns.

When asked about additional issues, unsafe road design and infrastructure was consistently raised across both samples indicating this is another important concern within the community. More specifically, these comments around road design refer to ‘surfaces’ and the need for ‘more room’ on the roads for different users.

Safe system countermeasures

Safe roads and safe speeds

All roads and safe speeds countermeasures continue to be highly valued by the community with at least two thirds (66%) of the representative sample rating these as important. In line with the results around road safety issues, more importance is placed on countermeasures improving road design and infrastructure. As such, making curves safer on high speed roads is considered to be most important countermeasure (84% important). The most important countermeasures also include controlled turning of vehicles at intersections (83%) and median barriers (83%).

Speeding emerges as another major community concern with lowering speeds on narrow or high risk roads rated as the fourth most important countermeasure. Despite speeding being a prominent road safety concern with two thirds of the respondents considering these measures as important (i.e. ‘very’ or ‘fairly important’), speeding related countermeasures, including speeding cameras, are considered to be the least important measures consistently across both samples.

Investments in roads is the most spontaneously raised topic which aligns with the additional road safety issues results around road design as a key community concern, reinforcing the importance of safe roads within the safe systems approach.

Safe road users

Safety of heavy vehicle drivers continues to be viewed as the most important safe road user’s countermeasure (87% important). It is closely followed by alcohol testing (85%) and drug testing (83%) which aligns with the community road safety concern results.

While the open-link respondents share similar views, they tend to place higher value on road safety education of children and young people (92%, compared to 82% with the representative sample). Similarly, education emerges as a strong trend within open-link sample as this was their most prevalent suggestion (32% compared to 9% with the representative sample).

Greater law enforcement is another important suggestion raised by both samples. In 2021, a higher proportion mentioned this measure among the representative sample including more ‘police presence’ or ‘harsher penalties’. Clearly, the community recognises the important role that enforcement plays in keeping road users safe.

Safe vehicles

Vehicle safety technologies relating to enhanced vision and hazard detection emerge this year as important safe vehicle countermeasures for the community. Blind spot detection systems, reversing cameras and sensors, and

vulnerable road user detection for trucks/buses are the top three countermeasures among the representative sample. Open-link respondents share similar priorities, however they tend to place more emphasis on promoting protecting clothing for motorcyclists which may be linked to the higher incidence of motorcyclists within this sample.

Interestingly, many raised concerns around too much reliance on safety technologies contrast with these countermeasure results. Drivers needing to take more responsibility is the main suggestion raised by both samples when it comes to vehicle safety. Open-link respondents take this reflection even further as their second most prevalent suggestion relates to 'too much reliance on technology' making 'drivers lazy'.

These results suggest that while safety technologies are highly valued by the community, these should not be designed to minimise drivers' responsibilities and attention. Further, the community recognition of the need for driver responsibility fits well with the underlying premise of many communication activities calling on the community to be safe on our roads.

Planning for future transport system

In line with the safe vehicle countermeasure results, the NSW community prioritises vehicle technology that monitors drivers and detects fatigue and distraction in future transport system planning. Similarly, measures that separate you from oncoming vehicles or hazards on the roadside are also viewed as important, and more so than in 2017. This emphasis on future road infrastructure measures align with the road safety concern results indicating this is a strong trend among the community.

Encouragingly, the majority of the community show desirable attitudes towards road safety including 78% who agree that we should all drive within speed limits regardless of where we are and at what time.

Consistently across both samples, there is a high level of support for the zero road toll by 2056 objective from the NSW Government with 84% of the representative sample and 74% of the open-link sample indicating they either 'strongly support' or 'support' this initiative.

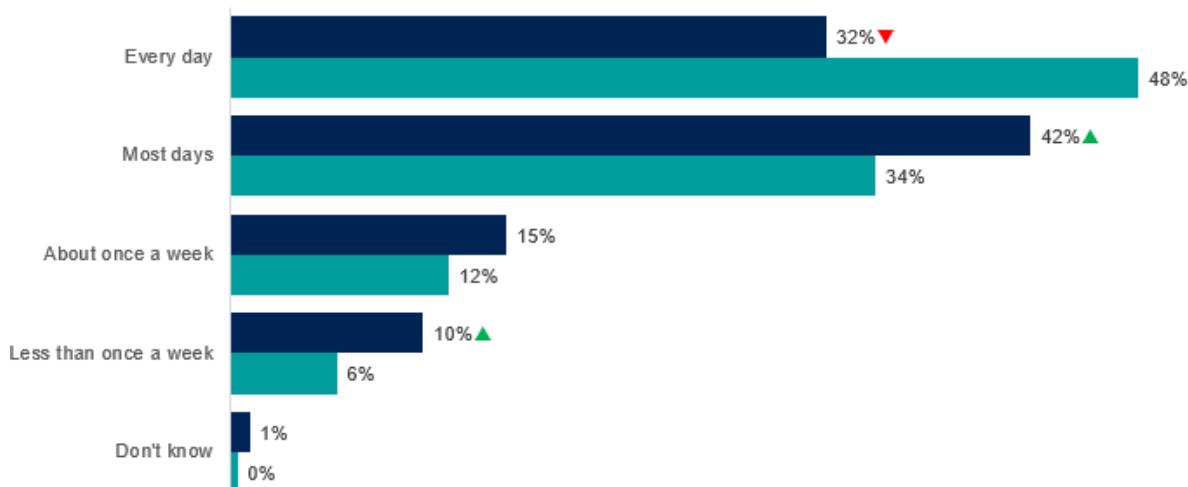
4 Appendices

Appendix A Demographics

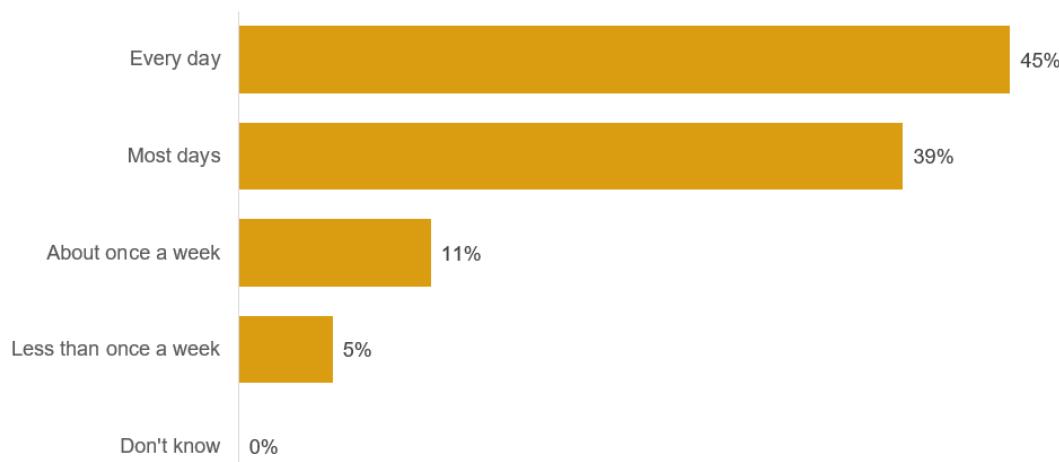
Car use

Majority of car drivers (89%) in the representative sample are driving at least once a week, with just over a third driving daily (32%), which is lower compared to 2017 (48%).

Those aged 30-49 years old are more likely to drive their car every day (40% compared to 30% for those up to 29 years old, and 26% for those aged 50 and above). This trend is line with 2017.



Base: Total car drivers | 2021 | Representative sample n=1,004 | 2017 | Representative sample n=1132
Q5 How often do you drive a car?



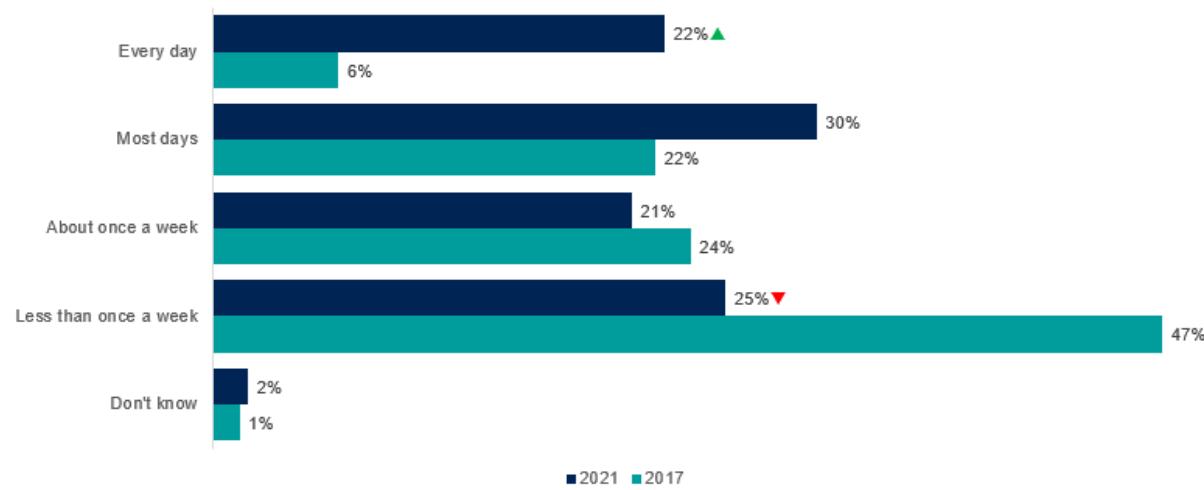
Base: Total car drivers | 2021 | Open-link n=2303
Q5 How often do you drive a car?

Motorcycle use

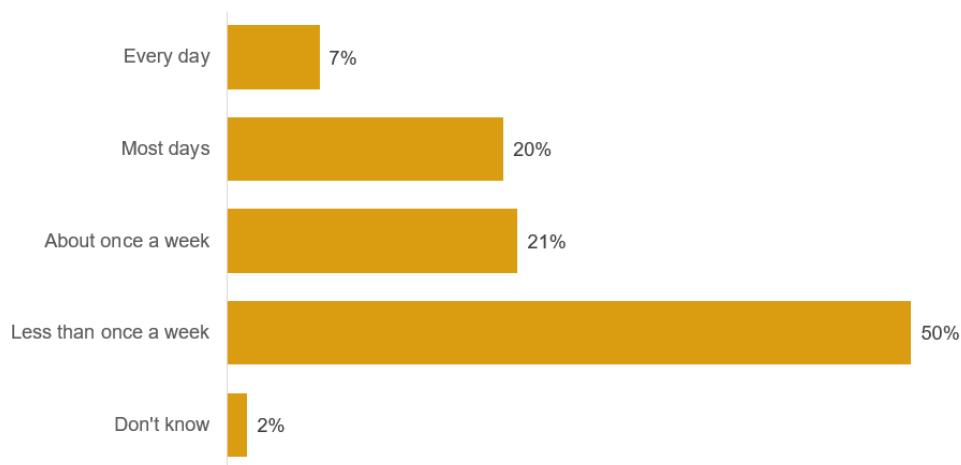
Majority of those in the representative sample with a motorcycle licence are riding at least once a week (73%), this is an increase compared to 2017 (52%). The proportion of daily motorcycle riders also increased between the 2017 (6%) and 2021 (22%) sample.

The following groups of motorcyclists are more likely to be riding at least once a week:

- Those aged up to 49 years old (86% compared to 44% of those aged 50 years and above);
- CALD motorcyclists (90% compared to 64% of non-CALD); and
- Learner license holders (95% compared to 76% for those on a provisional license, and 65% for those on a full license).



Base: Total motorcycle licence holders | 2021 | Representative sample n=230 | 2017 | Representative sample n=161
Q6 How often do you ride a motorcycle?



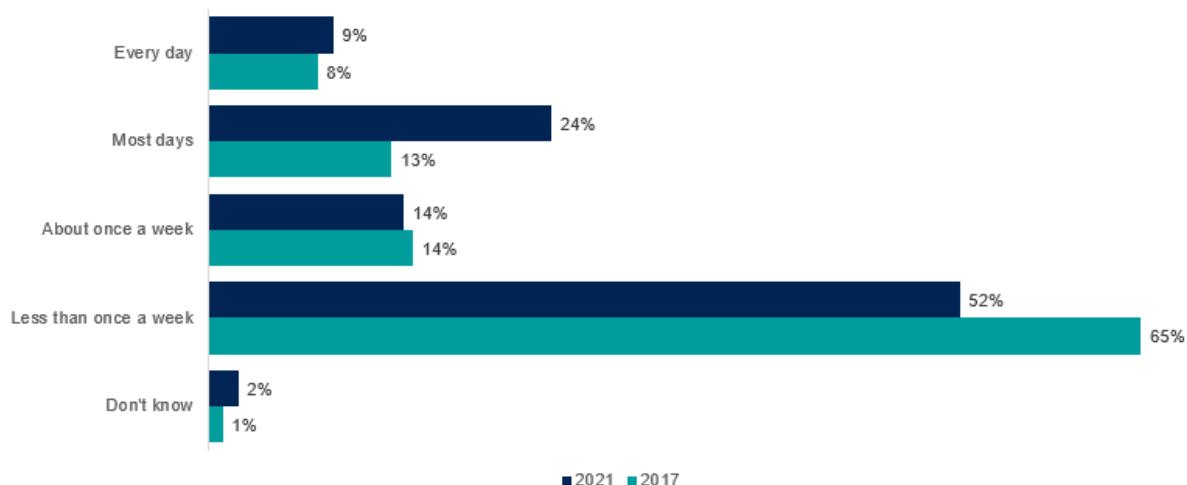
Base: Total motorcycle licence holders | 2021 | Open-link n=854
Q6 How often do you ride a motorcycle?

Heavy vehicle use

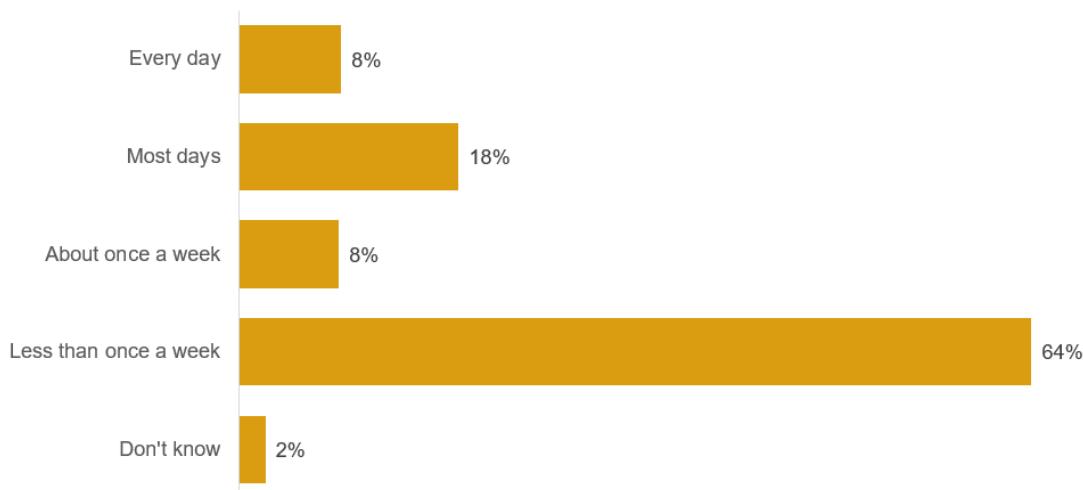
One in three (32%) heavy vehicle license holders drive in the representative sample drive a heavy vehicle every day or most days.

Females heavy vehicle drivers are more likely to drive less than once a week (63%) compared to males (32%). In contrast, one in two males drive a heavy vehicle every day or most days (51%, compared to 22% of females).

Those aged up to 49 years old are most likely to drive a heavy vehicle every day or most days (51%), compared to those 50 years or older (13%).



*Base: Total heavy vehicle licence holders | 2021 | Representative sample n=102 | 2017 | Representative sample n=92
Q5c How often do you drive a heavy vehicle?*

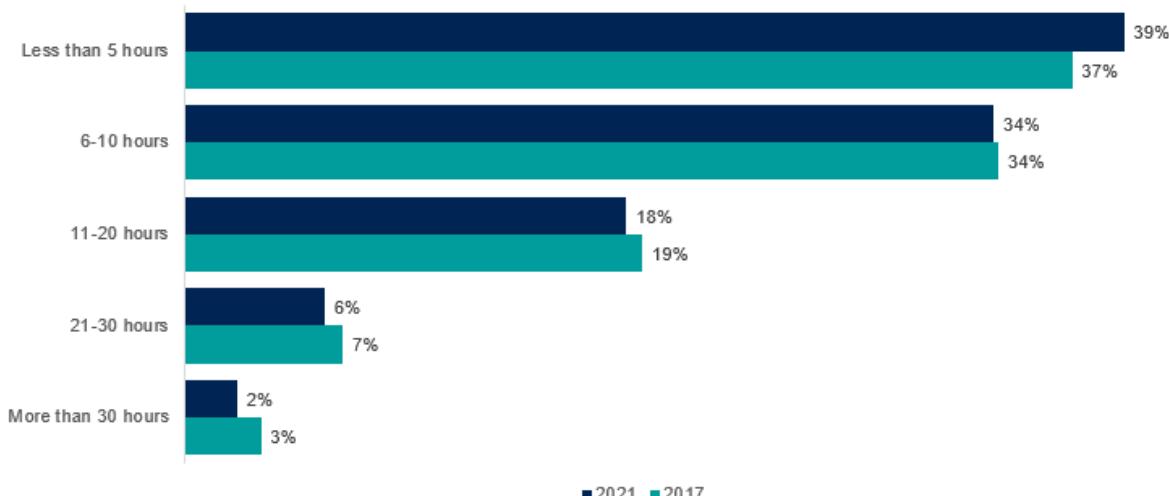


*Base: Total heavy vehicle licence holders | 2021 | Open-link n=508
Q5c How often do you drive a heavy vehicle?*

Hours driven or ridden per week

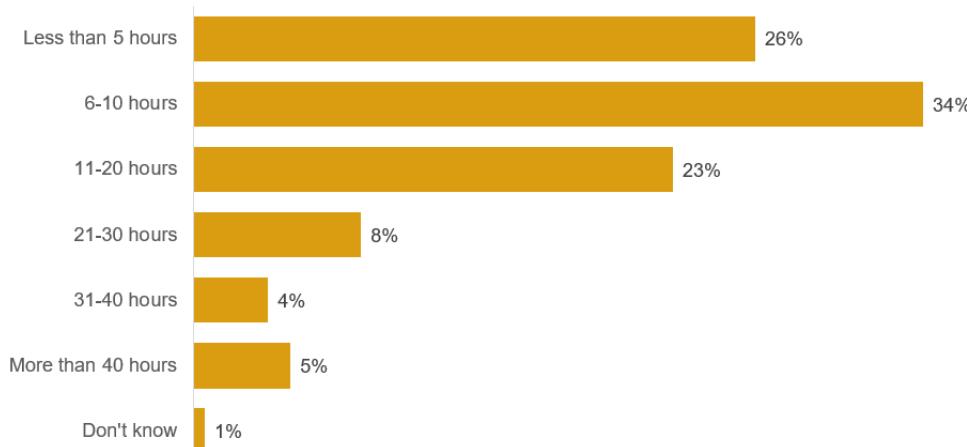
Over one third (39%) of road users in the representative sample spend less than 5 hours driving or riding each week. A further 34% estimate they spend about 6-10 hours weekly.

Male road users are more likely to drive or ride for less than five hours per week (44%), compared to females (34%).



Base: Total that have driven/ridden within the last 6 months | 2021 | Representative sample n=1078 | 2017 | Representative sample n=1121

Q7 How many hours per week do you estimate you drive/ride in total?



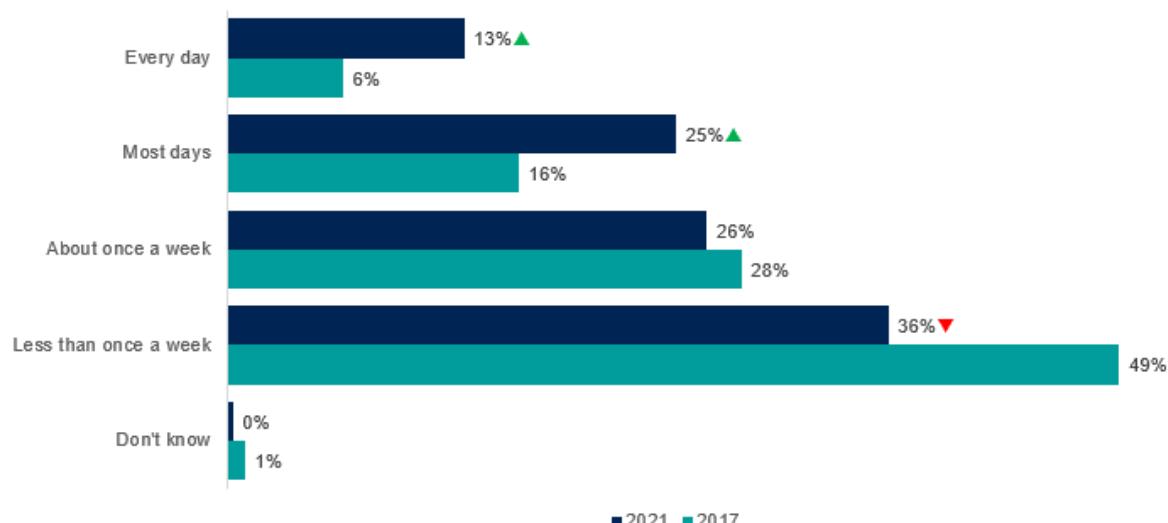
Base: Total that have driven/ridden within the last 6 months | 2021 | Open-link n=2370

Q7 How many hours per week do you estimate you drive/ride in total?

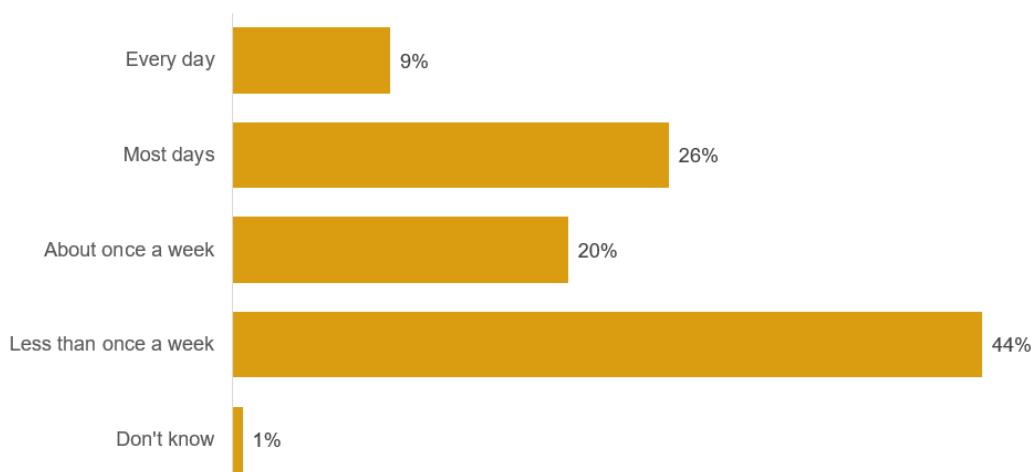
Cycling frequency

Over three in five bicycle riders are cycling at least once a week (64%), with over a third cycling every or most days (37%).

Bicycle riders who use public transport at least once a week are more likely to ride a bicycle one or more times per week (69% compared to 38% of those who use public transport less than once a week). This is consistent with the 2017 results.



Base: Total bicycle riders | 2021 | Representative sample n=471 | 2017 | Representative sample n=447
Q5d How often do you ride a bicycle?



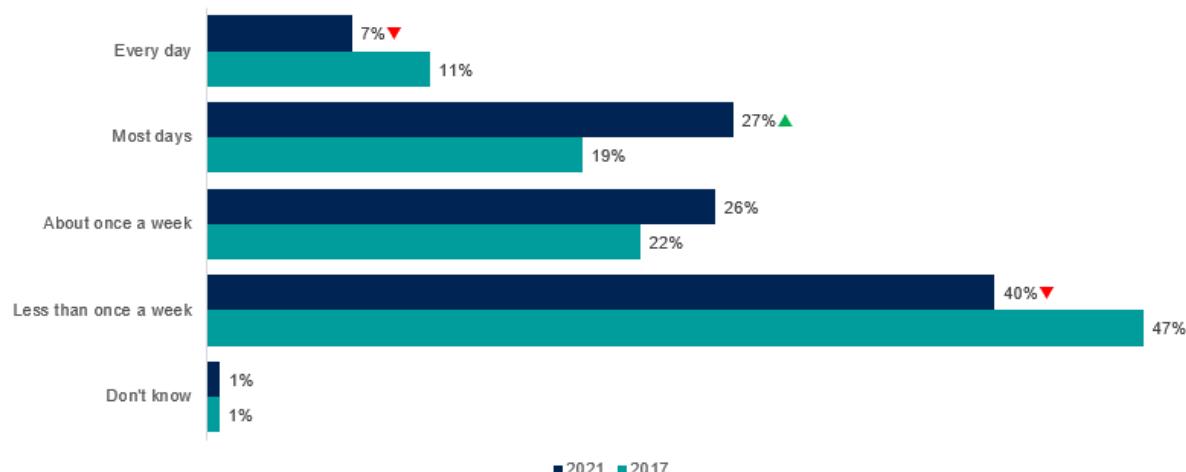
Base: Total bicycle riders | 2021 | Open-link n=1123
Q5d How often do you ride a bicycle?

Frequency of public transport use

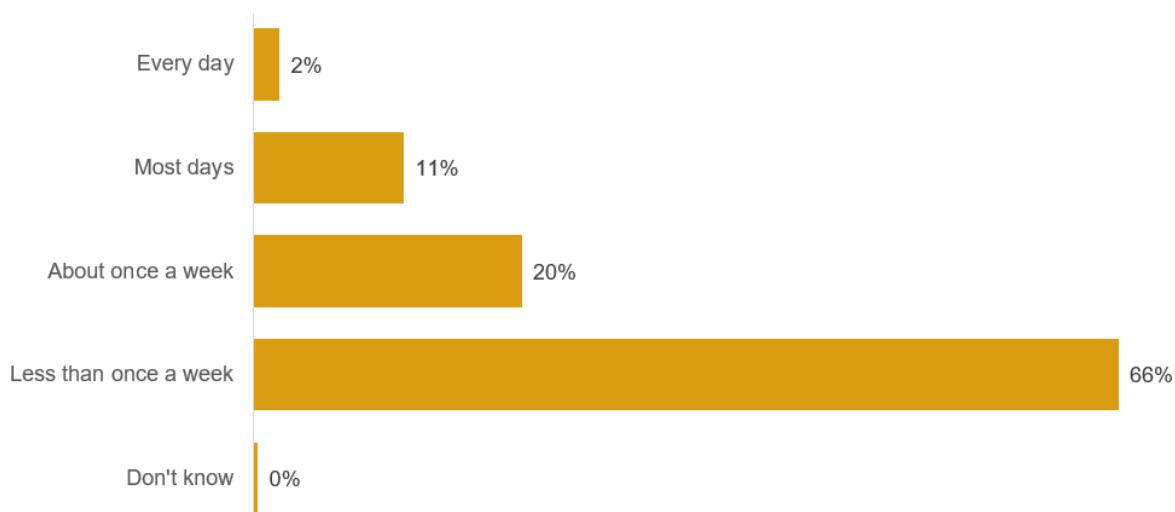
Three in five (60%) of public transport users are doing so at least once a week, which is an increase compared to 2017 (52%). Just over a third are using public transport every or most days (34%).

The following groups of public transport users are more likely to take public transport every day or most days:

- Those living in a metro area (37% compared to 24% of those living in regional areas);
- Bicycle riders (41% compared to 28% of non-cyclists);
- Those with a CALD background (46% compared to 29% of non-CALD); and
- Those aged up to 49 years old (42% compared to 22% of 50 years and older).



*Base: Total who take public transport | 2021 | Representative sample n=622 | 2017 | Representative sample n=736
Q9 Typically, how often do you... take public transport?*



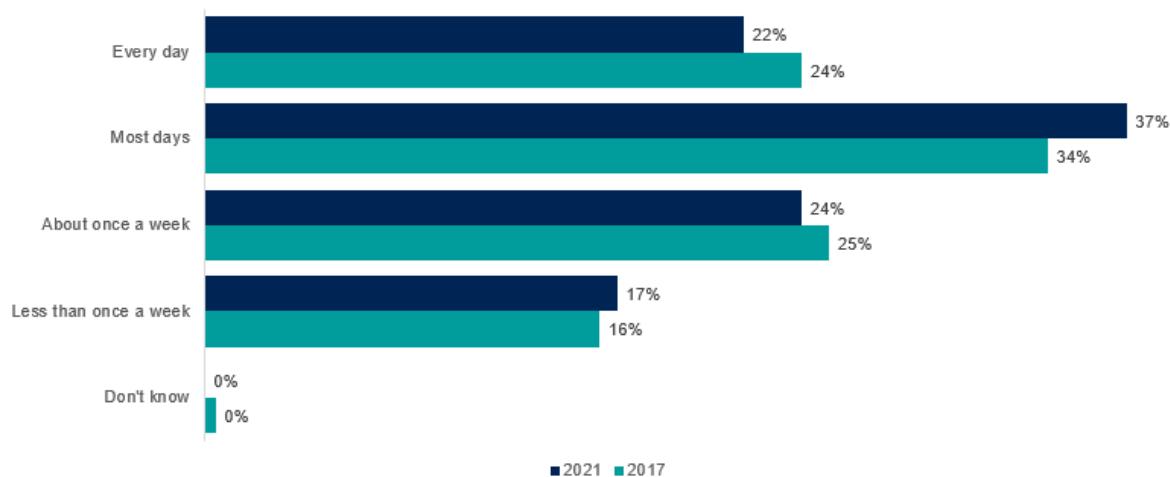
*Base: Total who take public transport | 2021 | Open-link n=1220
Q9 Typically, how often do you... take public transport?*

Frequency of walking place to place

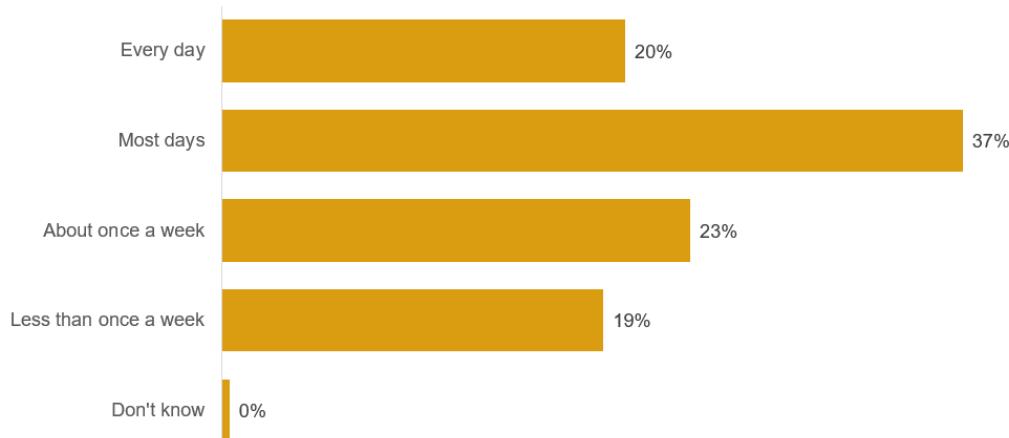
The vast majority (83%) are walking place to place at least once a week, and half do so every or most days (59%).

Those who use public transport once or more a week are more likely to walk place to place every or most days (75% compared to 40% of those who use taking public transport less than once a week).

Females are more likely to walk place to place every day or most days (65%), compared to males (53%).



*Base: Total who walk from place to place | 2021 | Representative sample n=739 | 2017 | Representative sample n=800
Q8b Typically, how often do you... walk to get from place to place (including walking to catch public transport)?*



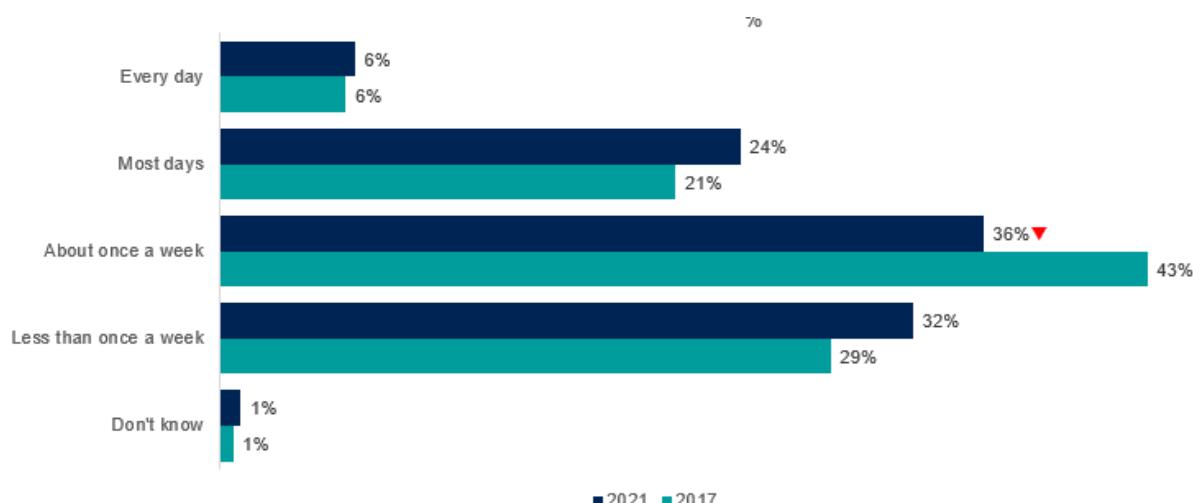
*Base: Total who walk from place to place | 2021 | Open-link n=1479
Q8b Typically, how often do you... walk to get from place to place (including walking to catch public transport)?*

Frequency of travelling in a car or on a motorcycle as a passenger

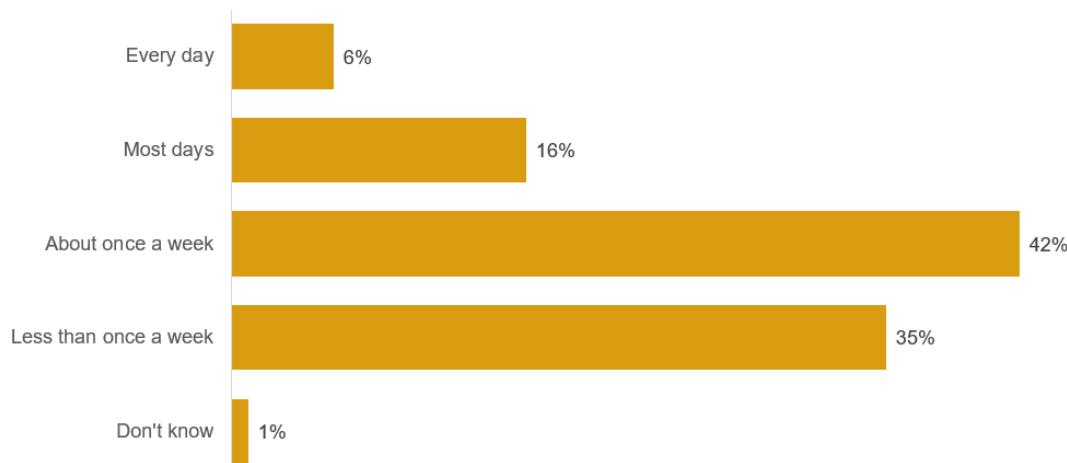
Most of those who travel in a car or on a motorcycle as a passenger do so at least once a week (67%), and one in three (31%) do so every day or most days.

Those who use public transport at least once a week are more likely to travel in a car or on a motorcycle as a passenger every, or most days (40%), compared to those who use public transport less than once a week (19%).

Two in five cyclists (42%) travel in a car or on a motorcycle as a passenger every day or most days, compared to those who are not cyclists (24%).



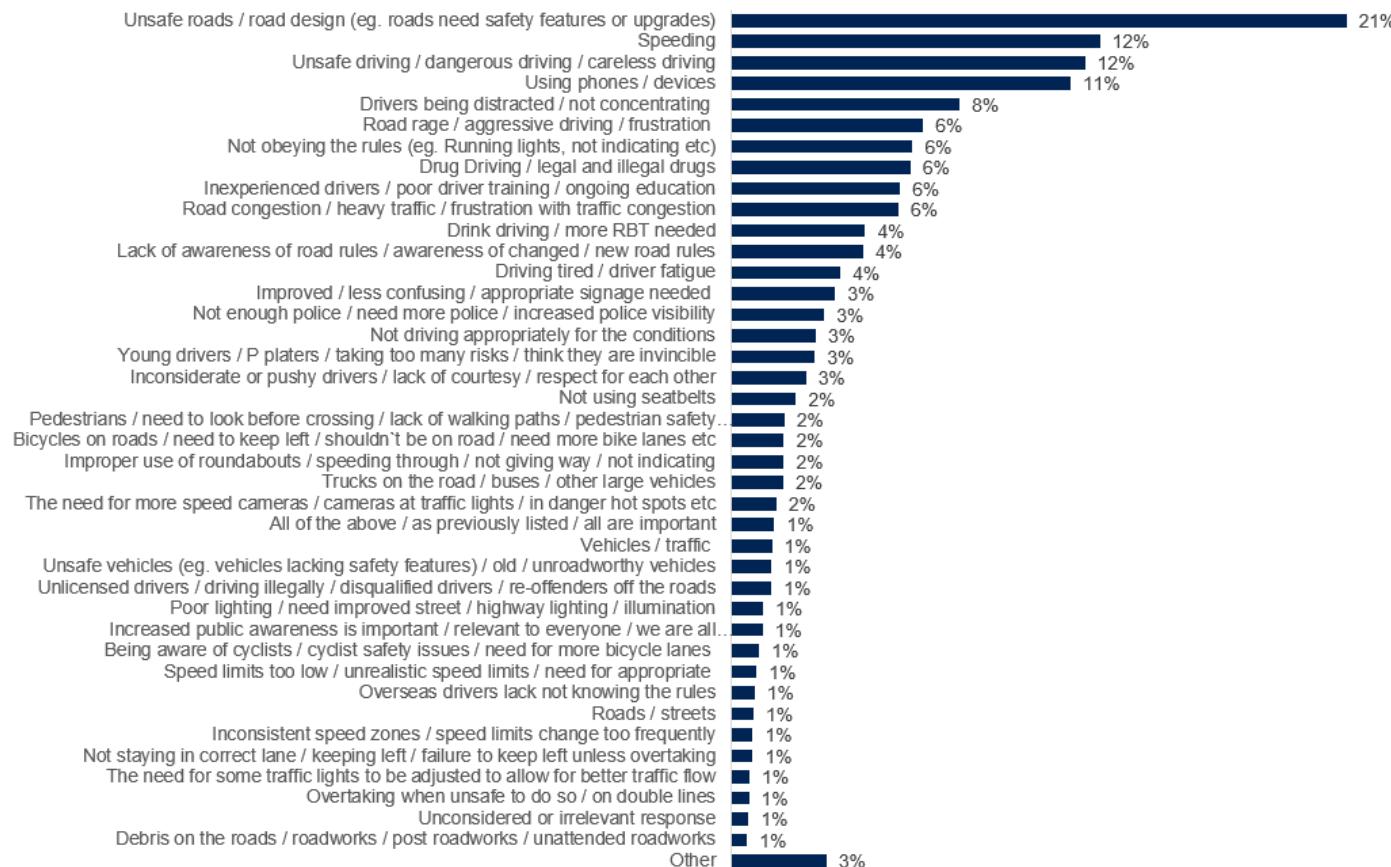
*Base: Total who travel in a car or motorcycle as a passenger | 2021 | Representative sample n=765 | 2017 | Representative sample n=828
Q8c Typically, how often do you... travel in a car or motorcycle as a passenger?*



*Base: Total who travel in a car or motorcycle as a passenger | 2021 | Open-link n=1631
Q8c Typically, how often do you... travel in a car or motorcycle as a passenger?*

Appendix B Coded questions

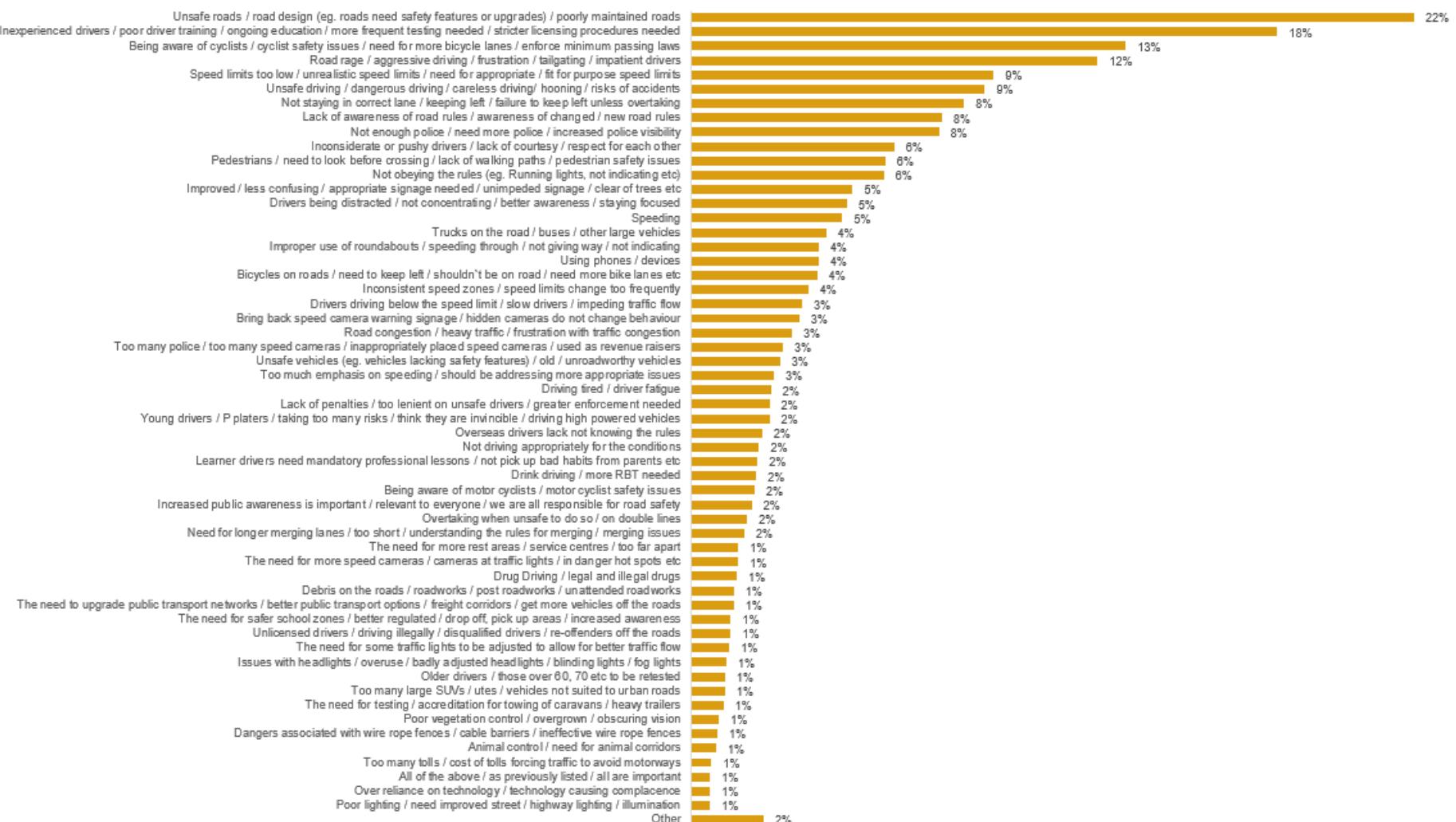
Other issues perceived as most important



Base: Total coded sample | Representative sample n=701

Q11 What other issues do you think are important to safety on NSW roads?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results

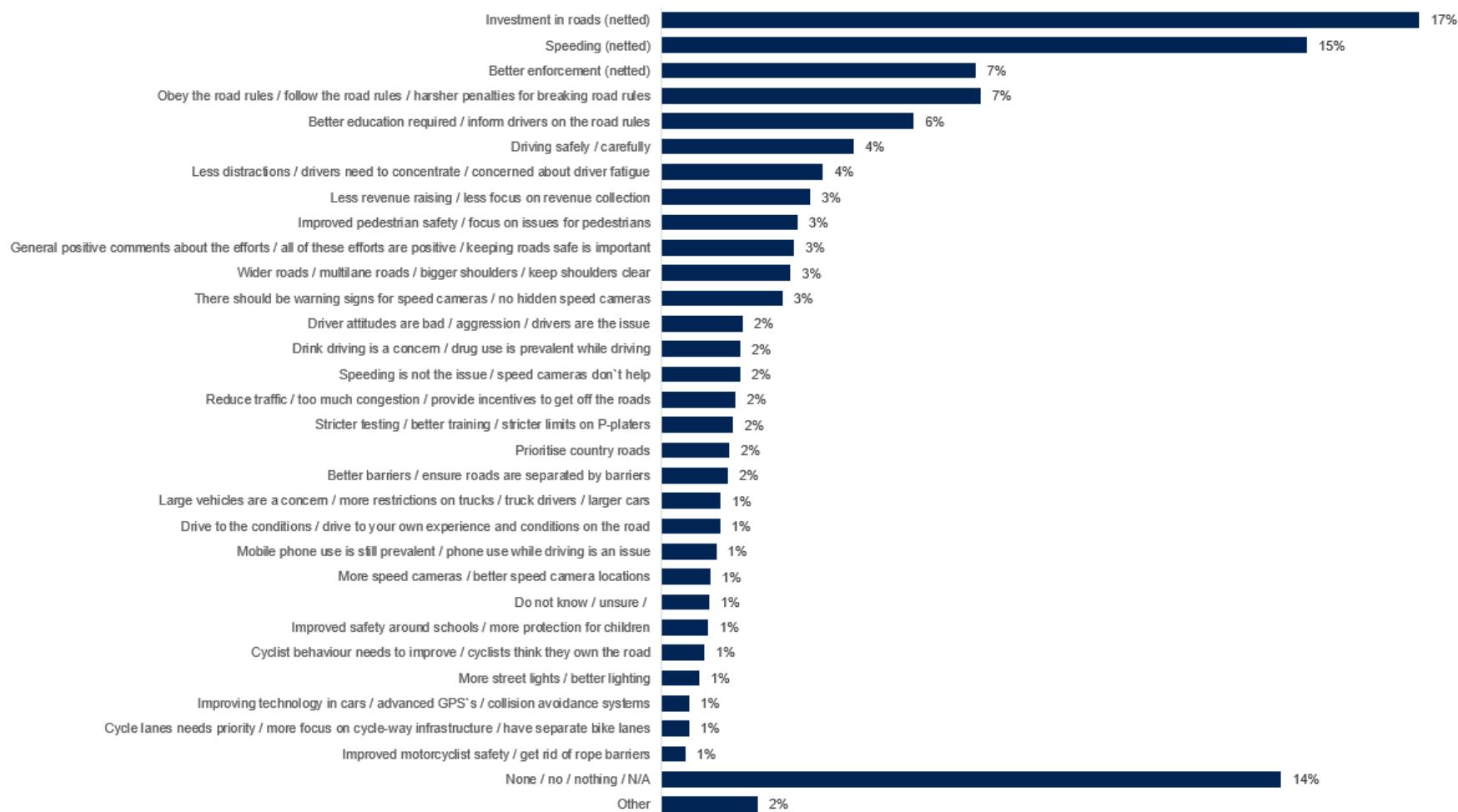


Base: Total coded sample | Open-link n=2,221

Q11 What other issues do you think are important to safety on NSW roads?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results

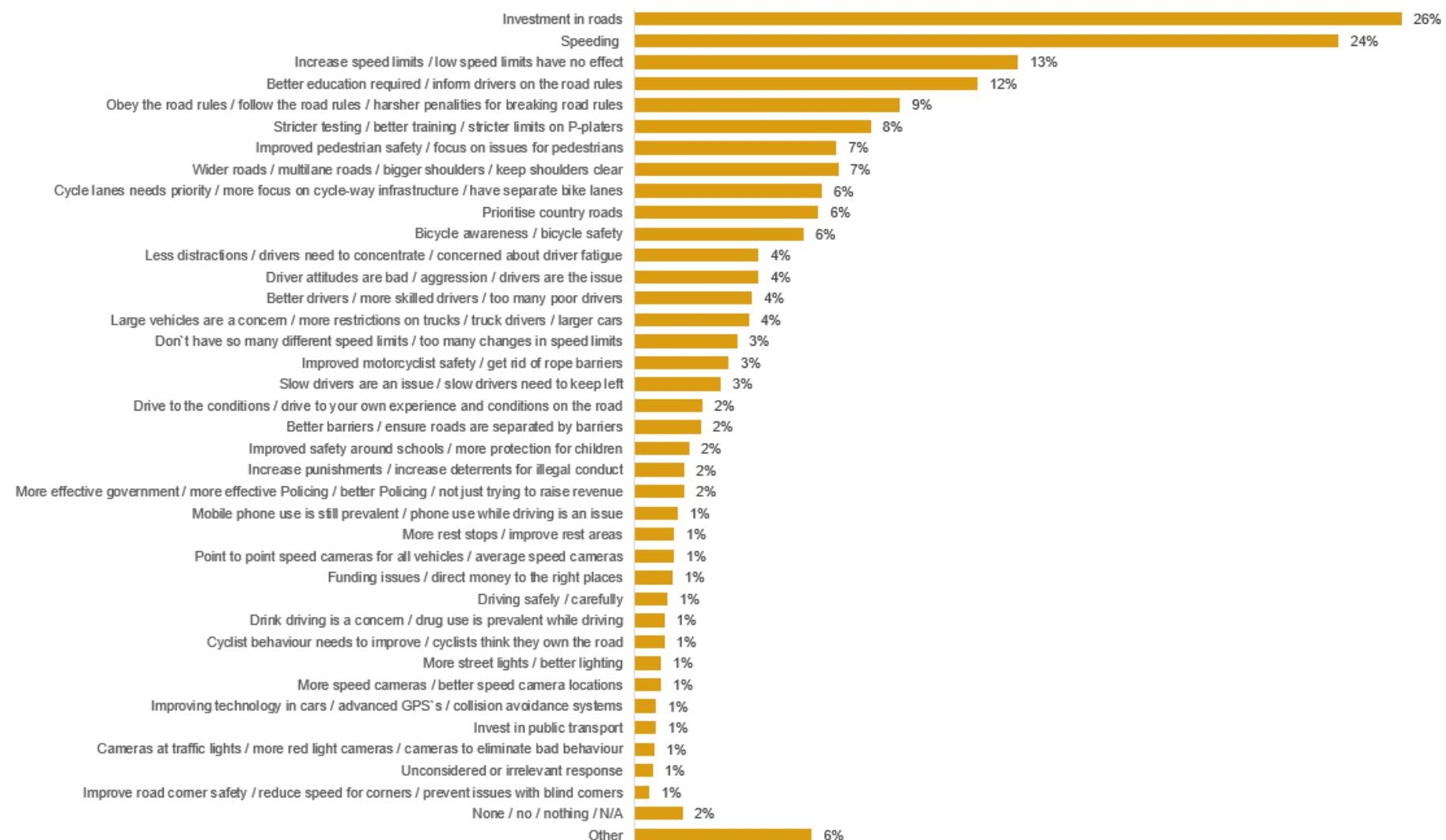
Comments about safer roads and safer speeds



Base: Total coded sample / Representative sample n=408

Q12b. Do you have any other comments you'd like to make about safer roads and safe speeds?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results. Some issues have been netted for analysis purpose.

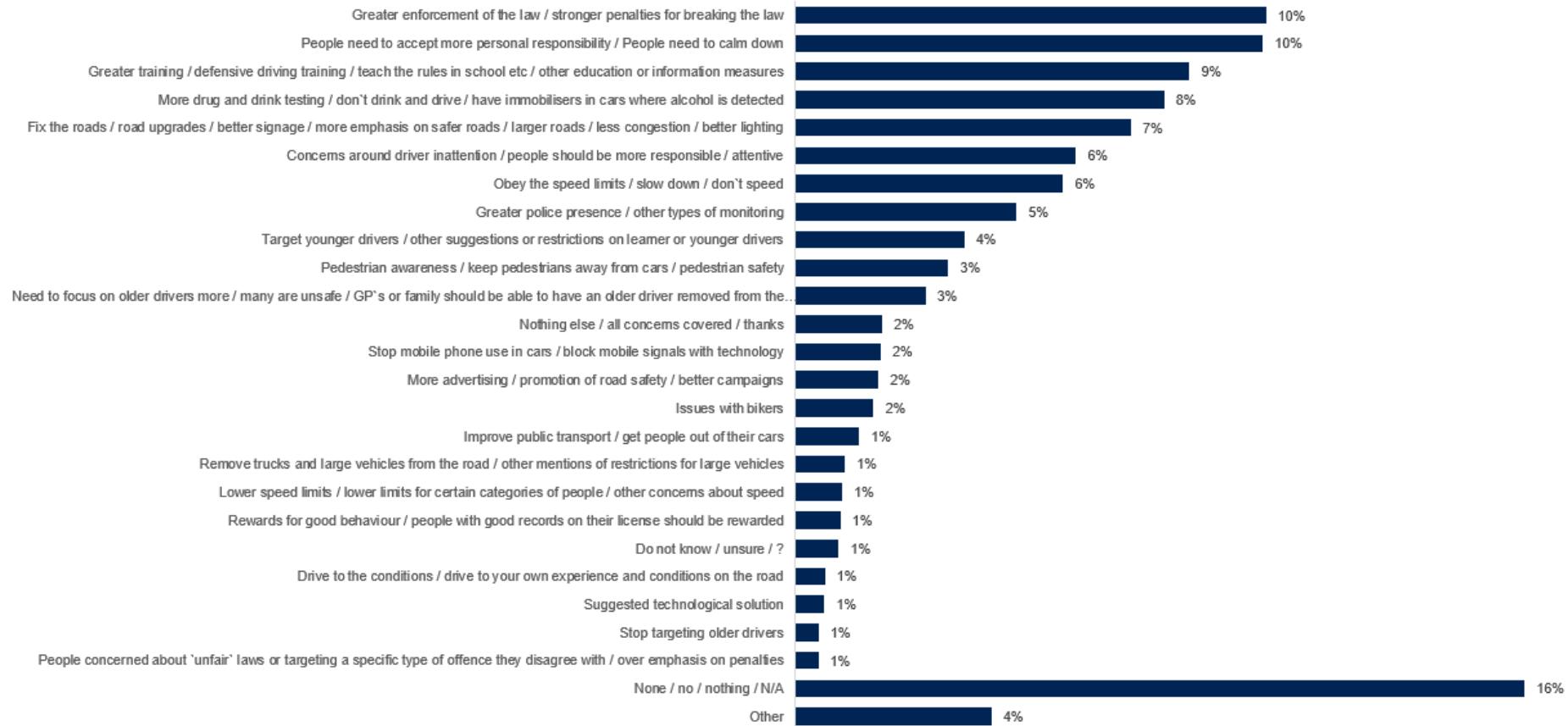


Base: Total coded sample | Open-link n=1,781

Q12b. Do you have any other comments you'd like to make about safer roads and safe speeds?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results. Some issues have been netted for analysis purpose

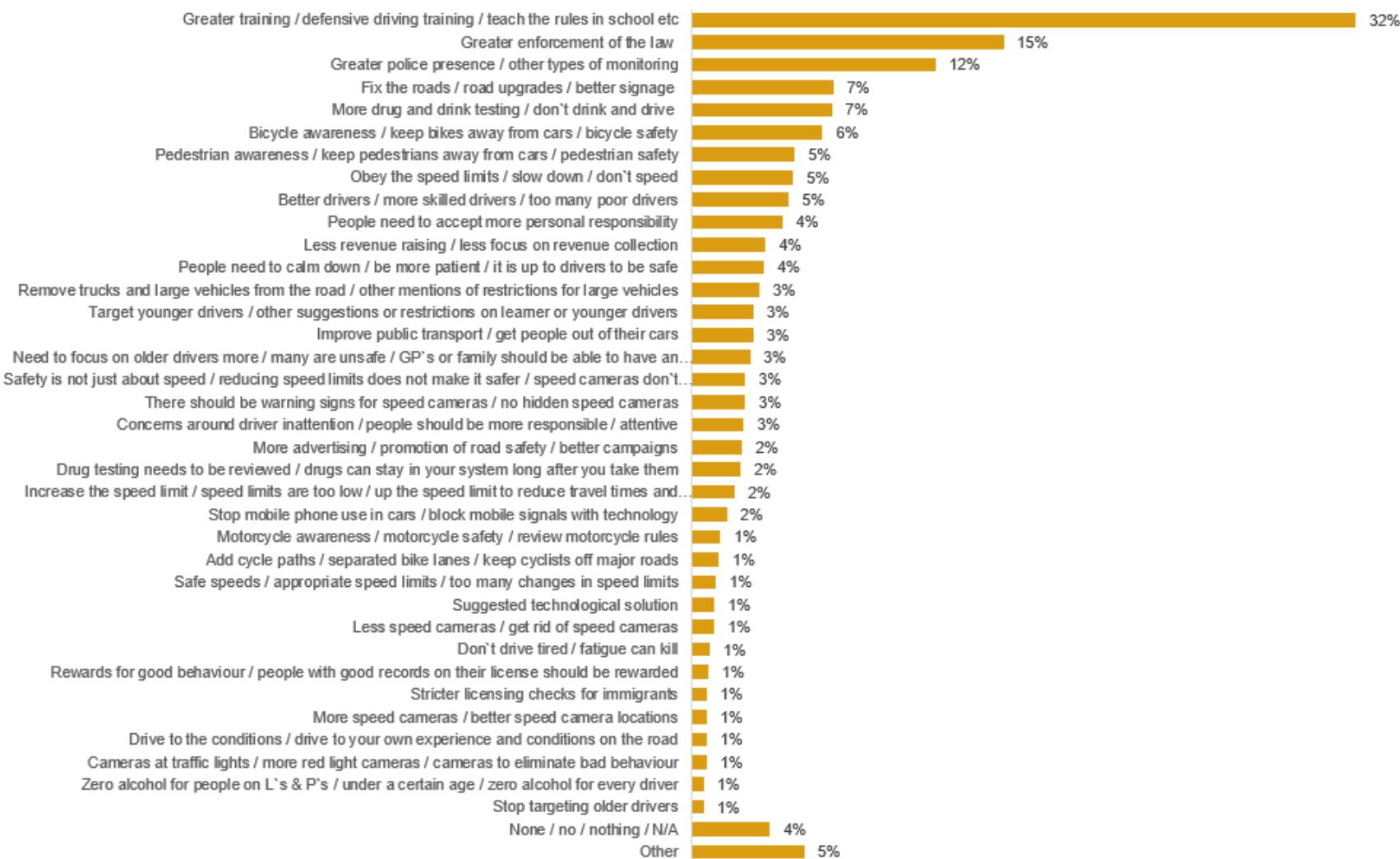
Comments about safer road users



Base: Total coded sample | 2021 | Representative sample n=291

Q15 Do you have any other comments you'd like to make about safer road users?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results. Some issues have been netted for analysis purpose.

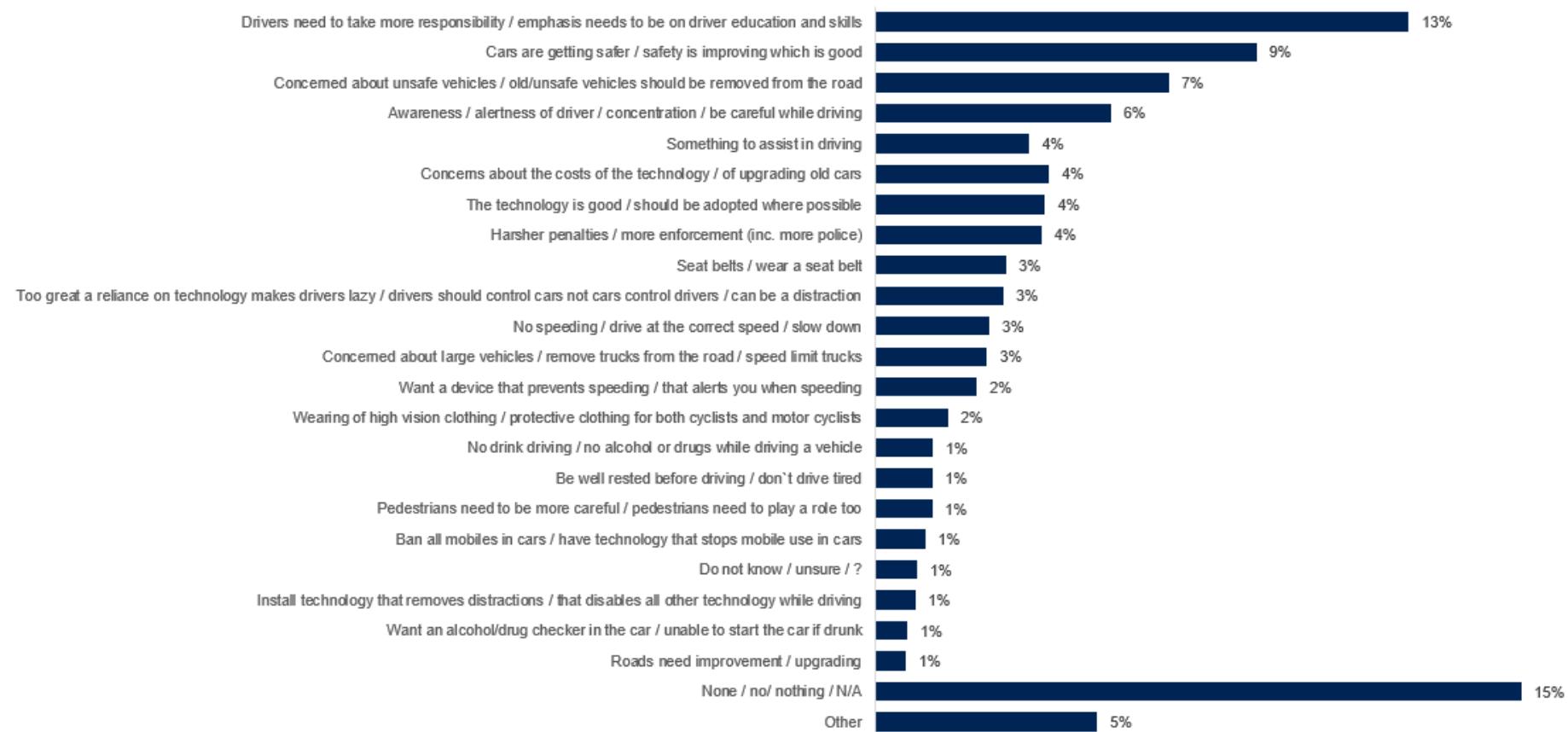


Base: Total coded sample | 2021 | Open-link n=1,328

Q15 Do you have any other comments you'd like to make about safer road users?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results.

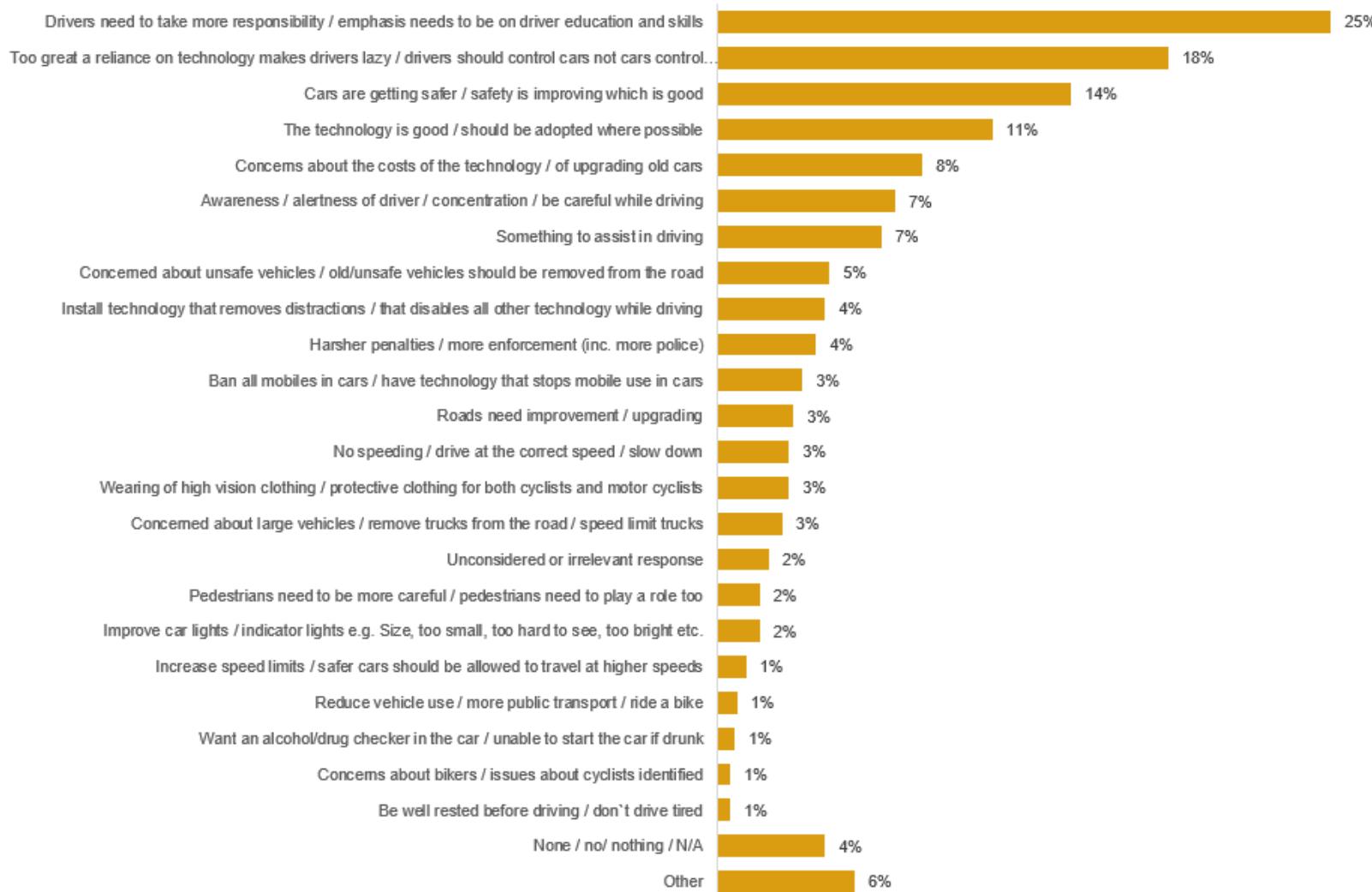
Comments about vehicle safety



Base: Total coded sample | 2021 | Representative sample n=270

Q17 Do you have any other comments you'd like to make about vehicle safety?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results. Some issues have been netted for analysis purpose.



Base: Total coded sample | 2021 | Open-link n=1,095

Q17 Do you have any other comments you'd like to make about vehicle safety?

Note: Open-ended question coded. Issues ranked in descending order based on 2021 results. Some issues have been netted for analysis purposes

Appendix C 2021 Questionnaire

New road safety plan - Questionnaire - 21-000048-01

Job book Number	21-000048-01
Job Name	New road safety plan questionnaire
Client	Centre for Road Safety (CRS)
Date	08/03/2021
Version Number	Final
Authors	David Elliott, Florence Le Guyader, Florin Loh and Mercedes van Setten

Survey topic

The NSW Road Safety Strategy 2012-2021 (the Strategy) was first released by the NSW Centre for Road Safety (CRS) in 2012. The primary aims of this document were as follows:

Set road safety objectives and outline initiatives for the decade 2012-2021;

Attempt to lower road fatalities and serious injuries by 30%; and

Outline specific action plans for achieving these objectives.

In 2017, the mid-point of the Strategy's implementation, the CRS conducted an evaluation of the performance of the Strategy and the initiatives that it was predicated upon. This evaluation sought to help ensure that the broad targets outlined, including the reduction in road fatalities and serious injuries by 30%, would be achieved in the desired timeframe. As part of this evaluation, a NSW Road Safety Plan 2021 (the Plan) was developed, then launched in February 2018.

Ipsos conducted a community attitude survey in 2017 in order to inform the evaluation of the NSW Road Safety Strategy 2012-2021.

As the current plan nears its conclusion, the CRS is assessing its progress and beginning the process of developing a new Action Plan. In line with 2017, Ipsos will conduct another community attitude survey in 2021 in order to provide the NSW community with an opportunity to provide input into the development of the new Action Plan, and to obtain feedback with respect to:

Road safety issues of most concern to NSW road users;

Road safety issues that apply to different kinds of road users; and

Views on a range of road safety countermeasures and initiatives, and how they contribute to making our roads safer.

The following questionnaire is designed for the 2021 community attitude survey.

Sample and quotas

The quota design aligns with the 2017 survey. As such, the sample will be metro (i.e. Sydney, Newcastle and Wollongong) and non-metro. The following areas will be excluded from the metro definition and therefore included in non-metro instead:

Central Coast, Blue Mountains and Wollondilly (for Sydney metro);

Cessnock, Maitland and Port Stephens (for Newcastle metro); and

Kiama (for Wollongong metro).

The sample will be sourced from multiple channels:

- Online panel
 - Main (n=1,000)
 - Boost (n=200)

The boost component will target regional only.

- Open link

The publication of the open link will be managed by CRS, through diverse channels (e.g. Facebook, LinkedIn).

Main sample quotas

		Metro		Non-metro	
		Count	Proportion	Count	Proportion
Male	17-29	78	12%	33	16%
	30-39	64	10%	25	9%
	40-49	57	9%	28	7%
	50-59	51	8%	31	8%
	60+	82	13%	60	9%
Female	17-29	80	12%	35	17%
	30-39	63	10%	24	10%
	40-49	56	9%	27	7%
	50-59	49	8%	30	8%
	60+	72	11%	55	9%
Total		652	100%	348	100%

Additional information

Survey length to be up to 20.02 minutes maximum.

Questionnaire changes			
Year	Question number	Question label	Change
2021	SQ2. Age	Which of the following age groups are you in...?	Age brackets updated
2021	Q2	What types of licence do you currently hold?	Single question changed into a multi
2021	Q10	Which three of the following road safety issues are of most concern to you?	Respondent instruction under question label updated Wording of response frame updated for code 01 and 05
2021	(Section 3: Safe roads and safe speeds)	Item: Roadside barriers	Wording of explanation updated 'Barriers that prevent vehicles from running off the side of the road'
2021	(Section 3: Safe roads and safe speeds)	Item: Noise/vibration strips along the edge, or centre, of the road	Wording of explanation updated 'Rumble strips on the edge, or centre, of the road that make a noise and vibration if drivers are running off the road or leaving their lane'
2021	(Section 3: Safe roads and safe speeds)	Item: Median barriers	New item added
2021	(Section 3: Safe roads and safe speeds)	Item: Wide centre line	New item added
2021	(Section 3: Safe roads and safe speeds)	Item: Motorcycle underrun protection	New item added
2021	(Section 3: Safe roads and safe speeds)	Item: Mobile speed cameras	Image updated
2021	(Section 3: Safe roads and safe speeds)	Item: Average speed cameras	Wording of item description and explanation updated 'Detect speeding over longer distances. These cameras measure the amount of time it takes a vehicle to drive between two points and calculates the average speed of the vehicle'
2021	(Section 3: Safe roads and safe speeds)	Item: Lower speeds on narrow or high risk roads	Wording of explanation updated 'Lower speeds on roads that are high risk because they are narrow or have many bends and/or have few/no barriers'
2021	(Section 3: Safe roads and safe speeds)	Item: Mobile phone detection cameras	New item added
2021	(Section 3: Safe roads and safe speeds)	Item: Bicycle paths and separated bicycle lanes	Wording of explanation updated 'Bicycle paths and lanes that separate bicycle riders, who are vulnerable in a crash, from

			other vehicles and pedestrians on, or near key bicycle routes'
2021	(Section 3: Safe roads and safe speeds)	Item: Making curves safer on high speed roads	New item added
2021	(Section 3: Safe roads and safe speeds)	Item: Road maintenance works targeting bends and dips in the road	Item removed
2021	(Section 3: Safe roads and safe speeds)	Item: Controlled turning of vehicles at intersections, e.g. green right turn arrows	Wording of item description and explanation updated 'Reduces the occasions motorists have to judge a safe gap to turn right in front of opposing traffic, reducing the chance of a crash'
2021	(Section 3: Safe roads and safe speeds)	Item: Increasing opportunities for pedestrians to cross at signals	Image, wording of item description and explanation updated 'Can include changes to the phasing of lights to give pedestrians more frequent chances to cross the road, as well as the installation of more signalised crossings'
2021	(Section 3: Safe roads and safe speeds)	Item: Roundabouts	Item removed
2021	(Section 3: Safe roads and safe speeds)	Item: Traffic calming measures and lower speeds in local areas	Wording merged into item 'Pedestrian safety features such as crossings and traffic calming'
2021	(Section 3: Safe roads and safe speeds)	Item: Vehicle activated speed or warning signs	Item removed
2021	(Section 3: Safe roads and safe speeds)	Item: Pedestrian safety features such as crossings and traffic calming	Wording of item description and explanation updated
2021	(Section 3: Safe roads and safe speeds)	Item: Lower speed limits in places to improve safety for people and cyclists	Wording of item description and explanation updated
2021	(Section 3: Safe roads and safe speeds)	Q12b. Do you have any other comments you'd like to make about safer roads and roadsides ?	Question wording changed from ' safer roads and roadsides ' to ' safer roads and safe speeds '
2021	(Section 4: Safe road users)	Item: Alcohol interlock devices for certain drink driving offenders	Image, wording of item description and explanation updated 'Alcohol interlocks are devices installed into certain offender's cars that require the driver to complete a breath test before starting the car and prevent the car from starting if alcohol is detected'

2021	(Section 4: Safe road users)	Item: Alcohol testing	Image, wording of item description and explanation updated 'High levels of enforcement of drink driving across New South Wales'
2021	(Section 4: Safe road users)	Item: Drug testing	New item added
2021	(Section 4: Safe road users)	Item: Improvements to the licensing system for motorcyclists	New item added
2021	(Section 4: Safe road users)	Item: Self-regulation by older drivers	Wording of explanation updated 'Support older drivers to regulate their own driving, and switch to other modes of transport where appropriate'
2021	(Section 4: Safe road users)	Item: Licensing programs for young people	Item removed
2021	(Section 4: Safe road users)	Item: Protective clothing for motorcyclists	Item moved to section 5 safe vehicles
2021	(Section 4: Safe road users)	Item: Awareness of licensing options for older drivers	Item removed
2021	(Section 4: Safe road users)	Item: Local government initiatives to improve safety on local roads	New item added
2021	(Section 4: Safe road users)	Item: Safety of heavy vehicles	Wording of explanation updated 'Work with the heavy vehicle industry to improve the safety of heavy vehicle drivers'
2021	(Section 4: Safe road users)	Item: Advertising campaigns	Image updated
2021	(Section 4: Safe road users)	Item: Road safety education of children and young people in school, and their carers	Wording of item description updated
2021	(Section 5: Safe vehicles)	Item: Intelligent Speed Assist	Image, wording of explanation updated 'Technology in a vehicle that checks the speed of the road you're travelling on and tells you if you're speeding'
2021	(Section 5: Safe vehicles)	Item: Auto Emergency Braking	Item removed
2021	(Section 5: Safe vehicles)	Item: Promoting protective clothing for motorcyclists	Item moved to section 5 safe vehicles. Wording of item description updated.
2021	(Section 5: Safe vehicles)	Item: Lane Keep Assist	Wording of explanation updated to 'A device that helps prevent the vehicle from drifting across lanes unless indicating in that direction, such as by gently braking or turning the vehicle back into the lane'
2021	(Section 5: Safe vehicles)	Item: Motorcycle ABS	Item removed

2021	(Section 5: Safe vehicles)	Item: Lane Departure Warning	Item removed
2021	(Section 5: Safe vehicles)	Item: Technology to ensure seat belts are worn	Wording of explanation updated to 'Prevents a car from starting or driving above a certain speed if seatbelts are not fastened'
2021	(Section 5: Safe vehicles)	Item: Blind spot detection systems	New item added
2021	(Section 5: Safe vehicles)	Item: Fatigue alarms	Item removed
2021	(Section 5: Safe vehicles)	Item: Technologies to reduce in-vehicle distraction	Wording of explanation updated 'Apps or vehicle software that can help minimise the risk of distraction to a driver. For example, silencing or disabling non-emergency features of devices'
2021	(Section 5: Safe vehicles)	Item: Underrun barriers on trucks or buses	Wording of explanation updated 'Barriers that are installed on the side, back or front of trucks or buses that can reduce the chance of smaller cars, pedestrians and bicycle riders slipping under the wheels'
2021	(Section 5: Safe vehicles)	Item: Vulnerable Road User detection for trucks/buses	New item added
2021	(Section 5: Safe vehicles)	Item: Improved direct vision for trucks and buses	New item added
2021	(Section 5: Safe vehicles)	Item: Reversing cameras and sensors	New item added
2021	(Section 5: Safe vehicles)	Item: Building vehicles with the latest safety technology as standard	New item added
2021	Q18	To what extent do you agree, or disagree, with the following statements?	New question added
2021	Q19	Do you support the NSW Government in aiming for a zero-road toll (i.e. zero deaths on NSW roads)?	New question added
2021	Q20	Ranking of safety improvement priorities	Wording of question label updated Response frame updated
2021	Q20	Item: Measures that separate you from oncoming vehicles, on high speed roads	Wording change
2021	Q20	Item: Vehicle technology that monitors drivers and detects fatigue and distraction	New item added
2021	Q20	Item: Vehicle technology that ensures the vehicle stays within the speed limit	New item added

2021	Q20	Vehicle technology that detects pedestrians and cyclists to help avoid a crash	New item added
2021	Q20	Measures that help us buy newer, safer vehicles instead of older ones	New item added
2021	Q20	Item: Having less cars on the road in areas for walking and/or cycling	Wording change
2021	Q20	Item: Having separate lanes for heavy vehicles	Item removed
2021	Q20	Vehicles with 5-star safety features that help avoid crashes	Item removed
2021	Q20	Item: Shifting travel to safer modes of travel (for example – rail/air)	Item removed
2021	Q20	Item: Vehicles that self-monitor compliance with road rules	Item removed
2021	Q20	Item: Roads with 5 star safety features that include standard safety treatments	Item removed
2021	Q20	Item: Driverless vehicles	Item removed
2021	(Section 2: Feedback on the safe system – introduction)	Introduction text	Was shortened/simplified and the statistics were moved first to reduce likelihood of dropouts

Key

Name and Label	# ____ #	i.e. #SQ3i. Age#
Question type	{ ____ }	I.E. {SINGLE} {MULTIPLE} {INTEGER (RANGE 16-64)} {DECIMAL (RANGE 16.5 - 63.5)} {TEXT (RANGE 10-20)}
Question Filter/Routing	< ____ >	I.E. < ASK IF Q1 = 1>
Programming instructions	[____]	I.E. [RANDOMISE STATEMENTS]

INTRODUCTION

Every life is important. For this reason, the NSW Government set a State Priority target to reduce road fatalities by 30% by 2021. This is an important step towards the ultimate goal of zero deaths and serious injuries on NSW roads.

While road deaths are reducing over time, additional road measures are needed to achieve this goal of zero road trauma. These measures will align with the Safe System approach to road safety, adopted by the NSW Government, which centres on the key elements that contribute to road trauma - roads, vehicles, speeds and people.

Road safety is a shared responsibility. We are therefore seeking your input on a range of road safety initiatives to reduce road fatalities on NSW roads.

SCREENING QUESTIONS

HQ1 DSAMPLE [Hidden recode] from sample source [RECODE FROM SAMPLE SOURCE](#)

Online panel sample	01
Client sample	02

-----[NEW SCREEN]-----

[ASK ALL](#)

SQ1 Are you...

[RECRUIT TO QUOTA]

Male	01
Female	02
Other [ASSIGN TO GENDER QUOTA AT RANDOM]	96
Prefer not to say [TERMINATE]	99

-----[NEW SCREEN]-----

ASK ALL

SQ2 Which of the following age groups are you in...?
[RECRUIT TO QUOTA]

13 or under [TERMINATE]	01
14-17	02
18-29	03
30-39	04
40-49	05
50-59	06
60-69	07
70+	08
Prefer not to say [TERMINATE]	99

-----[NEW SCREEN]-----

ASK IF DSAMPLE=1

SQ3 What is the postcode where you live?
TYPE IN AND DROP DOWN LIST OF AUSTRALIAN POSTCODES

<INTEGER, RANGE 0000-9999>	
Don't know [TERMINATE]	98

HQ2 AUSSTDREGION [Hidden recode] AUSSTDRegion from postcode **RECODE FROM SQ3**

New South Wales	01
Victoria [TERMINATE]	02
Queensland [TERMINATE]	03
South Australia [TERMINATE]	04
Western Australia [TERMINATE]	05
Tasmania [TERMINATE]	06
Northern Territory [TERMINATE]	07
Australian Capital Territory [TERMINATE]	08

HQ3 DAreaNew [Hidden recode] DAreaNew from postcode Recode from **Error! Reference source not found.**

NSW-METRO	02
NSW-REGIONAL	03

[RECRUIT TO QUOTA IF FAIL: GO TO TERMINATION SCRIPT]

-----[NEW SCREEN]-----

SECTION 1: INFORMATION ABOUT THE RESPONDENT

ASK ALL

Q1 Which vehicles are you currently licenced to drive, including Learner and Provisional licences?
{MULTIPLE RESPONSE}

RANDOMISE. ANCHOR NONE OF THESE AND PREFER NOT TO SAY TO THE BOTTOM

Car	01
Motorcycle	02
Heavy vehicle	03
None of these (no licence)	98
Prefer not to say	99

[NEW SCREEN]

ASK IF LICENCED TO DRIVE AT LEAST ONE OF THE VEHICLES, Q1=01-03

Q2 What type of licence do you currently hold?
{MULTIPLE RESPONSE}

Learner	01
Provisional	02
Full licence	03

[NEW SCREEN]

<ASK IF HOLD A PROVISIONAL LICENCE, Q2=02>

Q3 And is that a red P1 or green P2 licence?

Red P1	01
Green P2	02

[NEW SCREEN]

ASK ALL

Q4 Have you ridden a bicycle on the road or footpath, in the past 12 months?

Yes	01
No	02

[NEW SCREEN]

ASK IF LICENCED TO DRIVE A CAR, Q1=01

Q5 How often do you drive a car?

Every day	01
Most days	02
About once a week	03
About once a fortnight	04
About once a month	05
Every couple of months	06
Once every six months	07
Less than once a year	08
Don't know	98

-----[NEW SCREEN]-----

ASK IF LICENCED TO DRIVE A MOTORCYCLE, Q1=02

Q6 How often do you ride a motorcycle?

Every day	01
Most days	02
About once a week	03
About once a fortnight	04
About once a month	05
Every couple of months	06
Once every six months	07
Less than once a year	08
Don't know	98

-----[NEW SCREEN]-----

ASK IF LICENCED TO DRIVE A HEAVY VEHICLE, Q1=03

Q5C How often do you drive a heavy vehicle?

Every day	01
-----------	----

Most days	02
About once a week	03
About once a fortnight	04
About once a month	05
Every couple of months	06
Once every six months	07
Less than once a year	08
Don't know	98

[NEW SCREEN]

ASK IF RIDES A BICYCLE, Q4=01

Q5D How often do you ride a bicycle?

Every day	01
Most days	02
About once a week	03
About once a fortnight	04
About once a month	05
Every couple of months	06
Once every six months	07
Less than once a year	08
Don't know	98

[NEW SCREEN]

ASK IF DRIVES AT LEAST ONE OF THE VEHICLES, Q5 OR Q6 OR Q5C=01-07

Q7 How many hours per week do you estimate you [IF Q1=01 OR 03, INSERT 'drive'] [IF Q1=01 OR 02 OR 03 INSERT 'and/or ride'] [IF Q1=02 AND (0≠01 OR 03) INSERT 'ride'] in total?

Less than 5 hours	01
6-10 hours	02
11-20 hours	03
21-30 hours	04
31-40 hours	05
More than 40 hours	06
Don't know	98

-----[NEW SCREEN]-----

ASK ALL

Q8 Do you ever...

{MULTIPLE RESPONSE}

RANDOMISE. ANCHOR NONE OF THESE TO THE BOTTOM

Take public transport	01
Walk to get from place to place (including walking to catch public transport)	02
Travel in a car or on a motorcycle as a passenger	03
None of these	99

-----[NEW SCREEN]-----

ASK THOSE WHO USE PUBLIC TRANSPORT, IF Q8=01

Q9 Typically, how often do you take public transport?

Every day	01
Most days	02
About once a week	03
About once a fortnight	04
About once a month	05
Every couple of months	06
Once every six months	07
Less than once a year	08
Don't know	98

-----[NEW SCREEN]-----

ASK THOSE WHO WALK, IF Q8=02

Q8B Typically, how often do you walk to get from place to place (including walking to catch public transport)?

Every day	01
Most days	02
About once a week	03
About once a fortnight	04
About once a month	05
Every couple of months	06
Once every six months	07
Less than once a year	08
Don't know	98

-----[NEW SCREEN]-----

ASK THOSE WHO TRAVEL IN A CAR OR MOTORCYCLE, IF Q8=02

Q8C Typically, how often do you travel in a car or motorcycle as a passenger?

Every day	01
Most days	02
About once a week	03
About once a fortnight	04
About once a month	05
Every couple of months	06
Once every six months	07
Less than once a year	08
Don't know	98

-----[NEW SCREEN]-----

ASK ALL

Q10 Which **three** of the following road safety issues are of most concern to you?

Please click the most concerning issue first, the second-most concerning issue second, and the third-most concerning issue third.

RANKING, FORCE 3 RANKS

RANDOMISE

Speeding motorists	01
Drink Driving	02
Unsafe roads (e.g. roads needing safety features or upgrades)	03
Drug Driving	04
Vehicles lacking the latest safety features	05
Driving tired	06
Older drivers	07
Young drivers	08
Drivers being distracted	09

-----[NEW SCREEN]-----

ASK ALL

Q11 What other issues do you think are important to safety on NSW roads?
{OPEN-ENDED}

Don't know/nothing	99

-----[NEW SCREEN]-----

ASK THOSE AGED AT LEAST 18 YO, SQ2#02

Q12 Have you, or someone close to you, ever been involved in a road crash where someone was killed or hospitalised with an injury?

Yes	01
No	02
Prefer not to say	99

-----[NEW SCREEN]-----

SECTION 2: FEEDBACK ON THE SAFE SYSTEM – INTRODUCTION

[SHOW TEXT]

In 2019, 353 people died and over 11,000 people were hospitalised following crashes on NSW roads. The provisional road toll for 2020 was 297.

We know that in 2019, in NSW:

Most fatalities (66%) happened on country roads.

Most serious injuries (60%) happened in metropolitan areas.

Almost a third of fatalities and almost two thirds of serious injuries happened where the speed limit was 60 km/h or less.

The most common crash types where someone died were head-on, running off the road (especially hitting a tree or pole), and pedestrian crashes.

The biggest behavioural issues in road deaths were speeding, fatigue, illicit drug driving and drink driving.

Casualties were more serious in older cars than in newer cars.

To help reduce road trauma, the NSW Government uses the Safe System approach. This focuses on four elements:

- design and management of safe road infrastructure (Safe Roads),
- design of safe vehicles (Safe Vehicles),
- safe travel speeds (Safe Speeds), and
- safe road user behaviour (Safe People).

Each of these elements is supported by a range of measures to improve road safety. These are based on evidence about the most effective solutions to save lives on our roads.

We want you to tell us how important you think different road safety measures are, as well as key future initiatives.

-----[NEW SCREEN]-----

SECTION 3: SAFE ROADS AND SAFE SPEEDS

[SHOW TEXT]

The design of the road as well as travel speeds can play a large part in reducing fatalities and serious injuries on our roads. We'd like your feedback on measures that can make our roads safer.

Q13 Please tell us how **important** you think each of the following items is in **making our roads safer**.

{**SINGLE RESPONSE PER ROW**}

[CARD SORT]

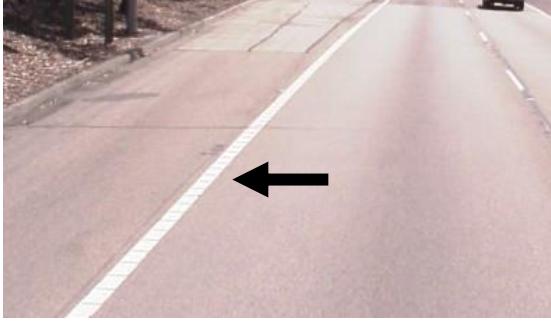
Please click on a rating below the card. We will show you 16 cards in total.

[RANDOMISE ROWS AND REVERSE SCALE FOR 50%]

RESPONSE CODES TO BE SHOWN AFTER EACH ROW, ON SAME PAGE

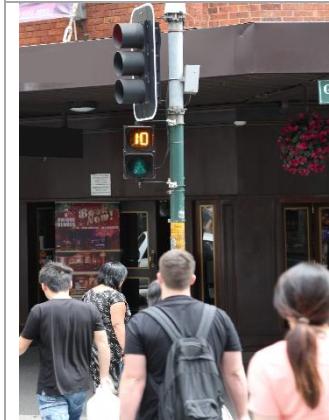
Very important	05
Fairly important	04
Neither important nor unimportant	03
Not very important	02
Not at all important	01
Don't know	99

Picture	Measure	Explanation
	Roadside Barriers	Barriers that prevent vehicles from running off the side of the road

	Median barriers	<p>Barriers that prevent vehicles from running into the path of oncoming traffic</p>
	Noise/vibration strips along the edge, or centre, of the road	<p>Rumble strips on the edge, or centre, of the road that make a noise and vibration if drivers are running off the road or leaving their lane</p>
	Wide centre line	<p>A wider gap between the painted lines in the middle of the road that separate the two directions of traffic. Allows motorists more time to recover and avoid a crash if they veer towards the middle of the road</p>
	Motorcycle underrun protection	<p>Safety barriers with additional lower protection to prevent motorcyclists from sliding underneath them</p>

	Red light speed cameras	To detect road users who speed and/or drive through red lights at intersections
	Mobile speed cameras	To detect speeding drivers and riders at places across the road network
	Average speed cameras	Detect speeding over longer distances. These cameras measure the amount of time it takes a vehicle to drive between two points and calculates the average speed of the vehicle.
	Mobile phone detection cameras	To detect drivers and riders who illegally use a mobile phone

	<p>Lower speeds on narrow or high risk roads</p>	<p>Lower speeds on roads that are high risk because they are narrow or have many bends and/or have few/no barriers</p>
	<p>Pedestrian safety features such as crossings and traffic calming</p>	<p>Raised crossings and refuges give pedestrians priority and/or allow crossing in stages. Traffic calming measures slow traffic speeds, by ways such as narrowing the road, or adding raised platforms or mini roundabouts</p>
	<p>Bicycle paths and separated bicycle lanes</p>	<p>Bicycle paths and lanes that separate bicycle riders, who are vulnerable in a crash, from other vehicles and pedestrians on, or near key bicycle routes</p>
	<p>Lower speed limits in places to improve safety for people and cyclists</p>	<p>Slowing down traffic where there is a lot of pedestrian and cyclist activity, who are both vulnerable in the event of a crash</p>

	Making curves safer on high speed roads For example, through barriers, removing roadside hazards, wider shoulders	
	Controlled turning of vehicles at intersections, For example green right turn arrows	Reduces the occasions motorists have to judge a safe gap to turn right in front of opposing traffic, reducing the chance of a crash
	Increasing opportunities for pedestrians to cross at signals	Can include changes to the phasing of lights to give pedestrians more frequent chances to cross the road, as well as the installation of more signalised crossings

[NEW SCREEN]

ASK ALL

Q12b Do you have any other comments you'd like to make about **safer roads** and **safe speeds**?
{OPEN-ENDED}

Don't know/nothing	99

[NEW SCREEN]

SECTION 4: SAFE ROAD USERS

[SHOW TEXT]

Road users have changed their behaviour over the years as a result of better education, changes in legislation and enforcement of these laws. More can always be done and we'd like your feedback on ways of encouraging safer behaviour on road users.

Q14 Please tell us how **important** each of the following items is in your opinion in **making our roads safer**.
{SINGLE RESPONSE PER ROW}

[CARD SORT]

Please click on a rating below the card. We will show you 11 cards in total.

[RANDOMISE ROWS AND REVERSE SCALE FOR 50%]

RESPONSE CODES TO BE SHOWN AFTER EACH ROW, ON SAME PAGE

Very important	05
Fairly important	04
Neither important nor unimportant	03
Not very important	02
Not at all important	01
Don't know	99

Picture	Measure	Explanation
 <p>Zero alcohol limit</p> <ul style="list-style-type: none"> All visiting drivers or riders holding an overseas or interstate learner, provisional or equivalent licence 	<p>Under 0.02</p> <ul style="list-style-type: none"> Drivers of vehicles of "gross vehicle mass" greater than 13.9 tonnes Drivers of vehicles carrying dangerous goods Drivers of public vehicles such as taxi or bus drivers <p>Under 0.05</p> <ul style="list-style-type: none"> ALL other licences (including overseas and interstate licence holders) not subject to a 0.02 or zero limit Under 0.05 is the legal limit for most drivers. 	Lowering legal blood alcohol limits Require drivers and riders to avoid driving if they have been drinking alcohol
	<p>Alcohol interlock devices for certain drink driving offenders</p>	Alcohol interlocks are devices installed into certain offender's cars that require the driver to complete a breath test before starting the car, and prevent the car from starting if alcohol is detected

		Alcohol testing	High levels of enforcement of drink driving across New South Wales
		Drug testing	High levels of enforcement of drug driving across New South Wales
		Police enforcement of speed limits	High levels of enforcement of speeding by police across New South Wales
		Improvements to the licensing system for motorcyclists	For example, improvements to the licence testing, and new restrictions for novice riders to improve their safety
		Self-regulation by older drivers	Support older drivers to regulate their own driving, and switch to other modes of transport where appropriate
			

	<p>Safety of heavy vehicle drivers</p>	<p>Work with the heavy vehicle industry to improve the safety of heavy vehicle drivers</p>
	<p>Advertising campaigns</p>	<p>Communications to improve behaviour and knowledge of road safety issues, laws and enforcement</p>
	<p>Road safety education of children and young people in school, and their carers</p>	<p>Classroom programs and teaching for young people about road safety</p>
	<p>Local government initiatives to improve safety on local roads</p>	<p>Working with local communities to improve safety on local roads</p>

-----[NEW SCREEN]-----

ASK ALL

Q15 Do you have any other comments you'd like to make about **safer road users?**
{OPEN-ENDED}

Don't know/nothing	99

-----[NEW SCREEN]-----

SECTION 5: SAFE VEHICLES

[SHOW TEXT]

Vehicles have many more safety features now compared with 10 years ago. For example, most new cars have multiple airbags and electronic stability control systems built into them.

New vehicle technologies are becoming available and we'd like your thoughts on their importance in improving safety on our roads.

Q16 Please tell us how **important** each of the following items is in your opinion in **making our roads safer**.
{SINGLE RESPONSE PER ROW}

[CARD SORT]

Please click on a rating below the card. We will show you 11 cards in total.

[RANDOMISE ROWS AND REVERSE SCALE FOR 50%]

RESPONSE CODES TO BE SHOWN AFTER EACH ROW, ON SAME PAGE

Very important	05
Fairly important	04
Neither important nor unimportant	03
Not very important	02
Not at all important	01
Don't know	99

Picture	Measure	Explanation
	Intelligent Speed Assist	Technology in a vehicle that checks the speed of the road you're travelling on and tells you if you're speeding
	Promoting protective clothing for motorcyclists	Use of clothing and boots that can protect motorcyclists from injuries

	<p>Technology to ensure seat belts are worn</p>	<p>Prevents a car from starting or driving above a certain speed if seatbelts are not fastened</p>
 <p>LANE KEEP ASSIST with LANE DEPARTURE WARNING</p>	<p>Lane Keep Assist</p>	<p>A device that helps prevent the vehicle from drifting across lanes unless indicating in that direction, such as by gently braking or turning the vehicle back into the lane</p>
	<p>Blind spot detection systems</p>	<p>Detect other vehicles in your blind spot that are next to your vehicle and provide a warning to the driver not to change lanes</p>
	<p>Technologies to reduce in-vehicle distraction</p>	<p>Apps or vehicle software that can help minimise the risk of distraction to a driver. For example, silencing or disabling non-emergency features of devices</p>
	<p>Underrun barriers on trucks or buses</p>	<p>Barriers that are installed on the side, back or front of trucks or buses that can reduce the chance of smaller cars, pedestrians and bicycle riders slipping under the wheels</p>

	Vulnerable Road User detection for trucks/buses	Truck or bus blind spot monitoring - warns drivers when pedestrians or bicycle riders enter these dangerous areas
	Improved direct vision for trucks and buses	Providing a clearer view of the road by, for example, increasing the size of the windows and lowering the height of the driving cabin. This improves the driver's ability to see and react to traffic conditions.
	Reversing cameras and sensors	Technology to show or alert the driver to pedestrians, vehicles or other objects that may not be visible through head checks and the rear-view mirror.
	Building vehicles with the latest safety technology as standard	Ensures <i>all</i> vehicles are built with important safety technologies to help drivers avoid a crash, rather than making them optional extras

[NEW SCREEN]

[ASK ALL](#)

Q17 Do you have any other comments you'd like to make about **vehicle safety?**
 {OPEN-ENDED}

Don't know/nothing	99
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[NEW SCREEN]

ASK ALL

Q18 To what extent do you agree, or disagree, with the following statements?

{SINGLE RESPONSE PER ROW}

RANDOMISE ROWS

		Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know
01	We should all drive within the speed limits no matter when it is or where we are	05	04	03	02	01	99
02	Using existing cameras to enforce other road rule offences would help to improve road safety	05	04	03	02	01	99
03	When buying a car, I don't consider whether it has the latest safety features	05	04	03	02	01	99
04	When I'm walking around roads, I believe there are enough places that allow me to cross the road safely	05	04	03	02	01	99
05	When waiting to cross the road at traffic lights, the time I have to wait is about right	05	04	03	02	01	99
06	Having any level of alcohol in your system when driving is unacceptable	05	04	03	02	01	99

[NEW SCREEN]

ASK ALL

Q19 Do you support the NSW Government in aiming for a zero-road toll by 2056 (i.e. zero deaths on NSW roads)?

Strongly support	05
Support	04
Neither	03
Opposed	02
Strongly opposed	01

[NEW SCREEN]

- Q20** Improving safety in the next 5 years is the first step towards a road system where there are zero deaths and serious injuries. In NSW we are thinking about what our world will look like over the next 40 years, to plan our future transport system.

Travelling on the road will be different in the future, with technology providing more options for us to move around and get to our destination.

In planning for the future, we would like to know what you think will improve safety **over the next 40 years**. Please click the measure that you think will most improve safety over the next 40 years first, the second-most important measure second, and the third-most important measure third.

RANKING, FORCE 3 RANKS

RANDOMISE. ANCHOR OTHER TO THE BOTTOM

Measures that separate you from oncoming vehicles on high speed roads	01
Measures that separate you from hazards on the roadside (such as trees, power poles, ditches)	02
Safer environments for walking and/or cycling	03
Vehicle technology that monitors drivers and detects fatigue and distraction	04
Vehicle technology that ensures the vehicle stays within the speed limit	05
Vehicle technology that detects pedestrians and cyclists to help avoid a crash	06
Having less cars on the road in areas for walking and/or cycling	07
Measures that help us buy newer, safer vehicles instead of older ones	08
Other (please specify)	96

[NEW SCREEN]

SECTION 6: DEMOGRAPHICS

Finally, we have a few questions to help us analyse the results.

ASK ALL

Q21 Are you of Aboriginal and/or Torres Strait Islander origin?
{SINGLE RESPONSE}

Aboriginal	01
Torres Strait Islander	02
Both Aboriginal and Torres Strait Islander	03
None of these	04
Prefer not to say	05
Don't know	99

[NEW SCREEN]

ASK ALL

Q22 Do you speak any languages other than English at home?
Please select any that apply.

{MULTIPLE RESPONSE}

No, English only	01
An Aboriginal or Torres Strait Islander dialect	02
Arabic	03
Assyrian	04
Bosnian	05
Burmese	06
Cantonese	07
Creole	08
Croatian	09
Dari	10
Dinka	11
Dutch	12
Farsi	13
French	14

German	15
Greek	16
Hindi	17
Hungarian	18
Indonesian	19
Italian	20
Japanese	21
Korean	22
Khmer	23
Lao	24
Macedonian	25
Malay	26
Mandarin	27
Maltese	28
Persian	29
Polish	30
Portuguese	31
Russian	32
Serbian	33
Spanish	34
Sudanese	35
Tagalog (Filipino)	36
Tamil	37
Thai	38
Turkish	39
Vietnamese	40
Other (please specify)	96
Don't know	99

-----[NEW SCREEN]-----

ASK ALL

Q23 Which of the following best describes your household income before tax?
{SINGLE RESPONSE}

Less than \$20,000	01
\$20,000–\$39,999	02
\$40,000–\$59,999	03
\$60,000–\$79,999	04
\$80,000–\$99,999	05
\$100,000–\$119,999	08
\$120,000–\$149,999	09
\$150,000 or more	07
Don't know	99
Prefer not to say	98

-----[NEW SCREEN]-----

Termination script:

Thank you for agreeing to take part in the survey. We and the NSW Centre for Road Safety greatly appreciate your interest but unfortunately, you are not one of the people we are looking for in this survey.

End script:

Thank you for your time and participation in this survey. Your feedback is valuable to the NSW Centre for Road Safety.