

FEDERAL GOVERNMENT'S ROAD SAFETY INITIATIVE

YOUNG DRIVER RESEARCH PROGRAM:

**GRADUATED LICENSING SURVEY -
TECHNICAL REPORT AND DATA**

Prepared by

Narelle Haworth

Lyn Bowland

Bill Foddy

MONASH UNIVERSITY

ACCIDENT RESEARCH CENTRE

CR139

June 1994

FOR THE FEDERAL OFFICE OF ROAD SAFETY

FEDERAL OFFICE OF ROAD SAFETY

DOCUMENT RETRIEVAL INFORMATION

Report No	Date	Pages	ISBN	ISSN
CR139	June 1994	46	0 642 51109 8	0 810 770X

Title and Sub-title

Graduated Licensing Survey - Technical report and data

Author(s)

Haworth N L
Bowland L
Foddy W

Performing Organization (Name and Address)

Monash University Accident Research Centre
Wellington Road
CLAYTON VICTORIA 3168 AUSTRALIA

Sponsor

Federal Office of Road Safety
GPO Box 594
CANBERRA ACT 2601

Project Officer: K B Smith

Available from

Federal Office of Road Safety
GPO Box 594
CANBERRA ACT 2601

Abstract

The Graduated Licensing Survey reported here formed part of the Evaluation of Australian Graduated Licensing Schemes (Haworth, 1994, [CR136]), one of the components of the Young Driver Research Program which Monash University Accident Research Centre undertook for the Federal Government's Road Safety Research Initiative. The survey focussed on knowledge, attitudes, compliance and perceptions of enforceability, and social costs associated with the components of the graduated licensing system. The sample consisted of people aged under 25 who had obtained their driving licence within the previous two years. Telephone interviews of 100 males and 100 females were conducted in each of New South Wales, Victoria, South Australia and Western Australia.

Key Words

Recently qualified driver, drivers licence, learner driver, attitudes, compliance, drink driving

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EXECUTIVE SUMMARY

A graduated licensing scheme was one of the elements of the 10-point road safety package announced by the then Prime Minister in December 1989 as part of the Federal Government's Road Safety Initiative, for adoption by States and Territories. The components of the Graduated Licensing Scheme were:

- zero blood alcohol concentration (BAC) for learner drivers
- zero BAC for the first three years after obtaining a non-learners licence up to 25 years of age
- no learner permits to be issued before 16 years of age
- no probationary licence to be issued before 17 years of age
- the minimum period for a learner permit to be 6 months
- licences issued for automatic vehicles are to apply for the probationary period unless a manual test is undertaken or other requirements, specified by the State or Territory, are met.

The Graduated Licensing Survey reported here formed part of the Evaluation of Australian Graduated Licensing Schemes (Haworth, 1994, [CR136]), one of the components of the Young Driver Research Program which Monash University Accident Research Centre undertook for the Federal Government's Road Safety Research Initiative

The survey focussed on knowledge, attitudes, compliance and perceptions of enforceability, and social costs associated with the components of the graduated licensing system. The sample consisted of people aged under 25 who had obtained their driving licence within the previous two years. Telephone interviews of 100 males and 100 females were conducted in each of New South Wales, Victoria, South Australia and Western Australia.

Minimum age of 16 for learners permit

The age at which the first licence (probationary/provisional) can be obtained appears to be a major determinant of when the learners permit is actually taken out, rather than the legal minimum age. About two-thirds of drivers preferred 16 as the minimum age. Less than 5% preferred a lower age.

Minimum duration of six months for learners permit

The mean durations learners permits were held were affected by the prescribed minimum and de facto minimums which arise from the differences between the minimum permit age and the minimum first licence age.

In those States where there is a legal minimum duration, most drivers agree with it. The preferred minimum duration was shorter than 6 months in those States where there is currently no legal minimum duration. In other States, the preferred minimum duration was 4-6 months or 7-12 months.

Minimum age for first licence to be 17 years

Drivers from SA gained their licence at the same average age as those from WA, despite the opportunity to do so six months earlier. In Victoria, where the legal minimum age is 18 years, most drivers obtained their licence soon after this time. Preferred minimum ages were in line with the actual minimum ages in the drivers own States. In general, males preferred lower minimum ages.

Almost 95% of drivers agreed that there should be a minimum duration for holding a first licence. The preferences for the minimum duration mirrored the actual situations in the driver's own States. More females than males agreed with the restriction and they generally preferred longer minimum durations than males.

Restrictions on drink driving

Fewer drivers from Western Australia and NSW than other States reported an alcohol restriction as a condition of the first licence. Overall, 91.4% of drivers agreed with the alcohol restriction. Males and drivers with trade training were less likely to agree with the restriction.

Preferred durations for the alcohol restriction were consistent with current restrictions in the States. Males preferred a shorter period of restriction than females.

Overall, about 15% of drivers said they had sometimes drunk alcohol before driving when on their first licence. Drink driving was twice as common in WA, was more common in males and in drivers with trade training.

The most commonly reported social costs of the alcohol restriction were to encourage the drivers to drink nonalcoholic drinks, to travel with friends or take a taxi or public transport when going out at night. Males were more likely than females to state that the restriction prevents or sometimes prevents them going out at night.

About 85% of drivers reported that the penalty for drink driving was suspension or cancellation of the first licence. Those drivers who reported this penalty gave higher ratings of the risk of detection than those who did not report the penalty. Almost three-quarters of drivers suggested that avoiding major roads would reduce the possibility of being detected when drink driving.

The survey failed to show any strong relationship between enforcement and compliance. Levels of enforcement (as reported by drivers) were no lower in Western Australia where the rate of noncompliance was much higher. Experience of being breath tested did not appear to increase estimates of the risk of being caught drink driving (if someone had drunk).

Displaying L- and P-plates

Displaying L- and P-plates and carrying a licence play an important role in enforcement of restrictions on learner and first licences. However, more than 10% of drivers had not displayed L-plates "all of the time" and more than a third of drivers did not display P-plates "all of the time". Failure to comply with both restrictions was most common in NSW and failure to display P-plates was also common in Western Australia. Males were less likely to display L- or P-plates than females.

P-plates were frequently not displayed because they had been forgotten, lost, they were considered inconvenient or the driver was driving someone else's car. Drivers who sometimes drank and drove were less likely to display P-plates "all of the time".

Manual/automatic first licences

Two-thirds of drivers of manual cars said that the presence of the restriction in their State encouraged them to take the test in a manual car. About half of drivers of automatic cars said that the rule prevented them from driving other people's cars.

About two-thirds of drivers "strongly agree" or "somewhat agree" with the restriction. South Australian drivers were the most strongly opposed to the restriction.

TABLE OF CONTENTS

	Page
1. BACKGROUND	1
2. SURVEY DESIGN	2
2.1 Focus of the survey	2
2.2 Comparisons between States	2
2.3 Experience-based criterion	3
3. THE SAMPLE	4
4. LEARNERS PERMIT	7
4.1 Age at which learners permit was obtained	7
4.2 Duration learners permit was held	8
4.3 Compliance - displaying L-plates	10
5. FIRST LICENCE	12
5.1 Age at which first licence was obtained	12
5.2 Minimum duration for first licence	14
6. KNOWLEDGE OF RESTRICTIONS	15
7. RESTRICTIONS ON DRINK DRIVING	17
7.1 Agreement with the alcohol restriction and its duration	17
7.2 Social costs of the alcohol restriction	18
7.3 Compliance with the alcohol restriction	19
7.4 Perceptions of enforceability - alcohol restriction	20
8. DISPLAYING P-PLATES	23
8.1 Compliance and factors affecting compliance	23
8.2 Displaying P-plates and knowledge and compliance with other restrictions	24
9. MANUAL/AUTOMATIC RESTRICTION	26
10. SUMMARY OF RESULTS	28
10.1 Minimum age of 16 for learners permit	28
10.2 Minimum duration of six months for learners permit	28
10.3 Minimum age for licence to be 17 years	28
10.4 Restrictions on drink driving	29
10.5 Displaying L- and P-plates	29
10.6 Manual/automatic first licences	30
11. CONCLUSIONS FROM THE SURVEY ABOUT THE EFFECTIVENESS OF GRADUATED LICENSING SCHEMES	31
11.1 Minimum ages and durations	31
11.2 Zero BAC	31
11.3 Licences for automatic vehicles	31

APPENDIX 1: SURVEY DATA

APPENDIX 2: GRADUATED LICENSING QUESTIONNAIRE

APPENDIX 3: REFUSAL RATES

APPENDIX 4: CALCULATION OF YEARLY PROBABILITY OF BEING
RANDOM BREATH TESTED

1. BACKGROUND

A graduated licensing scheme was one of the elements of the 10-point road safety package announced by the then Prime Minister in December 1989 as part of the Federal Government's Road Safety Initiative, for adoption by States and Territories. The components of the Graduated Licensing Scheme were:

- zero blood alcohol concentration (BAC) for learner drivers
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- the minimum period for a learner permit to be 6 months
- licences issued for automatic vehicles are to apply for the probationary period unless a manual test is undertaken or other requirements, specified by the State or Territory, are met.

The Graduated Licensing Survey reported here formed part of the Evaluation of Australian Graduated Licensing Schemes, one of the components of the Young Driver Research Program which Monash University Accident Research Centre undertook for the Federal Government's Road Safety Research Initiative. The Young Driver Research Program included:

- young driver/passenger research
- analysis of young driver crashes
- evaluation of graduated licensing

The full details of the Evaluation of Graduated Licensing Schemes are presented in Haworth (1994 [CR136]). The evaluation comprised:

- documentation of changes and the current position in the jurisdictions regarding regulations for novice drivers
- a review of previous studies of the effects of components of Graduated Licensing Schemes
- a review of previous studies of community and young driver attitudes to graduated licensing
- a major survey of young driver knowledge, attitudes, compliance and perceptions and social costs associated with the components of graduated licensing

This report describes the conduct and results of the Graduated Licensing Survey. The survey data are provided as an SPSSPC+ system file in Appendix 1.

2. SURVEY DESIGN

2.1 FOCUS OF THE SURVEY

The survey focussed on

- knowledge
- attitudes
- compliance and perceptions of enforceability, and
- social costs

associated with the components of the graduated licensing system.

It was considered preferable to ask young drivers not only about attitudes to graduated licensing, but about behaviours (decisions about licensing and compliance) as well.

While information about attitudes may be helpful in determining acceptance of a proposed legislative or regulatory change, behaviour is more closely linked to safety. A change in attitudes that is not reflected in behaviour will have little effect on safety.

2.2 COMPARISONS BETWEEN STATES

The Evaluation of Graduated Licensing Schemes found major differences between the Graduated Licensing Schemes implemented in the States (Haworth, 1994 [CR136]). A summary of the status of implementation of the graduated licensing components is presented in Table 1.

The minimum age for issue of learner permits (16) has been implemented in all jurisdictions but it is not necessary to hold a permit for a minimum of six months in half of the jurisdictions. The minimum age for issue of a first licence (probationary/provisional licences) remains less than 17 in South Australia and the Northern Territory. Licences for automatic vehicles are required in only NSW, Queensland and Tasmania. In Western Australia and the Northern Territory, zero BAC applies during the first licence period, rather than for the first three years after obtaining a non-learners licence up to 25 years of age.

While the differences among jurisdictions prevented a national evaluation of graduated licensing, they provided an opportunity for the survey to include quasi-experimental comparisons to test the effects of various Graduated Licensing components. Thus, the survey sample was structured to include drivers from New South Wales, Victoria, South Australia and Western Australia in order to compare drivers from States in which the implementation of various components differed. This allowed comparisons of the effects of different minimum licensing ages (for example, Victoria at 18 years versus South Australia at 16 years 6 months), the effects of having a minimum duration for holding a Learners Permit (NSW, Vic versus SA and WA), the effects of different durations of alcohol restrictions (only one year in WA) etc.

Table 1. Status of implementation of graduated licensing components of the Federal Government's 10 point safety package.

	NSW	Vic	SA	ACT	WA	Qld	Tas	NT
Minimum learner permit age 16	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Minimum period 6 months	Yes (from 1 Jan 93)	Yes (12 mos)	No	No	No	Yes	Yes	No (but start 1 July 94)
Minimum probationary licence age 17	Yes	Yes	No (16y 6mos)	Yes	Yes	Yes	Yes	No (16y)
Licence for automatic vehicles	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Zero BAC for learner drivers	Yes (.02)	Yes	Yes	Yes (.02)	No (.08)	Yes (if under 25)	Yes	Yes
Zero BAC for first 3 yrs drivers under 25	Yes (.02)	Yes	Yes	Yes (.02)	No (1 year only)	Yes (.02)	Yes	No (1 year only)

2.3 EXPERIENCE-BASED CRITERION

A concern existed that knowledge, attitudes, compliance etc. regarding components of graduated licensing may vary throughout the time that the drivers are in the system. Therefore it was considered useful to stratify the sample according to how long the licence has been held. For this reason, the sample comprised drivers who had obtained their first licence within the past two years, rather than being selected on an age-based criterion. This allowed drivers who had obtained a first licence within the last six months to be compared with those who had held the licence for between six and twelve months, those who had held it for between twelve and eighteen months, etc.

3. THE SAMPLE

A telephone survey was conducted to examine the effects of graduated licensing on novice drivers. Administration of the survey was undertaken by the Roy Morgan Research Centre. Interviews took place between March 4 and 13, 1994. A copy of the questionnaire is attached as Appendix 2.

Households in which earlier omnibus surveys had shown that there was a driver under 25 were telephoned. Although many terminations occurred because the person was not at home, held a learners permit or had held a licence for longer than two years, this method was more efficient than random telephoning. Numbers of refusals were higher in Perth than in the other capitals (166 vs 45, 80 and 37, see Appendix 3).

The sample consisted of people aged under 25 who had obtained their driving licence within the previous two years. Interviews of 100 males and 100 females were conducted in each of New South Wales, Victoria, South Australia and Western Australia. Those respondents who had obtained their licence in a State other than the one in which they were interviewed were subsequently dropped from further analyses to avoid problems of interpretation. This reduced the sample size from 800 to 783.

Table 1 summarises the characteristics of the sample. Overall, about 60% of the sample held a probationary or provisional licence (hereafter termed a first licence). The proportions of the sample which held a full licence differed among the States because of the different lengths of the first licence periods. In New South Wales and Western Australia, about two-thirds of the sample held a full licence. In Victoria, very few respondents held a full licence. In South Australia, about a quarter of the sample held a full licence.

Table 1. Characteristics of the sample of drivers.

State	Males	Females	Probationary/ provisional (first) licence holders	Full licence holders	Total
NSW	97	98	72 (36.9%)	123 (63.1%)	195
Vic	98	99	186 (94.4%)	11 (5.6%)	197
SA	98	99	148 (75.1%)	49 (24.9%)	197
WA	95	99	70 (36.5%)	124 (63.9%)	194
Total	388	395	476 (60.8%)	307 (39.2%)	783

Because of the variations in minimum licensing ages among States, drivers from different States had different mean ages. Drivers from Victoria were older on average than respondents from the other States (Tukey-HSD procedure, see Table 2). Drivers from New South Wales were older than those from South Australia and Western Australia.

It was expected that the sampling method would result in drivers having a mean time since licensing of 12 months (the possible range being 0 to 24 months). Table 2 shows

that there were some differences among States in times since licensing ($F(3,782)=6.63$, $p<.001$). On average, drivers from South Australia had obtained their licences more recently than drivers from Western Australia and Victoria. While no explanation of this finding can be given, it means that the effects of time since licensing (a measure of experience) and State are not completely independent.

Table 2. Mean age of drivers, legal minimum licensing age and mean time since obtained first licence in each State.

State	Mean age (years)	Legal minimum licensing age	Months since obtained licence
NSW	19.9	17	14.0
Vic	20.5	18	15.9
SA	18.9	16y6mos	11.4
WA	19.2	17	14.2
Overall	19.6		13.8

Drivers were asked about the highest level of education they had reached in order to approximately gauge socioeconomic status. Because of the differences in mean ages among States, the highest level of education reached differed among States ($\chi^2(9)=34.3$, $p<.01$). For example, in South Australia, where the mean age was lowest, drivers were less likely to have undertaken some or completed college or university education. The result of this finding is that the effects of highest level of education are mixed with those of age.

Surprisingly, it was found that sex and highest level of education were related ($\chi^2(3)=14.5$, $p<.01$). Figure 1 shows that females appear to have a higher level of education than males. This pattern was found in every State.

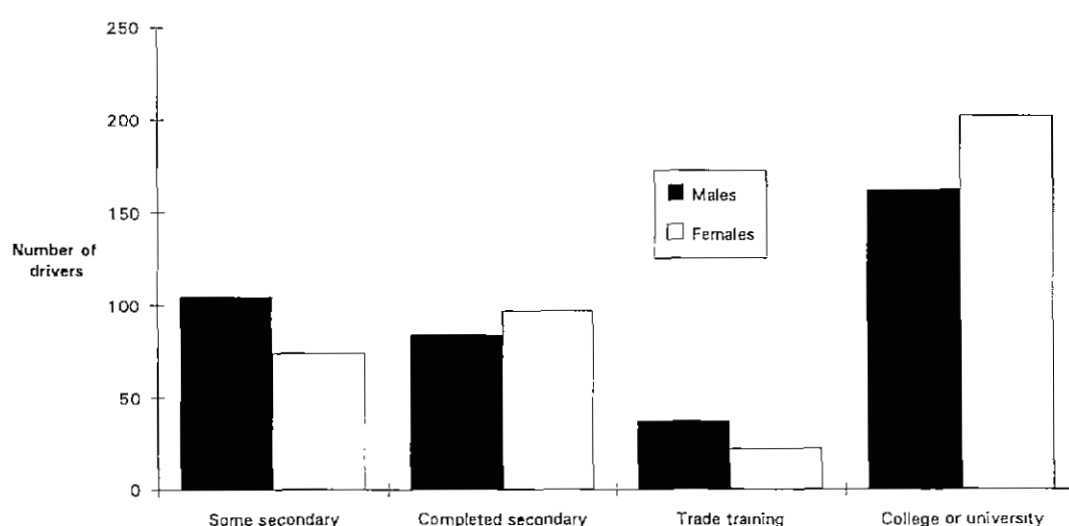


Figure 1. Highest level of education of male and female drivers interviewed.

Drivers were asked whose car they usually drive because it was expected that those who drove someone else's car would be more likely to conform to the restrictions of the graduated licensing schemes. While a higher level of car ownership among males than females may have been predicted, males and females were equally likely to usually drive their own car, rather than someone else's car (58.0% vs 59.2%, $\chi^2(1)=0.1$, $p>.10$).

Intuitively, one would expect the proportion of drivers who owned their own car to increase with age. Table 3 shows that while this is true overall, there are differences among the States, even when age is held constant. The percentage who usually drive their own car at each age level is higher in Western Australia and Victoria than in New South Wales and South Australia. This may reflect differences in access to public transport or some aspects of the motor vehicle registration and insurance schemes in those States.

Table 3. Percentage of drivers who usually drive their own car - drivers of each age in each State.

Age	New South Wales	Victoria	South Australia	Western Australia
17 to under 18	27.3*	-	37.5	60.0*
18 to under 19	34.8	50.0*	36.4	75.0
19 to under 20	43.6	67.3	48.8	79.2
20 to under 21	40.5	52.6	61.1	77.4
21 to under 22	42.9	61.5	100.0*	73.3*
22 to under 23	60.0*	68.4*	75.0*	87.5*
23 and over	70.8	80.8	75.0*	91.7*
All drivers	45.1	63.3	48.7	77.1

*proportion based on less than 20 drivers in that age group

The degree of parental control over driving differed between males and females ($\chi^2(3)=8.3$, $p<.05$). While about two-thirds of males and females said that parents did not restrict them "at all", males were more likely than females to say that parents restricted them "a little" and females were more likely than males to say that parents restricted them "a lot". Degree of parental control was less for older drivers ($\chi^2(24)=59.9$, $p<.01$).

4. LEARNERS PERMIT

Respondents were asked how long they had held a learners permit, what should be the minimum age for obtaining a learners permit, whether there should be a minimum duration to hold a learners permit and what this duration should be. In addition, they were asked how often they displayed L-plates when a learner.

4.1 AGE AT WHICH LEARNERS PERMIT WAS OBTAINED

Figure 2 shows that the mean and median ages at which drivers obtained their learners permits varied among the States. The distributions were skewed, resulting in the median being a more representative value than the mean. The medians were lowest in South Australia, followed by Western Australia, NSW and Victoria. There is no direct relationship between the legal minimum age for obtaining a learners permit in each State and the median age at which this occurs. While NSW, Victoria and South Australia allow a learner permit to be issued at the minimum age of 16 years, the median age at which permits are actually taken out is lowest in South Australia, followed by New South Wales. The pattern suggests that the age at which a first licence (probationary/provisional) can be obtained is a major determinant of when the learners permit is taken out (SA 16y6mos, NSW 17years, Vic 18years).

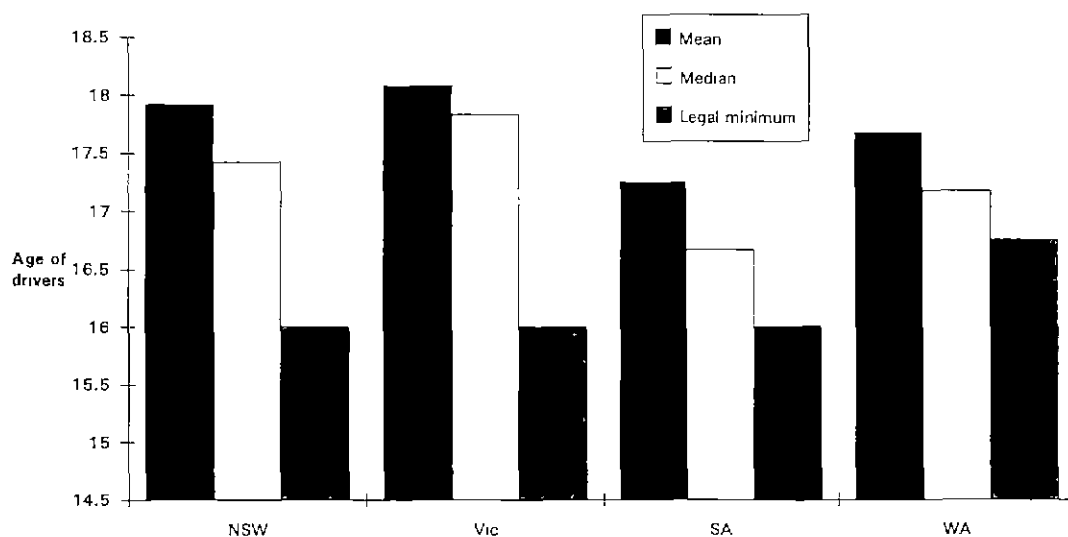


Figure 2. Mean and median ages at which drivers obtained their learners permits and the legal minimum in each State.

Males obtained their learners permits 3 months earlier, on average, than females (17 years, 7 months versus 17 years, 10 months). However, this difference was not statistically significant, $t(768) = -1.83$, $p = .07$. Drivers who drove their own car at the time of interview obtained their learners permits 5 months later than those who usually

drove someone else's car (17 years 11 months versus 17 years 6 months, $t(768)=4.1$, $p<.01$).

Respondents were asked what should be the minimum age for obtaining a learners permit (see Table 4). The preferred minimum ages did not differ across States ($\chi^2(12)=14.8$, $p>.1$). About two-thirds of the sample in each State nominated 16 to under 17 years as the preferred minimum age for obtaining a learners permit. However, about 20% nominated 17 to under 18 as their preference. This was a little more common in Western Australia where the actual minimum age is greater than in the other States (16y9mos versus 16).

Table 4. Percentage of drivers who chose each preferred minimum age for obtaining a learners permit in each State.

Preferred minimum age	New South Wales	Victoria	South Australia	Western Australia	Overall
Under 16	4.1	4.6	4.1	0.5	3.3
16 to under 17	67.7	66.5	68.0	69.6	67.9
17 to under 18	19.5	19.8	15.7	23.7	19.7
18 and over	8.2	7.6	10.7	5.7	8.2
Can't say	0.5	1.5	1.0	0.5	0.9
Actual minimum age	16	16	16	16y9mos	

In all States, a driver's preferred minimum age for obtaining a learners permit was related to the age at which the driver took out his/her learners permit. In NSW, Victoria and South Australia, the most popular preferred minimum age was 16 to under 17, regardless of the actual age at which the driver had taken out the permit. However, drivers who took out their permit at an older age than 16 or 17 were more likely to give a higher preferred minimum age. This pattern was less pronounced in Western Australia.

In general, males preferred a lower minimum age than females ($\chi^2(6)=27.6$, $p<.01$). More males preferred the minimum age to be 16 to under 17 (72.4%) than did females (63.5%). The preferred minimum age was not affected by educational level ($\chi^2(18)=19.3$, $p>.1$) or by whose car is usually driven ($\chi^2(6)=3.3$, $p>.1$).

4.2 DURATION LEARNERS PERMIT WAS HELD

Figure 3 shows the actual mean and median duration respondents held a learners permit and the legal minimum duration (where appropriate). In NSW the legal minimum was 3 months until 1 January 1993 when it increased to 6 months. It is shown in the Figure as 3 months because this would have applied to the majority of the NSW drivers in the sample. The minimum in Victoria is normally 12 months but this can be waived. In South Australia and Western Australia there is no prescribed

minimum duration. However, in South Australia there is a de facto minimum for some cases because although the learners permit can be obtained at 16 years, the licence test cannot be sat until 16 years 6 months.

The mean and median durations respondents held a learners permit were longest in Victoria, in which the legal minimum was longest, and shortest in Western Australia, where there is no legal minimum.

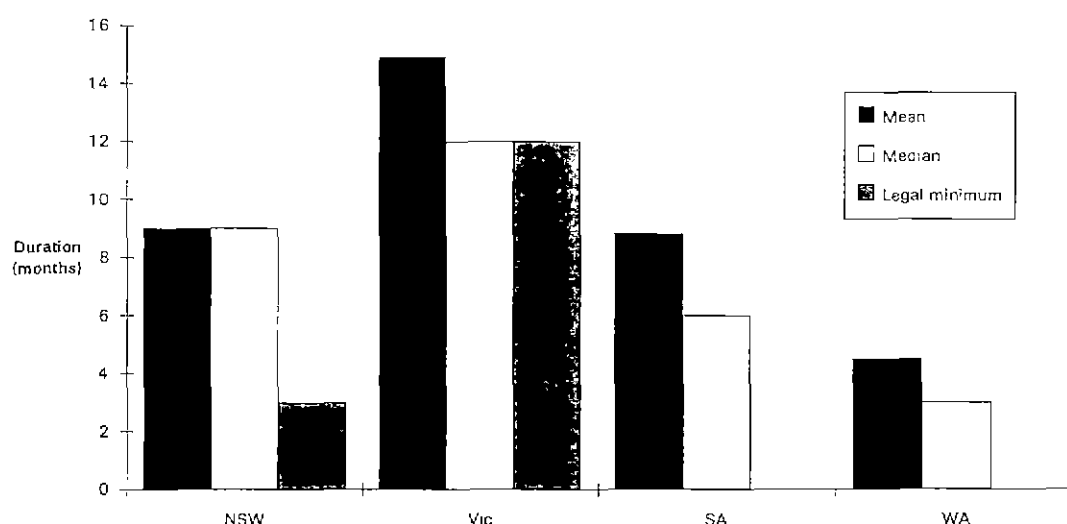


Figure 3. Mean and median durations drivers held their learners permits and the legal minimum in each State.

The duration held was unaffected by sex or educational level.

In all States except Western Australia, the duration for which the permit was held was affected by the age at which it was obtained. In NSW, about a quarter of the sample (44/196) obtained their permit at age 17 and kept it for 7-12 months. The second largest group obtained their permit at age 16 and kept it for 7-12 months. In Victoria, the largest group (38/194) obtained their learners permit at age 16 and kept it for 13-24 months. Another sizeable group (23/194) obtained their permit at age 17 and also kept it for 13-24 months. Of those who took out their permit at age 18, 15/50 kept it for three months or less while 20/50 kept it for 7-12 months. In South Australia, 40/198 took out their permit at age 16 and kept it for 4-6 months. An additional 30/198 took out their permit at age 16 and kept it for 7-12 months. In Western Australia, there was not a significant relationship between the age of taking out the permit and the duration for which it was kept. Most WA drivers held their permit for six months or less, regardless of the age at which it was obtained.

In line with their lack of a legal minimum duration, Western Australian drivers were less likely to agree that there should be a minimum time that a learners permit must be held (60.8% vs at least 80% in other States). Females were more likely to agree to a

minimum duration than males (82.0% vs 74.7%, $\chi^2(2)=7.5$, $p<.05$). Level of education and whose car usually driven did not affect the likelihood that a driver agreed that there should be a minimum duration for the learners permit.

Among those who agreed with a minimum duration for holding a learners permit, the preferred duration varied between states ($\chi^2(12)=263.2$, $p<.001$). Table 5 shows that drivers from Western Australia were more likely than those from other states to prefer a minimum duration of 3 months or less. Most South Australians preferred a duration of 4 to 6 months, whereas drivers from New South Wales or Victoria commonly preferred 7 to 12 months. The pattern largely reflects current legal minimums.

Table 5. Percentage of drivers who chose each preferred minimum duration for holding a learners permit in each State. (Base: those who agreed with a minimum duration)

Preferred minimum duration	New South Wales	Victoria	South Australia	Western Australia	Overall
3 months or less	15.7	5.8	12.7	61.0	20.8
4 to 6 months	31.3	20.9	60.1	21.2	33.9
7 to 12 months	44.0	48.3	25.3	10.2	33.9
More than 12 months	8.4	23.3	1.9	2.5	9.8
Can't say	0.6	1.7	0.0	5.1	1.6
Actual minimum duration	3mos (6mos since 1993)	normally 12mos	none	none	

4.3 COMPLIANCE - DISPLAYING L-PLATES

Respondents were asked how often they displayed L-plates when a learner driver (see Table 6). More than 10% of the sample reported that they did not display L-plates "all of the time". The proportion of drivers who did not display L-plates "all of the time" varied among the States ($\chi^2(9)=27.3$, $p<.01$), being greatest in New South Wales (18.4%). Males displayed L-plates less often than females ($\chi^2(3)=8.0$, $p<.05$). Frequency of displaying L-plates was not related to educational level ($\chi^2(9)=8.5$, $p>.10$) or whose car is usually driven ($\chi^2(3)=4.0$, $p>.10$).

Table 6. How often respondents displayed L-plates when a learner driver.

Frequency of displaying L-plates	New South Wales	Victoria	South Australia	Western Australia	Overall
Never/almost never	4.6	1.5	1.0	5.2	3.1
Sometimes	13.8	4.1	6.6	5.7	7.5
All of the time	81.0	94.4	91.9	89.2	89.1
Can't say/refused	0.5	0.0	0.5	0.0	0.3

5. FIRST LICENCE

Drivers were asked at what age they obtained their first licence and what should be the minimum age for a first licence. They were asked whether the first licence should be required to be held for a minimum period of time, and what duration this period should be.

5.1 AGE AT WHICH FIRST LICENCE WAS OBTAINED

Figure 4 shows the mean and median ages at which drivers from each State obtained their first licence. Victorians obtained their licence at an older age than drivers from other States, and New South Wales drivers gained their licence at an older age than those from South Australia and Western Australia (Tukey HSD). It is interesting to note that Western Australians and Victorians obtained their licence relatively soon after the legal minimum. This would be expected for Victoria with the high minimum of 18 years, but it is more surprising for Western Australia. On average, South Australians obtained their licence at the same age as Western Australians, despite having a six month lower legal minimum.

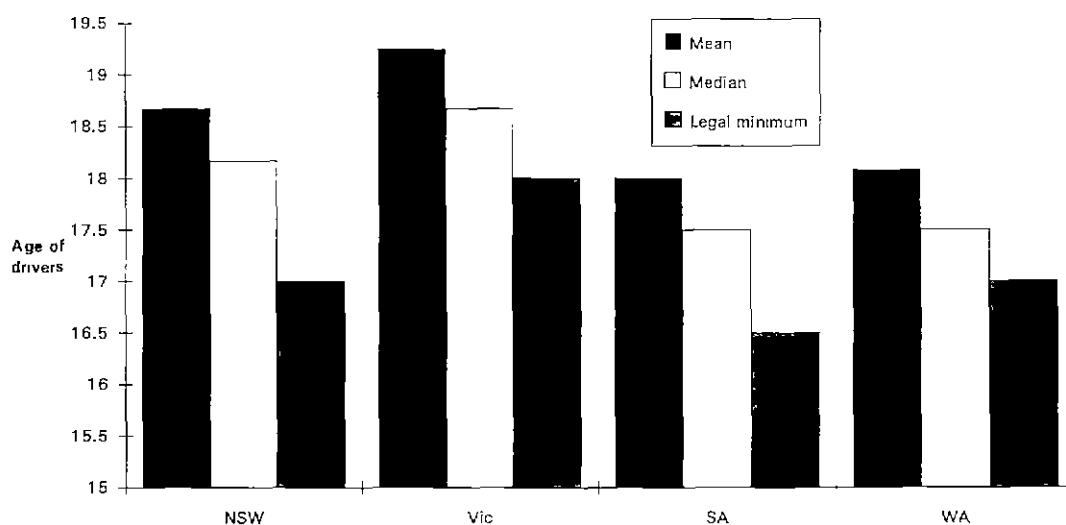


Figure 4. Mean and median ages at which drivers obtained first licence and the legal minimum age in each State.

Overall, males obtained their first licence earlier than females (18 years 4 months versus 18 years 8 months, $t(769)=-2.41$, $p<.05$). Drivers who usually drove someone else's car at the time of interview had obtained their licence at an earlier age than those who currently drove their own car (18 years 3 months versus 18 years 8 months, $t(769)=3.26$, $p<.01$). Highest level of education reached did not affect the age at which a licence was obtained ($F(2,408)=2.4$, $p>.05$).

Drivers were not asked whether there should be a minimum age for obtaining a first licence. However, all drivers were asked what the minimum age should be for obtaining a first licence. Opinions about what the minimum age should be for obtaining a first licence differed significantly among States ($\chi^2(18)=313.5$, $p<.01$). As Table 7 shows, drivers in NSW and Western Australia most commonly nominated 17 to under 18 whereas drivers from Victoria nominated 18 to under 19 and drivers from South Australia nominated 16 to under 17. These findings are in line with the actual minimum ages in those States.

Table 7. Preferred minimum age for obtaining a first licence in each State.

Preferred minimum age	New South Wales	Victoria	South Australia	Western Australia	Overall
Under 16	0.5	0.0	0.5	0.5	0.4
16 to under 17	11.8	2.5	45.7	24.7	21.2
17 to under 18	55.4	20.3	27.9	58.2	40.4
18 to under 19	26.7	73.1	16.8	15.5	33.1
19 to under 20	3.6	1.5	8.6	0.0	3.4
20 or over	2.1	2.0	0.5	0.5	1.3
Can't say	0.0	0.5	0.0	0.5	0.3
Actual minimum age	17	18	16y6mos	17	

Males tended to give lower preferred minimum ages than females ($\chi^2(6)=17.8$, $p<.01$). As Table 8 shows, males most commonly nominated 17 to under 18 years whereas females were almost evenly divided between 17 to under 18 and 18 to under 19 years. Preferred minimum age did not differ by educational level ($\chi^2(18)=20.1$, $p>.10$) or between drivers who usually drove their own car and others who usually drove someone else's car ($\chi^2(6)=3.5$, $p>.10$).

Table 8. Preferred minimum age for obtaining a first licence - male and female drivers.

Preferred minimum age	Males	Females
Under 16	0.5	0.3
16 to under 17	25.8	16.7
17 to under 18	41.8	39.0
18 to under 19	28.4	37.7
19 to under 20	2.1	4.8
20 or over	1.3	1.3
Can't say	0.3	0.3

5.2 MINIMUM DURATION FOR FIRST LICENCE

Almost 95% of drivers agreed that there should be a minimum duration that the first licence be held. Females were more likely to agree with this statement than males (97.2% vs. 92.3%, $\chi^2(2)=11.3$, $p<.01$). There were no differences in percentages of drivers agreeing according to State ($\chi^2(6)=3.0$, $p>.10$), educational level ($\chi^2(6)=4.1$, $p>.10$) or whose car is usually driven ($\chi^2(2)=0.9$, $p>.10$).

Those drivers who agreed with a minimum duration were asked what it should be. The preferred durations varied for drivers from different States ($\chi^2(15)=235.3$, $p<.01$). As Table 9 shows, New South Wales and Western Australian drivers preferred a minimum duration of 7 to 12 months, South Australians were evenly divided between 7 to 12 months and 13 to 24 months, while most Victorians chose either 12 to 24 months or 25 to 48 months. These preferences appear to closely mirror actual minimums in these States

Table 9. Preferred minimum duration that a first licence be held. (Base: those who agreed with a minimum duration).

Preferred minimum duration	New South Wales (n=186)	Victoria (n=189)	South Australia (n=186)	Western Australia (n=181)	Overall (n=742)
Six months or less	4.8	0.0	2.2	15.5	5.5
7 to 12 months	53.8	13.2	40.9	63.5	42.6
13 to 24 months	36.0	45.0	39.2	17.7	34.6
25 to 48 months	4.8	40.2	17.2	3.3	16.6
More than four years	0.0	1.1	0.5	0.0	0.4
Can't say	0.5	0.5	0.0	0.0	0.3
Actual minimum duration	1 year	3 years	min. 1 yr (or until age 19)	1 year	

There was a tendency for females to prefer longer minimum first licence durations than males ($\chi^2(5)=11.1$, $p=.05$). There were no differences according to highest educational level reached ($\chi^2(15)=21.7$, $p>.10$) or whose car is usually driven ($\chi^2(5)=2.8$, $p>.10$), however.

6 KNOWLEDGE OF RESTRICTIONS

All respondents (including those on full licences) were asked about the restrictions applying to first licences and their experiences while holding a first licence. The percentage of drivers who mentioned each restriction is shown in Table 10 below. The shaded cells are actual restrictions (based on information supplied by the State authorities, May 1994)

Table 10. The percentage of drivers in each State who mentioned each restriction on first licence holders.

Restriction	% noting this restriction				
	New South Wales	Victoria	South Australia	Western Australia	Overall
Not drink alcohol/ alcohol limit .02	53.3	89.3	83.2	42.8	67.3
Display P-plates	60.0	61.9	74.1	51.0	61.8
Don't exceed speed limit/80/100	91.8	17.3	78.7	96.4	70.9
Limit on power of the car	1.5	37.1	1.0	1.5	10.3
Not allowed to tow anything	8.2	10.7	0.5	1.0	5.1
Have to carry licence	4.6	4.1	26.9	0.0	8.9
Cannot instruct a learner driver	4.1	9.6	3.6	0.5	4.5
Not drive manual if licensed auto	1.5	4.6	0.0	0.0	1.5
Not carry passengers (if committed offence)	0.0	2.0	0.0	0.0	0.0
Fewer demerit points	3.1	0.0	2.0	0.5	1.4
Other	0.5	0.5	0.5	3.1	1.1
Can't say	2.1	2.5	1.0	2.1	1.9

The most commonly reported restrictions were "not drink alcohol before driving", "display P-plates" and "don't exceed speed limit". Reporting of alcohol restrictions was low in Western Australia (42.8%) and in NSW (53.3%). The need to display P-plates was also reported by only about half of the Western Australian respondents. Mentions of speed limits were much less common in Victoria, where the speed limit for first licence holders is the same as for other drivers.

In general, knowledge of particular restrictions was unaffected by months since licensing. However, drivers who had held gained their first licence between six and 18 months ago appeared less likely to report "don't exceed speed limit" than drivers who

had held their licence for a shorter period or a longer period ($\chi^2(4)=12.3$, $p<.05$). The rate of reporting of having to carry a licence dropped with the time that the licence had been held ($\chi^2(3)=10.4$, $p<.05$).

Males were less likely than females to report the requirement to display P-plates (56.7% vs 66.8%). In contrast, females were less likely than males to report the limit on the power of the car (7.8% vs 12.9%) and the alcohol restriction (63.5% vs 71.1%).

In general, the pattern of reporting of restrictions was not affected by the highest level of education. However, the "limit on the power of the car" was more often reported by those who had completed secondary school or some college or university. This is probably because it is a restriction in Victoria where the higher minimum licensing age means that more drivers fall into the higher educational levels.

Drivers who usually drove someone else's car were more likely to report the restrictions "not drink alcohol before driving" (71.6% vs 64.3%, $\chi^2(1)=4.6$, $p<.05$), and "have to carry licence" (12.7% vs 6.3%, $\chi^2(1)=9.4$, $p<.01$) than drivers who usually drove their own car.

7. RESTRICTIONS ON DRINK DRIVING

Respondents were asked a range of questions regarding restrictions on drink driving. Firstly, they were asked whether they agree with the restriction and, whether they agreed or not, they were asked what should be the duration of the restriction. Drivers were then asked about the social costs of the alcohol restriction. Degree of compliance was assessed by asking how often respondents drove after drinking alcohol as a first licence holder. A series of questions on perceptions of enforceability followed. whether they had been breath-tested, their rating of risk of being apprehended, how to avoid being caught and knowledge of the penalties for drink driving.

7.1 AGREEMENT WITH THE ALCOHOL RESTRICTION AND ITS DURATION

Overall, 91.4% of drivers agreed with the restriction on drinking alcohol before driving. The proportions did not differ according to State, time since licensed or whose car is usually driven. However, agreement with the restriction was more widespread among females than males (95.4% vs 87.4%, $\chi^2(2)=16.4$, $p<.01$). Drivers with some (or completed) trade training were less likely to agree with the restriction than other drivers (see Table 11, $\chi^2(6)=20.9$, $p<.01$).

Table 11. Agreement with the restriction on drinking alcohol before driving by drivers of each educational level.

Level of agreement	Some secondary	Completed secondary	Trade training	College or university	Overall
Agree	89.4	92.3	83.1	93.4	91.4
Disagree	10.1	7.7	13.6	6.6	8.2
Can't say	0.6	0.0	3.4	0.0	100.0

Whether they agreed with the restriction or not, drivers were asked how long they felt that the alcohol restriction should apply. The responses of drivers from different States varied ($\chi^2(15)=297.2$, $p<.01$). As Table 12 shows, drivers from Western Australia preferred a shorter period of restriction than drivers from other States. Drivers from Victoria tended to prefer a longer restriction. This is in line with the actual legislation in those States.

Table 12. Percentages of drivers from each State who nominated each preferred duration for the alcohol restriction.

Preferred duration	New South Wales	Victoria	South Australia	Western Australia	Overall
Six months or less	2.6	1.5	1.0	6.2	2.8
7 to 12 months	29.2	9.1	16.8	58.8	28.4
13 to 24 months	29.7	15.7	37.6	13.4	24.1
25 to 48 months	13.3	52.8	12.2	2.6	20.3
More than four years	15.4	15.7	19.8	10.8	15.5
Can't say	9.7	5.1	12.7	8.2	8.9
Actual minimum duration	3 years (under 25)	3 years	3 years (under 25)	1 year	

Drivers' preferences about the duration of the alcohol restriction were unaffected by time since licensing ($\chi^2(15)=18.2$, $p>.05$) and level of education ($\chi^2(15)=19.7$, $p>.05$). Females, on average, chose a longer period of restriction than males (see Table 134, $\chi^2(5)=20.8$, $p<.01$).

Table 13. Percentages of male and female drivers from each State who nominated each preferred duration for the alcohol restriction.

Preferred duration	Males	Females
Six months or less	4.4	1.3
7 to 12 months	33.2	23.5
13 to 24 months	23.7	24.6
25 to 48 months	18.3	22.3
More than four years	12.1	18.7
Can't say	8.2	9.6

7.2 SOCIAL COSTS OF THE ALCOHOL RESTRICTION

Overall, 3.8% of drivers said that the restriction on drinking alcohol prevented them going out at night and 3.1% said this sometimes occurred (Table 14). However, 89.9% of drivers said that the restriction did not have this effect. This pattern was not affected by State, highest level of education, whose car usually driven or months licensed. Males were more likely than females to state that the restriction on drinking alcohol before driving prevents or sometimes prevents them going out at night (14.7% versus 5.5%, $\chi^2(2)=18.0$, $p<.01$).

The most common effects of the restriction were to encourage the drivers to drink nonalcoholic drinks, travel with friends or take a taxi or public transport when going

LICENCE RESTRICTIONS
 - REFUSED OR
 COMPULSORY
 CANCELLATION?

out at night (see Table 14). Drivers who had been licensed those who usually drove someone else's car were more like use family transport when going out as a consequence of th Drivers from South Australia and Victoria and those with t likely to use a taxi or public transport. In contrast, Western those who usually drove their own car and people who wei months were more likely to get someone else to drive their The reverse was true for those with college or university e females were more likely to drink nonalcoholic drinks inste

7.3 COMPLIANCE WITH THE ALCOHOL RESTRICTION

Overall, 14.9% of drivers said they sometimes drank alcohol before driving as a first licence driver. Compliance with the alcohol restriction differed among States and according to sex, educational level and whose car is usually driven.

Table 15 shows that drinking alcohol before driving was more common in Western Australia than in the other States ($\chi^2(6)=26.0$, $p<.01$). The proportion of drivers who reported drinking alcohol before driving on some occasion was about double that in the other States.

Table 14. Social costs of the restriction on drinking alcohol before driving.

Effect when going out at night	Yes	Sometimes	No	Can't say
Prevents...	3.8	3.1	89.9	0.0
Get family transport...	19.5	16.7	63.2	0.5
Travel with friends...	50.2	20.4	29.4	0.0
Use taxi or public transport	40.5	20.4	39.0	0.1
Get someone else to drive your car home	12.8	11.0	76.0	0.3
Drink nonalcoholic drinks	63.1	7.7	29.1	0.1

Table 15. Frequency of drinking alcohol before driving for drivers from each State. (some frequency categories on questionnaire have been combined)

Frequency	New South Wales	Victoria	South Australia	Western Australia	Overall
Never	85.6	88.8	90.4	74.7	84.9
Sometimes	13.8	11.2	9.6	25.3	14.9
Refused	0.5	0.0	0.0	0.0	0.1

Drivers who had been licensed longer were to be more likely to report drinking alcohol before driving ($\chi^2(8)=20.9$, $p<.01$).

Males were three times as likely as females to report that they sometimes drank alcohol before driving (22.4% vs 7.6%, $\chi^2(2)=35.1$, $p<.01$).

There was a tendency for drivers with trade training to be more likely to drink drive than other drivers ($\chi^2(6)=11.4$, $p<.08$). Table 16 shows that more than a quarter of those with trade training had drank alcohol before driving on some occasions

Table 16. Frequency of drinking alcohol before driving according to highest level of education reached.

Frequency	Some secondary	Completed secondary	Trade training	College or university	Overall
Never	83.8	86.2	72.9	86.8	84.9
Sometimes	15.6	13.8	27.1	13.2	14.9
Refused	0.6	0.0	0.0	0.0	0.1

People who usually drove their own car were more likely to drink alcohol before driving than people who usually drove someone else's car ($\chi^2(2)=15.3$, $p<.01$): 19% of drivers of their own car had drank alcohol before driving on some occasions compared with only 9.3% of people who drove someone else's car.

Drivers who drink alcohol before driving were no less likely to report the restriction on drinking alcohol before driving than those who complied with the restriction ($\chi^2(2)=2.0$, $p>.10$). Thus, the reduced compliance does not result from lack of knowledge of the restriction.

7.4 PERCEPTIONS OF ENFORCEABILITY - ALCOHOL RESTRICTION

Respondents were asked whether they had been stopped for random breath testing while a first licence driver. Interpretation of the data is complicated by the differing lengths of time that the alcohol restriction applies across the States and the differing lengths of time for which the driver had actually held the licence. The probability that a first licence holder would be tested during a one year period was calculated, taking these issues into consideration (see Appendix 4 for details of calculations). The yearly rate of random breath testing was similar in NSW (0.56) and Victoria (0.54) and somewhat lower in WA (0.40).

Ratings of risk of being caught drink driving were not found to be affected by whether the person had been breath tested as a first licence driver ($t(781)=-1.45$, $p>.1$). Ratings were similar across States and were unaffected by level of education.

The proportion of drivers who were displaying P-plates at the time of breath testing differed among the States ($\chi^2(3)=10.8$, $p<.05$). Western Australian drivers were much less likely to have been displaying P-plates (78.4%) than drivers in other States (88 to 97%). The proportion of drivers displaying P-plates when stopped for random breath testing was similar for each level of education.

The Police were much less likely to ask to see the drivers licence in Victoria (36.3%) than in the other States (60 to 72%). There was no evidence that younger drivers (at the time of the interview) were more likely to be asked to show their licences ($t(270)=0.14$, $p>.10$). The likelihood that Police asked to see the drivers licence differed according to the level of education of the driver ($\chi^2(6)=26.7$, $p<.01$). Drivers with some secondary education or trade training were more likely to be asked to show their licence (76.1%, 71.4%) than drivers who had completed secondary school or had some college or university education (58.7%, 40.0%).

When drivers were asked what the penalties were for drink driving as a first licence holder, the most common responses were suspension or cancellation of licence (86.6%) and fine (29.0%). Drivers from Western Australia and New South Wales were less likely to nominate licence suspension and cancellation and more likely to not know the penalty (see Table 17). They were also more likely to nominate the lesser penalty of loss of demerit points. Drivers from Western Australia were also less likely to nominate extension of the first licence period or a fine.

Table 17. Percentage of drivers in each State who reported each penalty for being caught drink driving as a first licence holder.

Penalty	New South Wales	Victoria	South Australia	Western Australia	Overall
Licence suspended or cancelled	82.6	97.5	94.9	79.4	88.6
First licence period extended	4.1	8.1	3.6	0.0	4.0
Fine	25.6	33.0	40.1	17.0	29.0
Lose points	3.6	0.0	0.5	2.6	1.7
Can't say	12.3	2.0	2.5	16.5	8.3

Drivers with college or university education were more likely to report extension of the probationary period as a penalty for drink driving (Table 18, $\chi^2(3)=9.5$, $p<.05$).

Drivers who had some or completed trade training were less likely to nominate a fine as a penalty for drink driving ($\chi^2(3)=8.7$, $p<.05$).

Table 18. Knowledge of penalties for drink driving as a function of educational level. Multiple responses were allowed.

Penalty	Some secondary	Completed secondary	Trade training	College or university	Overall
Licence suspended or cancelled	89.9	91.2	89.8	86.5	88.6
Probationary period extended	1.1	4.4	0.0	5.8	4.0
Fine	30.2	36.5	20.3	26.1	29.0
Can't say	7.3	5.5	8.5	10.2	8.3

Drivers who reported the penalty of suspension or cancellation tended to give higher ratings of the risk of being caught by Police if drink driving than drivers who did not report this penalty (4.5 vs 4.0, $t(781)=1.92$, $p<.06$). Ratings of risk of detection were similar for those drivers who reported a fine as a penalty and those who did not.

Drivers were asked what they could do to avoid being caught by the Police if they were driving after drinking (see Table 19). The most common strategy suggested was to "avoid major roads" (72.4%).

Table 19. Strategies to avoid being caught by the Police if driving after drinking.

Strategy	Percentage reporting this strategy
Avoid major roads	72.4
Obey all road laws	7.0
Drive carefully	1.3
Take off P-plates	3.7
Find out where Police are and avoid area	1.5
Speed away	1.1
Disguise breath	1.3
Other	1.0
Can't say	10.6

8. DISPLAYING P-PLATES

Respondents were asked how often they display P-plates, what are the situations in which they are not displayed and the motivations for not displaying them. The interaction of failure to display P-plates with drink driving and knowledge of restrictions was examined.

8.1 COMPLIANCE AND FACTORS AFFECTING COMPLIANCE

About one-third of drivers said that they did not display P-plates "all of the time" when they had a first licence. Degree of compliance with the P-plate requirement varied across States (see Table 20, $\chi^2(6)=51.9$, $p<.01$). Compliance appeared to be lower in Western Australia and New South Wales than in Victoria and South Australia.

Males displayed P-plates less often than females ($\chi^2(2)=16.8$, $p<.01$). Displaying P-plates "all of time" was reported by 61.5% of males, compared with 74.4% of females.

The level of compliance in displaying P-plates differed according to whose car is usually driven ($\chi^2(2)=9.7$, $p<.01$). Table 21 shows that those drivers who usually drove their own car were more likely to display P-plates "all of the time" but were also more likely to "never/almost never" display P-plates.

Table 20. How often respondents displayed P-plates when a probationary/provisional driver.

Frequency of displaying P-plates	New South Wales	Victoria	South Australia	Western Australia	Overall
Never/almost never	2.7	2.5	1.5	11.4	4.5
Sometimes	33.2	18.8	23.0	35.2	27.4
All of the time	64.2	78.7	75.5	53.4	68.0

Table 21. How often respondents displayed P-plates when a first licence holder according to whose car is usually driven.

Frequency of displaying P-plates	Your own car	Someone else's car	Overall
Never/almost never	6.2	2.2	4.5
Sometimes	24.7	31.3	27.4
All of the time	69.1	66.6	68.0

Compliance in displaying P-plates was affected by highest level of education in Western Australia only ($\chi^2(6)=14.0$, $p<.05$). In that State, drivers who had completed

secondary school or had some college or university education were least likely to display P-plates "all of the time" (41.0% and 48.9%, respectively). Drivers who had some secondary education were most likely to display P-plates "all of the time" (48.9%).

Those drivers who did not report displaying P-plates "all of the time" were asked when they did not display them. The most commonly reported occasions were "when I have forgotten them" (30.0% of occasions), "when I'm driving someone else's car" (18.6%), "can't say/refuse" (12.1%) and "nearly always/always" (10.5%). Forgetting P-plates was more common in NSW, "when driving someone else's car" and "nearly always/always" were more common in WA. The reasons for not displaying P-plates were similar for male and female drivers and drivers of different educational levels.

Whose car is usually driven affected when P-plates were not displayed ($\chi^2(13)=40.6$, $p<.01$). Forgetting was more common with people who usually drive someone else's car than people who usually drive their own car. However, people who normally drive their own car were more likely not to display P-plates when driving someone else's car than people who usually drove someone else's car.

Table 22 shows that the most common reasons cited for not displaying P-plates were "inconvenience" (28.7%), having lost or forgotten them (28.3%) and "driving someone else's car" (20.6%).

Table 22. Reasons why drivers did not display P-plates.

Reason	Percentage of drivers (n=)
To avoid detection by Police	7.3
To stop being hassled by other drivers	4.9
Lost/forgotten them	28.3
Don't have any	1.6
Someone took them off	1.2
Inconvenient	28.7
Couldn't be bothered	3.6
Driving someone else's car	20.6
To go faster/avoid speed restriction	8.5
Other	4.5
Can't say/refused	1.6

8.2 DISPLAYING P-PLATES AND KNOWLEDGE AND COMPLIANCE WITH OTHER RESTRICTIONS

The importance of displaying P-plates is that it facilitates enforcement of other restrictions relating to first licences. There is some concern that young drivers are not displaying P-plates in order to avoid detection while breaking the alcohol restrictions. Analysis of the data showed that there was a relationship between the frequency with

which P-plates were displayed and how often alcohol was drunk before driving ($\chi^2(4)=83.1$, $p<.01$). Those drivers who drank and drove were less likely to display P-plates "all of the time" than those who never drank and drove (37.7% vs 73.3%, see Table 23).

Table 23. How often respondents displayed P-plates when a first licence holder as a function of how often they drank alcohol before driving.

Frequency of displaying P-plates	Never (n=658)	Sometimes (n=114)	Refused (n=1)
Never/almost never	2.3	17.5	0.0
Sometimes	24.5	44.7	0.0
All of the time	73.3	37.7	100.0

The relationship between reported frequency of displaying P-plates and reporting of restrictions applying to first licence drivers was investigated. Some of the results are summarised in Table 24. It is interesting to note that there was no relationship between frequency of displaying P-plates and reporting this as a restriction ($\chi^2(2)=1.1$, $p>.10$). Drivers who never displayed P-plates were equally likely to report this as a restriction as those drivers who always displayed P-plates. Thus it appears that failure to display P-plates is not the result of a lack of knowledge of the restrictions.

In contrast, drivers who display P-plates less often are less likely to report the restriction on drinking alcohol before driving ($\chi^2(2)=17.4$, $p<.01$). Overall, drivers who do not display P-plates "all the time" are more likely to report the speed limit restriction than those who display P-plates "all the time" ($\chi^2(2)=14.7$, $p<.01$). Further investigation showed that this finding reflected that low P-plate display rates were found in States in which there was a special speed restriction for first licence holders.

Table 24. Percentage of drivers reporting each restriction as a function of frequency of displaying P-plates.

Frequency of displaying P-plates	Alcohol	P-plates	Speed limit
Never/almost never	48.6	68.6	80.0
Sometimes	55.2	59.9	80.2
All of the time	69.4	62.7	66.7

9. MANUAL/AUTOMATIC RESTRICTION

Respondents were asked whether the car they were tested in had a manual or automatic transmission and which type of transmission was found in the car they normally drove. Knowledge of the restriction to driving automatic cars if tested on an automatic was assessed, as was the social costs of the restriction and the level of agreement with this restriction..

About 60% of drivers usually drove a car with a manual transmission. Similar numbers had taken their driving test in a manual car.

Drivers in New South Wales and South Australia were more likely to have taken their driving test in an automatic car (59.5% and 67.0%, respectively) than drivers from Victoria (29.9%) and Western Australia (5.7%). The percentage of drivers who usually drive an automatic car was lower in Western Australia (28.9%), than the average for the four States (40.9%).

More females took their driving test in an automatic car than did males (45.3% vs 35.8%). Females were more likely than males to usually drive an automatic car (44.3% vs 37.4%).

Drivers were asked whether the "automatic licence" restriction applied in their State when they sat their driving test. The proportions who said "yes" were Victoria (87.8%), Western Australia (82.5%), New South Wales (36.9%) and South Australia (2.0%).

Those drivers who said that the restriction applied when they sat their driving test and reported that they usually drove a manual car were asked whether it encouraged them to sit the test in a manual car, rather than an automatic. Two-thirds of drivers said that it did.

About half of those drivers who said the restriction applied when they sat their driving test and reported that they usually drove an automatic car said that the rule prevented them from driving other people's cars (53.1%).

Overall, 67.4% of drivers "strongly agree" or "somewhat agree" with the "automatic licence" restriction (see Table 25). The level of agreement with the "automatic licence" restriction varied among States ($\chi^2(12)=169.0$, $p<.01$). Drivers in Victoria and Western Australia approved of the restriction more than drivers in New South Wales and South Australia. More than 20% of South Australian drivers "strongly disagreed" with the restriction.

Males and females were equally likely to agree with the "automatic licence" restriction.

Table 25. Level of agreement with the restriction that drivers passing their test on an automatic car can only drive an automatic car during the first licence period.

Level of agreement	New South Wales	Victoria	South Australia	Western Australia	Overall
Strongly agree	28.2	55.3	20.8	66.0	42.5
Somewhat agree	36.4	23.4	28.3	21.6	24.9
Neither agree nor disagree	7.7	5.1	17.8	6.2	9.2
Somewhat disagree	17.9	10.7	21.8	2.6	13.3
Strongly disagree	9.7	5.6	21.3	3.6	10.1

10. SUMMARY OF RESULTS

In general, drivers preferred restrictions (including minimum ages and durations) which currently apply in their States. Females tended to be more likely to agree with restrictions and to comply with them. The results for specific components of graduated licensing are summarised in the sections which follow.

10.1 MINIMUM AGE OF 16 FOR LEARNERS PERMIT

The age at which the first licence (probationary/provisional) can be obtained appears to be a major determinant of when the learners permit is actually taken out, rather than the legal minimum age. About two-thirds of drivers preferred 16 as the minimum age. Less than 5% preferred a lower age.

10.2 MINIMUM DURATION OF SIX MONTHS FOR LEARNERS PERMIT

The six months minimum duration was in force in NSW from 1 January 1993 (prior to that it was 3 months), the minimum is 12 months in Victoria (unless an exception is granted) and no prescribed minimum duration apply in SA and WA.

Several factors were found to affect the mean durations learners permits were held:

- the prescribed minimum
- de facto minimums which arise from the differences between the minimum permit age and the minimum first licence age

In those States where there is a legal minimum duration, most drivers agree with it. The preferred minimum duration was shorter than 6 months in those States where there is currently no legal minimum duration. In other States, the preferred minimum duration was 4-6 months or 7-12 months.

10.3 MINIMUM AGE FOR FIRST LICENCE TO BE 17 YEARS

The minimum age for obtaining a first licence is at least 17 years in NSW, Vic and WA but it is 16 years 6 months in SA. Drivers from SA gained their licence at the same average age as those from WA, despite the opportunity to do so six months earlier. In Victoria, where the legal minimum age is 18 years, most drivers obtained their licence soon after this time.

Preferred minimum ages were in line with the actual minimum ages in the drivers own States. In general, males preferred lower minimum ages.

Almost 95% of drivers agreed that there should be a minimum duration for holding a first licence. The preferences for the minimum duration mirrored the actual situations

in the drivers own States. More females than males agreed with the restriction and they generally preferred longer minimum durations than males.

10.4 RESTRICTIONS ON DRINK DRIVING

Fewer drivers from Western Australia and NSW than other States reported an alcohol restriction as a condition of the first licence.

Overall, 91.4% of drivers agreed with the alcohol restriction. Males and drivers with trade training were less likely to agree with the restriction.

All drivers were asked how long the alcohol restriction should apply. Responses were in line with current restrictions in the States. Males preferred a shorter period of restriction than females.

Overall, about 15% of drivers said they had sometimes drank alcohol before driving when on their first licence. Drink driving was twice as common in WA, was more common among males and drivers with trade training.

The proportion of drivers who had been breath-tested per year as first licence holders did not differ among States. Ratings of the risk of being caught drink driving were similar for drivers who had and had not been breath-tested.

The most commonly reported social costs of the alcohol restriction were to encourage the drivers to drink nonalcoholic drinks, to travel with friends or take a taxi or public transport when going out at night. Males were more likely than females to state that the restriction prevents or sometimes prevents them going out at night.

WA drivers were less likely to have been displaying P-plates when breath-tested. Police were least likely to ask to see the drivers licence in Victoria.

About 85% of drivers reported that the penalty for drink driving was suspension or cancellation of the first licence. Those drivers who reported this penalty gave higher ratings of the risk of detection than those who did not report the penalty. Almost three-quarters of drivers suggested that avoiding major roads would reduce the possibility of being detected when drink driving.

10.5 DISPLAYING L- AND P-PLATES

Displaying L- and P-plates and carrying a licence play an important role in enforcement of restrictions on learner and first licences. Overall, more than 10% of drivers had not displayed L-plates "all of the time" and more than a third of drivers did not display P-plates "all of the time". Failure to comply with both restrictions was most common in NSW and failure to display with the P-plates was also most common in Western Australia. One might speculate that the lower speed limit for first licence holders in these States may have contributed to the lower P-plate display rates. Males were less likely to display L- or P-plates than females.

P-plates were frequently not displayed because they had been forgotten, lost, they were considered inconvenient or the driver was driving someone else's car. Drivers who sometimes drank and drove were less likely to display P-plates "all of the time".

10.6 MANUAL/AUTOMATIC FIRST LICENCES

Drivers in Western Australia and Victoria were less likely to take their test in an automatic car. Females were more likely to take their test in an automatic car and to drive an automatic car.

Two-thirds of drivers of manual cars said that the presence of the restriction in their State encouraged them to take the test in a manual car. About half of drivers of automatic cars said that the rule prevented them from driving other people's cars

About two-thirds of drivers "strongly agree" or "somewhat agree" with the restriction. South Australian drivers were the most strongly opposed to the restriction.

11. CONCLUSIONS ABOUT THE EFFECTIVENESS OF GRADUATE LICENSING SCHEMES

11.1 MINIMUM AGES AND DURATIONS

Minimum ages and durations for learner permits and first licences are set in an attempt to ensure that drivers have a minimum level of cognitive and emotional maturity before driving (minimum age) and that a minimum amount of experience is gained during each stage of the licensing process (minimum duration).

The survey showed that the actual effect of minimum ages and durations for learner permits and first licences is modified by the relationships between these components. For example, allowing a low minimum age for the learner permit will not encourage many drivers to obtain it at that age if the minimum age for obtaining a first licence is high. Thus, a minimum duration for which the learners permit must be held does much more to ensure that a minimum amount of experience is gained before licensing than solely allowing a low minimum age for the learners permit and a high minimum age for the first licence

11.2 ZERO BAC

The results of the survey suggest that the effectiveness of the zero BAC restriction may be limited. Knowledge of the restriction, as measured by reporting it as a restriction, was surprisingly low in Western Australia and New South Wales. About 15% of drivers had failed to comply with the restriction, including about double this percentage in Western Australia. Almost three-quarters of drivers thought they could avoid breath testing by avoiding major roads. Most drivers identified social costs of the restriction but 91.4% agreed with it

The survey failed to show any strong relationship between enforcement and compliance. Levels of enforcement (as reported by drivers) were no lower in Western Australia where the rate of noncompliance was much higher. Experience of being breath tested did not appear to increase estimates of the risk of being caught drink driving (if someone had been drinking).

11.3 LICENCES FOR AUTOMATIC VEHICLES

Restricting drivers who obtained their licence in an automatic vehicle to only driving automatic vehicles during their first licence had two effects: discouraging some drivers from obtaining their licence in an automatic vehicle (fewer drivers gained licences in automatic vehicles in States where the rule applies) and preventing drivers who had an "automatic licence" from driving cars belonging to others. The road safety implications of these effects are unclear.

REFERENCES

Haworth, N. L. (1994). *Young driver research program: Evaluation of Australian graduated licensing schemes* (CR136). Canberra: Federal Office of Road Safety.

APPENDIX 1: SURVEY DATA

A copy of the data is attached in the form of an SPSSPC+ system file named PERMITS.SYS. The variable names and descriptions are listed below. The codes used correspond to those on the questionnaire in Appendix 2, with the addition of some additional recoding. The additional codes were devised after the survey to reduce the number of "other" responses, and are summarised on the attached sheet.

VARIABLE NAMES FOR GLS SURVEY

QUESTION	Variable Name	Variable Description
1.	LICTYPE	Type of licence held
2.	LICSTATE	State in which licence obtained
3.	WHOSECAR	Whose car is usually driven?
3a.	USECAR	How often the car is driven
3b.	PARENT	Extent parents restrict taking car at night
4.	MANAUT	Manual or automatic transmission
5.	TESTCAR	Driving test taken in manual/auto
6.	LMONTHS	Number of months respondent held a learner's permit
7.	LEARNAGE	Minimum age for obtaining Learner's Permit
8.	LEARNMIN	Should there be a minimum time between learner's permit and sitting test?
8a.	LRNTIME	Time between learner's permit and driving test.
9.	L_PLATES	How often displayed L-plates
10 & 24.	PMONTHS	Number of months since passing driving test:
11 & 25.		<i>Restrictions for probationary drivers:</i>
	RETC01	Not allowed to drink alcohol before driving
	RETC02	Display P-plates
	RETC03	Limit on power of car
	RETC04	Don't exceed speed limit
	RETC05	Not allowed to tow anything
	RETC06	Compulsory carriage of licence
	RETC07	Cannot instruct learner driver
	RETC08	Not allowed to drive manual if licensed auto
	RETC09	Not allowed to carry passengers if committed offence
	RETC10	Other
	RETC11	Can't say
	RETC12	Less points/limit on points/demerits

	RESTC13	Speed limit of 100K
	RESTC14	Speed limit of 80K
	RESTC15	Alcohol limit of .02
	RESTC16	Lower speed limit (general)
12 & 26.	BACAGREE	Agreement with alcohol restrictions for probationers
12a & 26a.	BACTIME	How long should alcohol restriction apply?
13 & 27.	BACOMPLY	How often did you drink alcohol before driving?
14 & 28.		<i>Social costs of alcohol restriction:</i>
	BACOSTS1	Not able to attend social functions
	BACOSTS2	Rely on family members to drive to social functions
	BACOSTS3	Travel with friends to social functions
	BACOSTS4	Use taxi/public transport to get to social functions
	BACOSTS5	Rely on someone to drive you home in your car
	BACOSTS6	Drink non-alcoholic drinks
15 & 29.	BREATH	Breath tested by police when a probationer?
15a & 29a.	DISPLAY	Displaying P-plates when breath tested?
15b & 29b.	SEELIC	Did police ask to see licence?
16 & 30.	BACRATE	Rating of risk if probationer drinks then drives
17 & 31.		<i>Penalty if caught drink driving as a probationer:</i>
	PENALC01	Licence suspended/cancelled
	PENALC02	Probationary period extended
	PENALC03	Fine
	PENALC04	Warning
	PENALC05	Jail sentence
	PENALC06	Education course
	PENALC07	Other
	PENALC08	Can't say
	PENALC09	Lose points
	PENALC10	Passenger restriction
	PENALC11	Depends on how much you have drunk
18 & 32.	BACAVOID	Action to avoid being caught by police if drink then drive
19 & 33.	MANSTATE	Manual/auto restriction applied in your State when you were licensed?
19a & 33a.		<i>Social costs of manual/auto restriction:</i>
	MANCOST1	Driving test taken in manual rather than auto car
	MANCOST2	Prevents respondent driving cars of friends/family
20 & 34.	MANAGREE	Do you agree with auto/manual restriction?
21 & 35.	PROBAGE	Minimum age for obtaining probationary licence

22 & 36.	PROBMIN	Should there be a minimum time between holding a probationer's licence and full licence?
22a & 36a.	PROBTIME	Length of time between probationer's and full licence
23 & 37.	P_LAW	Must P-plates be displayed by law?
23a & 37a.	P_PLATES	How often displayed P-plates?
23b & 37b.	P_WORN	When were P-plates not displayed?
23c & 37c.		<i>Reason for not displaying P-plates:</i>
	PREASC01	To avoid detection by police
	PREASC02	To stop being hassled by other drivers
	PREASC03	Because I've lost/forgotten them
	PREASC04	Inconvenient
	PREASC05	Because driving someone else's car
	PREASC06	Other
	PREASC07	Can't say/refused
	PREASC08	To go faster/avoid speed restriction
	PREASC09	Don't have any/no spare set
	PREASC10	Someone else has taken them off
	PREASC11	Couldn't be bothered
38.	SEX	Sex of respondent
39.		<i>Date of birth:</i>
	DDAY	Day
	DMONTH	Month
	DYEAR	Year
40.	EDUC	Highest level of education
41.	INTSTATE	State of interview

CODEFRAMES FOR "NEWLY LICENSED DRIVERS" SURVEY

Q11 & Q25

- 12. LESS POINTS/LIMIT ON POINTS/DEMERITS
- 13. SPEED LIMIT OF 100K
- 14. SPEED LIMIT OF 80K
- 15. ALCOHOL LIMIT OF .02
- 16. LOWER SPEED LIMIT (GENERAL)

Q17 & Q31

- 9. LOSE POINTS
- 10. PASSENGER RESTRICTION
- 11. DEPENDS ON HOW MUCH YOU HAVE DRUNK

Q18 & Q32

- 7. SPEED/SPEED OFF
- 8. DRIVE CAREFULLY/SLOWLY
- 9. DISGUISE BREATH:- EAT/SMOKE

Q23C & Q37C

- 7. LOCAL AREA/SHORT TRIP
- 8. IN A HURRY
- 9. NEARLY ALWAYS/ALL THE TIME
- 10. ON THE FREEWAY/WANT TO SPEED/GO OVER THE SPEED LIMIT
- 11. LONG DISTANCE/COUNTRY ROADS
- 12. SOMEONE ELSE HAS TAKEN THEM OFF
- 13. LAZY/CAN'T BE BOTHERED
- 14. NEAR END OF P-PLATE PERIOD

Q23D & Q37D

- 8. TO GO FASTER/AVOID SPEED RESTRICTION
- 9. DON'T HAVE ANY/NO SPARE SET
- 10. FALLEN OFF
- 11. SOMEONE ELSE HAS TAKEN THEM OFF
- 12. COULDN'T BE BOTHERED

APPENDIX 2: GRADUATED LICENSING QUESTIONNAIRE

MONASH UNI. ACCIDENT RESEARCH CENTRE SURVEY

Good %A. My name is <SAY NAME>.

I'm calling from The Roy Morgan Research Centre, the people who conduct the Morgan Gallup Poll, on behalf of the Accident Research Centre at Monash University.

Could I speak to the person in your household who is under 25 and has got their drivers licence within the last two years, that is since March 1992?

IF NOT AVAILABLE, MAKE AN APPOINTMENT TO CALL BACK.

WHEN REQUESTED RESPONDENT ANSWERS, REPEAT INTRODUCTION, THEN:
Today we're conducting a survey of what young drivers think about the driver licensing system and how it has affected them.
Can I first check that you're under 25 years of age?

IF NOT UNDER 25, ASK TO SPEAK TO PERSON UNDER 25. REPEAT INTRO.
IF NO ONE UNDER 25 AVAILABLE TERMINATE.

Anything you say will be completely confidential. We will not ask your name or keep a copy of your telephone number. You don't have to answer any question that you don't want to. The survey will take about 10 minutes. Thank you for your help.

QSEX. RECORD SEX OF RESPONDENT

MALE..... 1

FEMALE..... 2

Thankyou for your time and assistance but we have interviewed enough %404,/MALES/FEMALES/ for this survey.

THE FIRST THING WE WOULD LIKE TO ASK IS ABOUT YOUR CURRENT LICENCE.

Q1. What type of licence do you hold? Is it a learner's permit, probationary or provisional licence or is it a full licence?

LEARNER'S PERMIT.. 1

PROBATIONARY LICENCE..... 2

PROVISIONAL LICENCE..... 3

FULL LICENCE..... 4

IF LEARNERS PERMIT ON Q1 (CODE 1):

QA. Thank you for your time and assistance but we need to interview people who hold a probationary, provisional or full licence. Is there anyone else in your household who is under 25 and got their current drivers licence in the last two years, that is since March 1992?

IF YES, ASK TO SPEAK TO THAT PERSON.

IF NO THANK AND TERMINATE

YES..... 1 GOTO INTRO

NO..... 2 END USER1

ASK EVERYONE.

Q2. In which State of Australia did you obtain your licence?

NEW SOUTH WALES... 1

VICTORIA..... 2

SOUTH AUSTRALIA... 3

WESTERN AUSTRALIA. 4

QUEENSLAND..... 5

OTHER STATE/TERRITORY... 6

OVERSEAS..... 7

Q3A. Whose car do you usually drive... (READ OUT ANSWER PLACES)

Your own..... 1

Someone else's.... 2

Q3B. To what extent do your parents restrict you taking the car when you go out at night?.... (READ OUT ANSWER PLACES)

Not at all..... 1

A little..... 2

or, a lot..... 3

(DON'T READ) CAN'T SAY..... 4

ASK EVERYONE.

Q4. Is the car you usually drive a manual or an automatic?

MANUAL..... 1

AUTOMATIC..... 2

Q5. Did you pass your driving test in a manual car or an automatic car?

MANUAL..... 1

AUTOMATIC..... 2

Now I'd like to ask you some questions about the time when you had a learner's permit.

Q6. How long did you have your learner's permit for?

TYPE IN MONTHS

(1 YEAR = 12 MONTHS
2 YEARS = 24 MONTHS
3 YEARS = 36 MONTHS,
4 YEARS = 48 MONTHS
5 YEARS = 60 MONTHS ETC.)

IF CAN'T SAY, ESC D.

IF ENTERED MORE THAN 2 YEARS OR ZERO MONTHS:

Q6B. FOR Q6 (PERIOD HAD LEARNERS PERMIT) YOU HAVE ENTERED %94. YEARS AND %95. MONTHS. IS THIS CORRECT?

CORRECT..... 1 GOTO Q7

NOT CORRECT..... 2 REDO Q6

IF Q6 IS INCORRECT, REDO Q6. (CODE2 ON Q6B)

ASK EVERYONE

Q7. In your opinion, what should be the minimum age for obtaining a learner's permit? (DO NOT AID)

UNDER 16..... 1

16 TO UNDER 17.... 2

17 TO UNDER 18.... 3

18 TO UNDER 19.... 4

19 TO UNDER 20.... 5

20 OR OVER..... 6

CAN'T SAY..... 7

Q8A. Should there be a minimum time that someone has to hold a learner's permit before they can go for their licence test?

YES..... 1

NO..... 2

CAN'T SAY..... 3

IF YES ON Q8A (CODE 1):

Q8B. How long should this period be? (DO NOT AID)

UP TO (INCLUDING)
3 MONTHS..... 1

4 TO 6 MONTHS..... 2

7 TO 12 MONTHS.... 3

MORE THAN 1 YEAR.. 4

CAN'T SAY..... 5

ASK EVERYONE.

Q9. One of the restrictions on someone with a learner's permit is having to show L-plates. When you were a learner how often did you display L-plates? (DO NOT AID)

NEVER/ ALMOST
NEVER..... 1

SOMETIMES..... 2

ABOUT HALF THE
TIME..... 3

MOST OF THE TIME.. 4

ALL OF THE TIME... 5

CAN'T SAY/REFUSED. 6

IF PROBATIONARY/PROVISIONAL LICENCE ON Q1 (CODE 2 OR 3):

Now I'd like to ask you some questions about your %422,/probationary/provisional/licence.

Q10. How many months is it since you passed your driving test?

TYPE IN MONTHS. IF LESS THAN 1 MONTH TYPE IN 0.
(MAXIMUM = 24 MONTHS).

IF CAN'T SAY, ESC D.

IF GREATER THAN 24 MONTHS, SAY:

Thank you for your time and assistance, but we wish to speak to people who passed their driving test within the last two years, since March 1992. Is there anyone else in your household who is under 25 and got their current drivers licence in the last two years, that is since March 1992?

IF YES, ASK TO SPEAK TO THAT PERSON.

IF NO THANK AND TERMINATE.

Q11. There are a number of rules that go with a %428,/probationary/provisional/licence. What are they? What else? (DO NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.

HIGHLIGHT FOR ALL MENTIONED.

NOT ALLOWED TO
DRINK ALCOHOL
BEFORE DRIVING.... 1,

DISPLAY P-PLATES.. 2,

LIMIT ON POWER OF
THE CAR..... 3,

DON'T EXCEED SPEED
LIMIT..... 4,

NOT ALLOWED TO TOW
ANYTHING..... 5,

HAVE TO CARRY
LICENCE..... 6,

CANNOT INSTRUCT A
LEARNER DRIVER.... 7,

NOT ALLOWED TO
DRIVE MANUAL IF
LICENCED AUTO.... 8,

NOT ALLOWED TO CARRY PASSENGERS (IF YOU HAVE COMMITTED AN OFFENCE).....	9,	SOMETIMES.....	2
OTHER (SPECIFY)...	10,	NO.....	3
CAN'T SAY.....	11,	CAN'T SAY.....	4
LESS POINTS /LIMIT ON POINTS /DEMERITS.....	12,	Q14B. DOES NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING	
SPEED LIMIT OF 100K.....	13,	mean you have to get family transport when going out at night?	
SPEED LIMIT OF 80K	14,	YES.....	1
ALCOHOL LIMIT OF .02.....	15,	SOMETIMES.....	2
LOWER SPEED LIMIT (GENERAL).....	16,	NO.....	3
Q12A. Do you agree with the current restriction on drinking alcohol before driving for %430, /probationary/provisional/ drivers?		CAN'T SAY.....	4
YES.....	1	Q14C. DOES NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING	
NO.....	2	mean you have to travel with friends when going out at night?	
CAN'T SAY.....	3	YES.....	1
Q12B. How long should this restriction apply for? (DO NOT AID)		SOMETIMES.....	2
UP TO (INCLUDING) 6 MONTHS.....	1	NO.....	3
MORE THAN 6 MONTHS TO 12 MONTHS.....	2	CAN'T SAY.....	4
MORE THAN 12 MONTHS TO 2 YEARS.	3	Q14D. DOES NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING	
MORE THAN 2 YEARS TO 4 YEARS.....	4	mean you have to use a taxi or public transport?	
MORE THAN 4 YEARS.	5	YES.....	1
CAN'T SAY.....	6	SOMETIMES.....	2
Q13. This restriction is sometimes ignored. How often do you drink alcohol before driving? (DO NOT AID)		NO.....	3
MORE THAN 2 NIGHTS PER WEEK.....	1	CAN'T SAY.....	4
1-2 NIGHTS PER WEEK.....	2	Q14E. DOES NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING	
EVERY 2 WEEKS.....	3	mean you have to get someone else to drive you home in your car?	
ONCE PER MONTH....	4	YES.....	1
LESS THAN ONCE PER MONTH.....	5	SOMETIMES.....	2
NEVER.....	6	NO.....	3
REFUSED.....	7	CAN'T SAY.....	4
Q14A. DOES NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING		Q14F. DOES NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING	
prevent you going out at night?		make you drink non alcoholic drinks instead?	
YES.....	1	YES.....	1
		SOMETIMES.....	2
		NO.....	3
		CAN'T SAY.....	4
		Q15A. As a %432, /probationary/provisional/ driver, have you ever been breath tested by the Police?	
		YES.....	1
		NO.....	2
		CAN'T SAY/REFUSED.	3

IF YES ON Q15A (CODE 1):

Q15B. Were you displaying P-plates at the time?

YES..... 1
 NO..... 2
 CAN'T SAY/REFUSED. 3

Q15C. Did the police ask to see your licence?

YES..... 1
 NO..... 2
 CAN'T SAY/REFUSED. 3

IF PROBATIONARY/PROVISIONAL
 LICENCE ON Q1 (CODE 2 OR 3):

Q16. Imagine that someone with a
 §436, /probationary/provisional/
 licence drinks and then drives on a
 major road. What do you think is the
 chance that they will be caught by
 Police on a scale of one to ten, where
 one represents 'almost no chance' and
 10 represents 'almost certainly'?

1 ALMOST NO CHANCE 1
 2..... 2
 3..... 3
 4..... 4
 5..... 5
 6..... 6
 7..... 7
 8..... 8
 9..... 9
 10 ALMOST
 CERTAINLY..... 10
 CAN'T SAY..... 11

Q17. What is the penalty if caught
 drink driving when on a
 §438, /probationary/provisional/
 licence? (DO NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.

(HIGHLIGHT FOR ALL MENTIONED)

LICENCE SUSPENDED
 OR CANCELLED..... 1,
 PROBATIONARY
 PERIOD EXTENDED... 2,
 FINE..... 3,
 WARNING..... 4,
 JAIL SENTENCE..... 5,
 EDUCATION COURSE.. 6,
 OTHER (SPECIFY)... 7,

CAN'T SAY..... 8,
 LOSE POINTS..... 9,
 PASSENGER
 RESTRICTION..... 10,
 DEPENDS ON HOW
 MUCH YOU HAVE
 DRUNK..... 11,

Q18. If someone did drink then drive,
 what would they most likely do to
 avoid being caught by the police? (DO
 NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.
(RECORD FIRST RESPONSE ONLY)

AVOID MAJOR ROADS. 1
 OBEY ALL ROAD LAWS 2
 TAKE OFF P-PLATES. 3
 FIND OUT WHERE
 POLICE ARE LOCATED 4
 OTHER (SPECIFY)... 5
 CAN'T SAY..... 6
 SPEED/SPEED OFF... 7
 DRIVE CAREFULLY/
 SLOWLY..... 8
 DISUISE BREATH:-
 EAT/SMOKE..... 9

Q19A. In some states,
 §440, /probationary/provisional/
 drivers cannot drive a manual car if
 they pass their driving test in an
 automatic car. Did this apply in your
 State when you got your licence?

YES..... 1
 NO..... 2
 CAN'T SAY..... 3

IF YES ON Q19A (CODE 1) & HAVE MANUAL LICENCE ON Q5 (CODE 1):

Q19B. Did this rule influence you to
 get your licence in a manual rather
 than an automatic car?

YES..... 1
 NO..... 2
 CAN'T SAY..... 3

IF YES ON Q19A (CODE 1) & HAVE AUTO. LICENCE ON Q5 (CODE 2):

Q19C. Does this rule prevent you from
 driving friends' or relatives' cars?

YES..... 1
 NO..... 2
 CAN'T SAY..... 3

IF PROBATIONARY/PROVISIONAL
 LICENCE ON Q1 (CODE 2 OR 3):

Q20. What do you think about restricting %446, /probationers/provisionals/ from driving manual cars if they have a licence for automatic cars? Do you... (READ ANSWER PLACES)

Strongly Agree.... 1
Somewhat Agree.... 2
Neither Agree Nor Disagree..... 3
Somewhat Disagree. 4
Strongly Disagree. 5

Q21. In each state there is a minimum age for obtaining a %448, /probationary/provisional/ licence. In your opinion what should the minimum age be? (DO NOT AID)

UNDER 16..... 1
16 TO UNDER 17.... 2
17 TO UNDER 18.... 3
18 TO UNDER 19.... 4
19 TO UNDER 20.... 5
20 OR OVER..... 6
CAN'T SAY..... 7

Q22A. Should there be a minimum time that someone has to hold a %450, /probationary/provisional/ licence before they get a full licence?

YES..... 1
NO..... 2
CAN'T SAY..... 3

IF YES ON Q22A (CODE 1):

Q22B. How long should this period be? (DO NOT AID)

UP TO (INCLUDING) 6 MONTHS..... 1
MORE THAN 6 MONTHS TO 12 MONTHS..... 2
MORE THAN 12 MONTHS TO 2 YEARS. 3
MORE THAN 2 YEARS TO 4 YEARS..... 4
MORE THAN 4 YEARS. 5
CAN'T SAY..... 6

IF PROBATIONARY/PROVISIONAL LICENCE ON Q1 (CODE 2 OR 3):

Q23A. Are you required by law to display P-plates?

YES..... 1 ASK Q23B
NO..... 2 GOTO Q39
CAN'T SAY..... 3 GOTO Q39

IF YES ON Q23A (CODE 1):

Q23B. How often do you display your P-plates?... (READ ANSWER PLACES)

All of the time... 1 GOTO Q39A
Most of the time.. 2 ASK Q23C
About half of the time..... 3 ASK Q23C
Sometimes..... 4 ASK Q23C
Never/ Almost never..... 5 ASK Q23C
(DON'T READ) CAN'T SAY/REFUSED..... 6 ASK Q23C

IF DON'T DISPLAY P-PLATE ALL OF THE TIME (Q23B CODE 2 TO 6):

Q23C. When do you NOT display P-plates? (DO NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.

AT NIGHT..... 1,
WHEN I'VE BEEN DRINKING..... 2,
WHEN I'M DRIVING A DIFFERENT CAR..... 3,
WHEN I HAVE FORGOTTEN/LOST THEM..... 4,
OTHER (SPECIFY)... 5,
CAN'T SAY/REFUSED. 6,
LOCAL AREA /SHORT TRIP..... 7,
IN A HURRY..... 8,
NEARLY ALWAYS /ALL THE TIME..... 9,
ON THE FREEWAY /WANT TO SPEED /GO OVER SPEED LIMIT.. 10,
LONG DISTANCE /COUNTRY ROADS..... 11,
SOMEONE ELSE HAS TAKEN THEM OFF.... 12,
LAZY /CAN'T BE BOTHERED..... 13,
NEAR END OF P-PLATE PERIOD.... 14,

Q23D. What is the main reason you DON'T display P-plates? (DO NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.

TO AVOID DETECTION BY POLICE..... 1,
TO STOP BEING HASSLED BY OTHER DRIVERS..... 2,
BECAUSE I'VE LOST/FORGOTTEN THEM..... 3,
INCONVENIENT..... 4,

BECAUSE DRIVING SOMEONE ELSE'S CAR	5,	DON'T EXCEED SPEED LIMIT.....	4,
OTHER (SPECIFY)...	6,	NOT ALLOWED TO TOW ANYTHING.....	5,
CAN'T SAY/REFUSED.	7,	HAVE TO CARRY LICENCE.....	6,
TO GO FASTER /AVOID SPEED RESTRICTION.....	8,	CANNOT INSTRUCT A LEARNER DRIVER....	7,
DON'T HAVE ANY /NO SPARE SET.....	9,	NOT ALLOWED TO DRIVE MANUAL IF LICENCED AUTO.....	8,
SOMEONE ELSE HAS TAKEN THEM OFF....	10,	NOT ALLOWED TO CARRY PASSENGERS (IF YOU HAVE COMMITTED AN OFFENCE).....	9,
COULDN'T BE BOtherED.....	11,	OTHER (SPECIFY)...	10,
IF HAVE FULL LICENCE ON Q1 (CODE 4):		CAN'T SAY.....	11,
Now I'd like to ask you some questions about your current drivers licence.		LESS POINTS /LIMIT ON POINTS /DEMERTITS.....	12,
Q24. How many months is it since you passed your driving test?		SPEED LIMIT OF 100K.....	13,
TYPE IN MONTHS. IF LESS THAN 1 MONTH TYPE IN 0. (MAXIMUM = 24 MONTHS).		SPEED LIMIT OF 80K	14,
IF CAN'T SAY, ESC D.		ALCOHOL LIMIT OF .02.....	15,
_ _		LOWER SPEED LIMIT (GENERAL).....	16,
IF GREATER THAN 24 MONTHS, SAY:		Q26A. Do you agree with the current restriction on drinking alcohol before driving for probationary drivers?	
Thank you for your time and assistance, but we wish to speak to people who passed their driving test within the last two years, since March 1992. Is there anyone else in your household who is under 25 and got their current drivers licence in the last two years, that is since March 1992?		YES.....	1
IF YES, ASK TO SPEAK TO THAT PERSON.		NO.....	2
IF NO THANK AND TERMINATE.		CAN'T SAY.....	3
Even though you have a full licence now we'd like to ask you some questions about when you had a PROBATIONARY OR PROVISIONAL licence?		Q26B. How long should this restriction apply for? (DO NOT AID)	
Q25. There are a number of rules that go with a probationary licence. What were they when you were a probationer? What else? (DO NOT AID)		UP TO (INCLUDING) 6 MONTHS.....	1
IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.		MORE THAN 6 MONTHS TO 12 MONTHS.....	2
HIGHLIGHT FOR ALL MENTIONED.		MORE THAN 12 MONTHS TO 2 YEARS.	3
NOT ALLOWED TO DRINK ALCOHOL BEFORE DRIVING....	1,	MORE THAN 2 YEARS TO 4 YEARS.....	4
DISPLAY P-PLATES...	2,	MORE THAN 4 YEARS.	5
LIMIT ON POWER OF THE CAR.....	3,	CAN'T SAY.....	6
		Q27. This restriction is sometimes ignored. How often did you drink alcohol before driving when a probationary driver? (DO NOT AID)	
		MORE THAN 2 NIGHTS PER WEEK.....	1
		1-2 NIGHTS PER WEEK.....	2
		EVERY 2 WEEKS.....	3
		ONCE PER MONTH.....	4

LESS THAN ONCE PER MONTH..... 5
NEVER..... 6
REFUSED..... 7

Q28A. (WHEN YOU WERE A PROBATIONARY DRIVER) DID NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING

prevent you going out at night?

YES..... 1
SOMETIMES..... 2
NO..... 3
CAN'T SAY..... 4

Q28B. (WHEN YOU WERE A PROBATIONARY DRIVER) DID NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING

mean you had to get family transport when going out at night?

YES..... 1
SOMETIMES..... 2
NO..... 3
CAN'T SAY..... 4

Q28C. (WHEN YOU WERE A PROBATIONARY DRIVER) DID NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING

mean you had to travel with friends when going out at night?

YES..... 1
SOMETIMES..... 2
NO..... 3
CAN'T SAY..... 4

Q28D. (WHEN YOU WERE A PROBATIONARY DRIVER) DID NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING

mean you had to use a taxi or public transport?

YES..... 1
SOMETIMES..... 2
NO..... 3
CAN'T SAY..... 4

Q28E. (WHEN YOU WERE A PROBATIONARY DRIVER) DID NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING

mean you had to get someone else to drive you home in your car?

YES..... 1
SOMETIMES..... 2
NO..... 3
CAN'T SAY..... 4

Q28F. (WHEN YOU WERE A PROBATIONARY DRIVER) DID NOT BEING ALLOWED TO DRINK ALCOHOL BEFORE DRIVING

make you drink non alcoholic drinks instead?

YES..... 1
SOMETIMES..... 2
NO..... 3
CAN'T SAY..... 4

Q29A. As a probationary driver, were you ever breath tested by the Police?

YES..... 1
NO..... 2
CAN'T SAY/REFUSED. 3

IF YES ON Q29A (CODE 1):

Q29B. Were you displaying P-plates at the time?

YES..... 1
NO..... 2
CAN'T SAY/REFUSED. 3

Q29C. Did the police ask to see your licence?

YES..... 1
NO..... 2
CAN'T SAY/REFUSED. 3

IF HAVE FULL LICENCE ON Q1 (CODE 4):

Q30. Imagine that someone with a probationary licence drinks and then drives on a major road. What do you think is the chance that they will be caught by Police on a scale of one to ten, where one represents 'almost no chance' and 10 represents 'almost certainly'?

1 ALMOST NO CHANCE 1
2..... 2
3..... 3
4..... 4
5..... 5
6..... 6
7..... 7
8..... 8
9..... 9
10 ALMOST CERTAINLY..... 10
CAN'T SAY..... 11

Q31. What is the penalty if caught drink driving when on a probationary licence? (DO NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.

(HIGHLIGHT FOR ALL MENTIONED)

LICENCE SUSPENDED OR CANCELLED.....	1,
PROBATIONARY PERIOD EXTENDED...	2,
FINE.....	3,
WARNING.....	4,
JAIL SENTENCE.....	5,
EDUCATION COURSE..	6,
OTHER (SPECIFY)...	7,
CAN'T SAY.....	8,
LOSE POINTS.....	9,
PASSENGER RESTRICTION.....	10,
DEPENDS ON HOW MUCH YOU HAVE DRUNK.....	11,

Q32. If someone did drink then drive, what would they most likely do to avoid being caught by the police? (DO NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.
(RECORD FIRST RESPONSE ONLY)

AVOID MAJOR ROADS.	1
OBEY ALL ROAD LAWS	2
TAKE OFF P-PLATES.	3
FIND OUT WHERE POLICE ARE LOCATED	4
OTHER (SPECIFY)...	5
CAN'T SAY.....	6
SPEED/SPEED OFF...	7
DRIVE CAREFULLY/ SLOWLY.....	8
DISUISE BREATH:- EAT/SMOKE.....	9

Q33A. In some states, probationary drivers cannot drive a manual car if they pass their driving test in an automatic car. Did this apply in your State when you got your licence?

YES.....	1
NO.....	2
CAN'T SAY.....	3

IF YES ON Q33A (CODE 1) & HAVE MANUAL LICENCE ON Q5 (CODE 1):

Q33B. Did this rule influence you to get your licence in a manual rather than an automatic car?

YES.....	1
----------	---

NO.....	2
---------	---

CAN'T SAY.....	3
----------------	---

IF YES ON Q33A (CODE 1) & HAVE AUTO. LICENCE ON Q5 (CODE 2):

Q33C. Did this rule prevent you from driving friends' or relatives' cars?

YES.....	1
NO.....	2
CAN'T SAY.....	3

IF HAVE FULL LICENCE ON Q1 (CODE 4):

Q34. What do you think about restricting probationers from driving manual cars if they have a licence for automatic cars? Do you... (READ ANSWER PLACES)

Strongly Agree....	1
Somewhat Agree....	2
Neither Agree Nor Disagree.....	3
Somewhat Disagree.	4
Strongly Disagree.	5

Q35. In each state there is a minimum age for obtaining a probationary licence. In your opinion what should the minimum age be? (DO NOT AID)

UNDER 16.....	1
16 TO UNDER 17....	2
17 TO UNDER 18....	3
18 TO UNDER 19....	4
19 TO UNDER 20....	5
20 OR OVER.....	6
CAN'T SAY.....	7

Q36A. Should there be a minimum time that someone has to hold a probationary licence before they get a full licence?

YES.....	1
NO.....	2
CAN'T SAY.....	3

IF YES ON Q36A (CODE 1):

Q36B. How long should this period be? (DO NOT AID)

UP TO (INCLUDING) 6 MONTHS.....	1
MORE THAN 6 MONTHS TO 12 MONTHS.....	2
MORE THAN 12 MONTHS TO 2 YEARS.	3
MORE THAN 2 YEARS TO 4 YEARS.....	4

MORE THAN 4 YEARS. 5
CAN'T SAY..... 6

IF HAVE FULL LICENCE ON Q1 (CODE 4):

Q37A. When you were a probationary driver, were you required by law to display P-plates?

YES..... 1 ASK Q37B
NO..... 2 GOTO Q39A
CAN'T SAY..... 3 GOTO Q39A

IF YES ON Q37A (CODE 1):

Q37B. How often did you display your P-plates?... (READ ANSWER PLACES)

All of the time... 1 GOTO Q39A
Most of the time.. 2 ASK Q37C
About half of the time..... 3 ASK Q37C
Sometimes..... 4 ASK Q37C
Never/ Almost never..... 5 ASK Q37C
(DON'T READ) CAN'T SAY/REFUSED..... 6 ASK Q37C

IF DIDN'T DISPLAY P-PLATE ALL OF THE TIME (Q37B CODE 2 TO 6):

Q37C. When did you NOT display P-plates? (DO NOT AID)

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.

AT NIGHT..... 1,
WHEN I'D BEEN DRINKING..... 2,
WHEN I DROVE A DIFFERENT CAR..... 3,
WHEN I HAD FORGOTTEN/LOST THEM..... 4,
OTHER (SPECIFY)... 5,
CAN'T SAY/REFUSED. 6,
LOCAL AREA /SHORT TRIP..... 7,
IN A HURRY..... 8,
NEARLY ALWAYS /ALL THE TIME..... 9,
ON THE FREEWAY /WANT TO SPEED /GO OVER SPEED LIMIT.. 10,
LONG DISTANCE /COUNTRY ROADS..... 11,
SOMEONE ELSE HAS TAKEN THEM OFF.... 12,
LAZY /CAN'T BE BOTHERED..... 13,
NEAR END OF P-PLATE PERIOD..... 14,

Q37D. What is the main reason you DIDN'T display P-plates? (DO NOT AID)

TO AVOID DETECTION BY POLICE..... 1,

TO STOP BEING HASSLED BY OTHER DRIVERS..... 2,

BECAUSE I'D LOST/FORGOTTEN THEM..... 3,

INCONVENIENT..... 4,

BECAUSE DROVE SOMEONE ELSE'S CAR 5,

OTHER (SPECIFY)... 6,

CAN'T SAY/REFUSED. 7,

TO GO FASTER /AVOID SPEED RESTRICTION..... 8,

DON'T HAVE ANY /NO SPARE SET..... 9,

SOMEONE ELSE HAS TAKEN THEM OFF.... 10

COULDN'T BE BOTHERED..... 11

To make sure we have a true cross-section of people, I'd like to ask you a few questions about yourself.

Q39A. Can you tell me your date of birth?

NOTE RECORD MONTH FIRST, RETURN TO RECORD DAY AND YEAR.

JANUARY..... 1
FEBRUARY..... 2
MARCH..... 3
APRIL..... 4
MAY..... 5
JUNE..... 6
JULY..... 7
AUGUST..... 8
SEPTEMBER..... 9
OCTOBER..... 10
NOVEMBER..... 11
DECEMBER..... 12
REFUSED..... 99

IF NOT REFUSED ON Q39A (CODE 99):

Q39B. RECORD DAY OF BIRTH.

IF REFUSED TYPE IN 99

1..... 1
2..... 2

3.....	3	REFUSED.....	99
4.....	4	Q39C. RECORD YEAR.	
5.....	5	IF REFUSED TYPE IN 99.	
6.....	6	1969.....	1
7.....	7	1970.....	2
8.....	8	1971.....	3
9.....	9	1972.....	4
10.....	10	1973.....	5
11.....	11	1974.....	6
12.....	12	1975.....	7
13.....	13	1976.....	8
14.....	14	1977.....	9
15.....	15	1978.....	10
16.....	16	REFUSED.....	99
17.....	17	Q40. What is the highest level of	
18.....	18	education you have attained or are	
19.....	19	currently undertaking?	
20.....	20	PRIMARY SCHOOL....	1
21.....	21	SOME SECONDARY	
22.....	22	SCHOOL.....	2
23.....	23	COMPLETED	
24.....	24	SECONDARY SCHOOL..	3
25.....	25	SOME/TRADE	
26.....	26	TRAINING.....	4
27.....	27	SOME/COLLEGE OR	
28.....	28	UNIVERSITY.....	5
29.....	29	CAN'T SAY/REFUSED.	6
30.....	30	Thank you for your time and	
31.....	31	assistance.	
		Q42. RECORD YOUR NAME FOR A TRUE AND	
		HONEST INTERVIEW.	
		_ _ _ _ _ _ _ _ _	

APPENDIX 3. REFUSAL RATES

Table A2.1. Call results.

Result	Melbourne	Sydney	Adelaide	Perth	Total
Completed interviews	200	200	200	200	800
Appointments	41	31	8	28	108
Engaged	10	18	6	7	41
No reply	362	500	203	171	1236
Refusal	45	80	37	166	328
Unobtainable	136	164	134	138	572
Terminations	1071	842	1133	827	3873
Total sample	1865	1835	1721	1537	6958

APPENDIX 4. CALCULATION OF YEARLY PROBABILITY OF BEING RANDOM BREATH TESTED.

Table A3.1. Number of drivers breath tested "while a probationary/provisional driver" by time since obtained that licence.

Months since obtained licence	NSW	Vic	SA	WA
0-6	9	7	13	8
7-12	14	20	8	9
13-18	18	35	12	11
19-24	37	38	11	23
Total tested	78	100	44	51
Total not tested	117	95	152	143
Unknown		2	1	
Yearly rate	0.56	0.54		0.40

The yearly rate was calculated by applying multipliers to the numbers tested in each duration band and then dividing this by the total number of drivers (tested and not tested). The sets of multipliers are based on the mean time since the licence was obtained and the proportion of that time that a first licence was held. If the driver has held the licence for 12 months or less (or in Victoria), the multiplier is equivalent to 12 months divided by the number of months the licence has been held because the first licence would have been held for all of that period (this is true in all States). If more than one year has elapsed since the first licence was obtained in a State in which the first licence duration is 12 months, the multiplier becomes 1, because the question refers specifically to testing "while a probationary/provisional driver". Multipliers were not derived for drivers who had obtained a licence more than 12 months ago in South Australia because the duration of the first licence is not fixed in that State, but depends upon the drivers age.

Table A3.2. Multipliers used to convert number of drivers breath tested "while a probationary/provisional driver" by time since obtained that licence into yearly rates.

Months since obtained licence	Assumed mean duration (mos)	NSW	Vic	SA	WA
0-6	3	4	4	4	4
7-12	9	1.33	1.33	1.33	1.33
13-18	15	1	0.80	-	1
19-24	21	1	0.57	-	1
Yearly rate		0.56	0.54		0.40