4.0   DISCUSSION OF RESULTS

4.1   BACKGROUND

It is known that the amount of nighttime driving exposure cannot explain the overinvolvement of young drivers in nighttime crashes. It also appears that a global restriction on (high risk) nighttime exposure is unlikely to be introduced for a range of reasons.

To assist the possible development of more targetted young driver nighttime crash countermeasures (which could involve risk reduction strategies and/or exposure reduction strategies), the aim of this project was to establish whether there are *appreciable* differences in the qualitative aspects of driving exposure between young drivers classified as nighttime drivers (on the basis of self-reported driving exposure patterns) and other young drivers and whether these differences are more marked than for older drivers.

It should be noted that many of the variables in the qualitative exposure domain do not have a known, or clear, empirical relationship with crash risk. Thus, the results of this survey should be seen as describing the driving of a designated "nighttime driver" young driver sub-group, relative to the driving of a designated "daytime driver" young driver sub-group (together with "high exposure" and "low exposure" young driver sub-groups). It is believed that this is the first time such within-group (and between (age) groups) comparisons have been made and therefore results have been presented in great detail.

While any particular result in the results section of this report may be useful at a specific level, there is a more general policy outcome from this study, namely an assessment of the potential for, and type of, targetted young driver crash countermeasure. Such considerations introduce the concepts of efficiency and equity (rather than just effectiveness) into the countermeasure development process and potentially increase the range of policy options designed to reduce the overinvolvement of young drivers in crashes.

4.2   REVIEW OF STUDY OUTCOMES

A review of the aims and results of this study indicates that the following general outcomes provide a good summary:

- Disaggregation of Group Exposure

   The study demonstrated that it is possible to disaggregate the reported driving exposure of the (young) driver population into mutually exclusive exposure sub-groups. From the disaggregation process five exposure sub-groups were identified, with these five sub-groups representing some 93% of the total sample. These sub-groups were:

   - Daytime (D) Group, - those who drove *more* than the daytime average and *less* than the nighttime average.

- • Nighttime (N,d>n) Group 1, - those who drove *less* than the daytime average and *more* than the nighttime average, but did *more* of their driving during the day.

- • Nighttime (N, n>d) Group 2, - those who drove *less* than the daytime average and *more* than the nighttime average, but did *less* of their driving during the day.

- • High Exposure (HE) Group, - those who drove *more* than the daytime average and *more* than the nighttime average.

- • Low Exposure (LE) Group, - those who drove *less* than the daytime average and *less* than the nighttime average.

The results for these day/night sub-groups demonstrated reasonable correspondence between the residential and RBT samples, a finding which could be interpreted as partial validation of the original analytical disaggregation.

- • Differential Impact of Countermeasures

The study has provided an indicative basis for the estimation of the range of differential impacts that exposure reduction countermeasures applied to the entire young driver population would have. That is, such potentially restrictive countermeasures will not impact equally on every member of the population and it is important to keep this in mind when establishing the "costs" of any particular restriction. The current study provides some data for determination of this issue.

Further, it raises for discussion the general issue of (within-group) targetted countermeasures for the young driver population. It is reasonable to suggest that crash risk varies within the young driver population (i.e. not every young driver operates at the average level of risk of crash involvement) and that the targetting of crash countermeasures within the young driver population may be a desirable policy option, especially if it leads to an increase in the number of available policy options.

Such a move would incorporate the concepts of efficiency and equity into the countermeasure development process, in addition to the traditional criterion of effectiveness.

- • Qualitative Exposure Differences

Results of this study have shown that the driving of a designated "nighttime" young driver sub-group appears to be qualitatively different in a range of ways. Compared to their proportion of the young driver age group, this sub-group appear to be:

- • more likely to be full-time students
- • less likely to have an annual income over $21,000
- • less likely to be married
- • less likely to have children
- • less likely to speak languages other than English at home
- • less likely to be paying a mortgage

- more likely to wear glasses or contact lenses
- more likely to drive cars more than 10 years old, display personalised number plates and drive a modified car
- more likely to drive their own car
- more likely to be under pressure to get to their destination
- more likely to be carrying passengers who are friends
- more likely to have received one or more warnings in the last 12 months.

Compared to the driving characteristics of their "daytime driver" peers, the designated "nighttime driver" young driver sub-group appear to reflect many of the same differences. The differences in reported driving habits, driving assessments and "personality" scales between these sub-groups were generally small.

- Contribution of Qualitative Exposure to Nighttime Crash Risk

It is reasonable to conclude that, given the type and range of differences found, qualitative exposure factors make a contribution to the increased risk of crash involvement at night. The magnitude of this contribution cannot be reliably estimated on the basis of the data presented (indeed, it may be that this contribution is better conceived as the residual once the effect of (the increased difficulty of) driving performance at night is removed as the latter may be more directly ascertained).

Nevertheless, it should be emphasised that to validly address this component of the young driver nighttime driving problem requires either the development of effective motivational countermeasures or the implementation of exposure reduction countermeasures.

5.0   CONCLUSION

There is evidence that the quantity of nighttime driving cannot explain the overinvolvement of young drivers in nighttime crashes as, when the amount of driving at night is controlled for, nighttime driving remains a particularly risky type of driving for young drivers. In these circumstances, and given that global restrictions on the nighttime driving of young drivers are unlikely to be implemented for a variety of reasons, this study has explored the qualitative aspects of driving exposure as a potential explanatory factor for the riskiness of nighttime driving.

On first principles, nighttime driving is an inherently more risky activity due to impoverished visual conditions. It seems reasonable to also suggest that qualitative exposure factors may also account for some of the differences in crash risk. For example, there may be a different 'type' of young driver on the roads at night compared to those who are 'daytime' drivers, reflected by the fact that night-time drivers may do more recreational driving, with a greater number of passengers.

To this end, two surveys were conducted, one a nationwide, residential survey while a more geographically limited survey during RBT operations was also conducted. A range of qualitative differences in the driving exposure of designated "nightime" and "daytime" young driver sub-groups were noted in an extensive presentation of results. Results of this study have shown that the driving of a designated "nighttime" young driver sub-group appears to be qualitatively different in a range of ways. Compared to their proportion of the young driver age group, this sub-group appear:

- more likely to be full-time students
- less likely to have an annual income over $21,000
- less likely to be married
- less likely to have children
- less likely to speak languages other than English at home
- less likely to be paying a mortgage
- more likely to wear glasses or contact lenses
- more likely to drive cars more than 10 years old, display personalised number plates and drive a modified car
- more likely to drive their own car
- more likely to be under pressure to get to their destination
- more likely to be carrying passengers who are friends
- more likely to have received one or more warnings in the last 12 months.

In addition to specific results, the study also raised some fundamental policy issues on the potential for within group targetting of young driver crash countermeasures. While the qualitative exposure differences are generally not sufficient (in their own right) to justify differential countermeasure attention, it is possible to partition the young driver population into independent groups using a wide range of criteria, of which driving exposure characteristics is but one.

Given this, and an "acceptable" link between these criteria and crash risk, is there scope to apply different types of countermeasures to sub-groups or differential compliance requirements with the same countermeasure. This would introduce the concepts of countermeasure efficiency and equity into the young driver countermeasure design and evaluation process, in addition to the traditional criterion of effectiveness.

REFERENCE

Drummond, A.E. & Yeo, E-Y (1992), The Risk of Driver Crash Involvement as a Function of Driver Age, Report No. 49, Monash University Accident Research Centre, Melbourne.

APPENDIX A

...od morning/afternoon/evening, I'm ... (*FULL NAME*) from ▓▓▓▓▓▓▓▓ the market ...search company. We are conducting a national survey on driving habits. May I please ...eak to the youngest licensed car driver in your home who is under 51 years of age and ...s driven a car in the past month.

...ECK AGE QUOTAS: UNDER 21 -- 1   21-25 -- 2   26-50 -- 3   /   MALE --- 1   FEMALE --- 2

a. Firstly a few questions about the car you (DK = 0000) [ ] YEARS
usually drive. How old is it?

b. How many seat-belts does it have? [ ] # BELTS

c. Does it have a personalised number plate?
YES ------------------------ 1
NO ------------------------ 2

d. What type of insurance cover does this car have?
COMPREHENSIVE ----------- 1
3RD PARTY --------------- 2
3RD PARTY PROPERTY ---- 3
.... OTHER (SPECIFY) ------- 4

e. How do you get your car serviced (oil/grease)? (*NOT MAJOR REPAIRS*)
SELF ------------------------ 1
FRIEND/RELATIVE ---------------- 2
GARAGE/SERVICE STATION/WORKSHOP --- 3
DOESN'T GET SERVICED -------------- 4

	Q1f.	Q1g.

f. How often does it usually get washed? *RECORD IN COLUMN Q1f.*

g. And how often does it usually get waxed or polished? *RECORD IN COLUMN Q1g.*

WEEKLY ------------------------ 1 -- 1
FORTNIGHTLY ------------------- 2 -- 2
MONTHLY ----------------------- 3 -- 3
EVERY 2 TO 3 MONTHS ------------ 4 -- 4
LESS OFTEN -------------------- 5 -- 5
NEVER ------------------------- 6 -- 6

h. Has the car been modified in any way?
NO ------------------------ 1
YES - BODY ---------------- 2
YES - MECHANICAL ----------- 3
YES - WHEELS/TYRES --------- 4

i. Did you have a car before you had your driver's licence?
YES ------------------------ 1
NO ------------------------ 2

2a. And now some questions about your driving in the past 7 days. [*SHOW CARD A*] We would like to know how many hours, approximately, you spent driving on each day during the day and during the night after 7 pm. Let's start with yesterday – how many hours did you drive yesterday day time between 6 am and 7 pm?
DO NOT INCLUDE TODAY - WORK BACK FROM YESTERDAY

	MON	TUE	WED	THUR	FRI	SAT	SUN	TOTAL
DAY 6 AM - 7 PM								
NIGHT 7 PM - 6 AM								

b. How many hours of your driving last week during daytime/night-time is work related.

INCLUDE TIME COMMUTING TO/FROM WORK AND ANY DRIVING AS PART OF JOB

DAY HRS/WEEK ------ [ ] HR
NIGHT HRS/WEEK ---- [ ] HR

c. During the time you spent driving in the past seven days, approximately how many kilometers in total did you travel

DAY HRS/WEEK ------ [ ] KM
NIGHT HRS/WEEK ---- [ ] KM

d. And how many of the kilometers you travelled last week during daytime/night-time were work related?
INCLUDE DISTANCE COMMUTING TO/FROM WORK ANY DRIVING AS PART OF JOB

DAY HRS/WEEK ------ [ ] KM
NIGHT HRS/WEEK ---- [ ] KM

e. How long ago did you last drive a long trip of more than 200 km?
LAST WEEK ------------------------ 1
LAST MONTH ----------------------- 2
LAST YEAR ------------------------ 3
OVER 1 YEAR ---------------------- 4
NEVER ---------------------------- 5

f. IF CODE 1-4: Was this trip work related?
YES ------------------------ 1
NO ------------------------ 2

2

INTERVIEWER CHECK Q2a./Q2b. AND CIRCLE BELOW FOR TYPE OF DRIVING UNDERTAKEN PAST WEEK.
ASK Q3a. TO Q3g. FOR EACH TYPE CIRCLED.

SINGLE PERSONS ONLY

The next few questions are about specific aspects of the driving you do. Firstly, thinking about the driving you usually do during *[DAYTIME/NIGHT-TIME]* for *[NON-WORK/WORK TRIPS]* ...

	DAY 6 AM - 7 PM		NIGHT 7 PM - 6	
	NON-WORK TRIPS	WORK TRIPS	NON-WORK TRIPS	WORK TR
	1	2	3	

Q3a. Whose car do you drive?

OWN	1	1	1	
FAMILY	2	2	2	
COMPANY	3	3	3	
FRIENDS	4	4	4	
OTHER	5	5	5	

b. Do you ever just go for a drive? *[READ OUT]*

REGULARLY	1	1	1	
SOMETIMES	2	2	2	
OR NEVER	3	3	3	

c. For those *[DAYTIME/NIGHT-TIME]* *[NON-WORK/WORK]* trips, how familiar are you with the routes you take. Would you consult the street directory or follow directions given to you? *[READ]*

ALWAYS	1	1	1	
MOST OF TIME	2	2	2	
OCCASIONALLY	3	3	3	
NEVER	4	4	4	

d. On these trips, are you under time pressure to get to your destination? *[READ]*

ALWAYS	1	1	1	
SOMETIMES	2	2	2	
NEVER	3	3	3	

e. On these *[DAYTIME/NIGHT-TIME] NON-WORK/WORK]* trips, how many passengers do you usually carry?

NONE	1	1	1	
ONE	2	2	2	
TWO+	3	3	3	

f. *IF 1 OR MORE PASSENGERS:* Are they usually ... *[READ]*

FEMALE	1	1	1	
MALE	2	2	2	
BOTH	3	3	3	

g. *IF 1 OR MORE PASSENGERS:* What is their relationship to you?

PARTNER/SPOUSE	1	1	1	
FAMILY	2	2	2	
FRIENDS	3	3	3	
WORK COLLEAGUES	4	4	4	
OTHER	5	5	5	

NOW ASK Q3a. - Q3g. FOR NEXT TRAVEL TYPE CIRCLED

uld like to know how often you do various things while driving [SHOW CARD B]. To
t you, here is a card with a scale running from NEVER to ALWAYS. As I read out each
ment, please indicate how often you do it by pointing to a position on the scale.

VIEWER: GIVE BREAKFAST EXAMPLE.

Firstly, how often do you ... [RECORD CLOSEST NUMBER]

01	WEAR YOUR SEATBELT WHILE DRIVING
02	DRIVE MORE THAN 10 KM/HR ABOVE THE SPEED LIMIT IN BUILT-UP AREAS
03	STOP AT STOP SIGNS
04	FEEL TIRED WHEN DRIVING AT NIGHT-TIME
05	DRIVE MORE THAN 10 KM/HR ABOVE THE SPEED LIMITS ON OPEN ROADS
06	GET ANGRY AT THE ACTIONS OF OTHER DRIVERS
07	DRIVE MORE THAN 10 KM/HR ABOVE THE SPEED LIMIT DURING DAYTIME
08	DRIVE AFTER HAVING A FEW DRINKS
09	ENJOY DRIVING
10	PREFER NOT TO WEAR A SEATBELT
11	DRIVE MORE THAN 10 KM/HR ABOVE THE SPEED LIMIT AT NIGHT-TIME
12	FEEL TIRED WHEN DRIVING DURING THE DAY
13	ENJOY DRIVING FASTER THAN OTHER TRAFFIC

[SHOW CARD C] Here is a similar scale running from STRONGLY AGREE to STRONGLY
DISAGREE. As I read out a statement, please indicate how much you AGREE or DISAGREE
with it by pointing to a position on the scale.

1. I THINK THAT IT IS EASIER TO DRIVE AT NIGHT THAN DURING THE DAY ----
2. I PREFER TO DRIVE RATHER THAN BE A PASSENGER IN A CAR --------------
3. I PREFER TO USE PUBLIC TRANSPORT RATHER THAN DRIVE ----------------

In the past 12 months, how many times have you been ....

1. ISSUED WITH A PARKING INFRINGEMENT TICKET ---------------------------
2. ISSUED WITH A TRAFFIC INFRINGEMENT TICKET OR CHARGED BY POLICE
   FOR A TRAFFIC OFFENCE --
3. WARNED BY A TRAFFIC OR POLICE OFFICER ------------------------------

When you have your radio/cassette on while driving, what volume level would you usually turn it to?	SOFT ------------------- 1
	MODERATE --------------- 2
	LOUD ------------------- 3
	DON'T TURN ON ---------- 4

[SHOW CARD D] This card contains
four scales related to people's
driving style. For each scale,
please rate your driving style
by pointing to a position on the
scale.

CAUTIOUS ---------------------------------

PATIENT ----------------------------------

FAST -------------------------------------

NERVOUS ----------------------------------

d. *[SHOW CARD E]* Please use this scale to rate the degree of danger you believe is involved in driving in the following conditions, during the day between 6 am and 7 pm.

CITY DRIVING --------------------------

COUNTRY DRIVING ----------------------

CARS FOLLOWING TOO CLOSE ---------

RAIN ------------------------------------

e. Using the same scale, please rate the degree of danger you believe is involved in driving in the following conditions, during the night between 7 pm and 6 am.

CITY DRIVING --------------------------

COUNTRY DRIVING ----------------------

CARS FOLLOWING TOO CLOSE ---------

RAIN ------------------------------------

f. *[SHOW CARD F]* Do you support or oppose the following as methods of improving safety on Australian Roads? Please point to a position on the scale.

RANDOM BREATH TESTING -------------

SPEED RADAR/SPEED CAMERAS --------

[SHOW CARD G FOR Q6g. TO Q6l.]

g. Using this scale, how would you rate your driving skills compared to other drivers of your age and sex.

h. *IF 25 YRS OR UNDER:* How would you rate your driving skills compared to other drivers of the same sex, but older than you (i.e. over 30 years of age? *NOW SKIP TO Q6j.*

i. *IF OVER 25 YRS:* How would you rate your driving skills compared to other drivers of the same sex, but younger than you (i.e. under 26 years of age)?

j. How would you rate your risk-taking level compared to other drivers of your age and sex?

k. *IF 25 YRS OR UNDER:* How would you rate your risk-taking level compared to other drivers of the same sex but older than you (i.e. over 30 years of age) *NOW SKIP TO Q7.*

l. *IF OVER 25 YRS:* How would you rate your risk-taking level compared to other drivers of the same sex but younger than you (i.e. under 26 years of age)

Q7. This card *[SHOW CARD H]* contains factors that other people say are important for safe driving. Would you please read through the list of factors ..... *[PAUSE]* ... which one do you believe is most important. *REPEAT FOR SECOND AND THIRD MOST IMPORTANT*

MOST IMPORTANT --------

SECOND MOST IMPORTANT -

THIRD MOST IMPORTANT --

- 5 -

ally, a few questions about yourself ...

What is your age? [   ]   (REFUSED = 99)

SEX: MALE -------- 1   FEMALE ------- 2

		YES	NO
Are you married/in a de facto relationship		1	2
Do you have children under 12 years of age?		1	2
Do you speak any language other than English at home?		1	2
Do you pay rent/board?		1	2
Do you pay a mortgage?		1	2
Do you have regular access to a car?		1	2
Do you participate in organised sports?		1	2
Do you wear glasses or contact lenses when driving?		1	2
Do you smoke?		1	2

What is the highest level of education you have achieved?

SECONDARY -------------------- 1
UNIVERSITY/TERTIARY --------- 2
TRADE/TECHNICAL COLLEGE ---- 3
OTHER -- -------------------- 4

What is your main occupation: ....

How many years have you been a licensed driver? [   ] YEARS (DK = 99)

Would your annual income be over or under $21,000? IF OVER: Would it be over or under $41,000?

UNDER $21,000 --------------- 1
$21,000 - $40,000 ----------- 2
$41,000 --------------------- 3
REFUSED --------------------- 4

[SHOW CARD C] Please indicate how much you AGREE or DISAGREE with the statements I will read out by pointing to a position on the scale.

01 I LIKE MY LIFE TO BE PLANNED AND ORGANISED
02 NOTHING MUCH WORRIES ME
03 WHEN I'M WITH FRIENDS, I HAVE A BETTER TIME IF I DRINK ALCOHOL
04 ON THE WHOLE, I'M SATISFIED WITH MYSELF
05 I GET ANNOYED WHEN I'M NOT ALLOWED TO DO WHAT I WANT TO DO
06 I DON'T LIKE TAKING CHANCES
07 I LIKE TO DO THINGS ON THE SPUR OF THE MOMENT
08 IT'S O.K. TO OCCASIONALLY GET VERY DRUNK
09 I PREFER TO DO THINGS MY OWN WAY
10 I'M SATISFIED WITH MY LIFE IN GENERAL
11 I THINK PEOPLE WHO DRINK TOO MUCH ARE STUPID
12 I DON'T DO ANYTHING WITHOUT FIRST CONSIDERING THE CONSEQUENCES
13 I LIKE TAKING ADVICE FROM OTHER PEOPLE

SYDNEY ----- 01	MELBOURNE -- 03	BRISBANE --- 05	PERTH ---- 07	ADELAIDE --- 09
OTHER NSW -- 02	OTHER VIC ---04	OTHER QLD -- 06	OTHER WA - 08	OTHER SA --- 10
				TAS -------- 11

RESPONDENT NAME: _____
ADDRESS: _____
TELEPHONE NO.: ___(STD)___ _____   POSTCODE: [   ]
INTERVIEWER NAME: _____   PAYROLL: [   ]
SIGNATURE: _____   DATE: _____
CHECKED BY: _____   VALIDATED BY: _____

APPENDIX B

EXAMPLES OF OCCUPATION GROUPS

Unskilled Worker:

Labourer, domestic help, waiter, postman, cleaner, tram conductor, forestry worker, farm worker, council worker, freight handler, storeman, packer etc

Semi-skilled tradesperson or worker

Fisherman, apprentice, construction worker, process worker, plumber's mate, driver (road or rail), engine operator, production process worker (paper, rubber, plastic, sugar, chemical, food, drink) etc

Skilled tradesperson

Tailor, weaver, dyer, toolmaker, electrician, carpenter, plumber, bricklayer, printer, cook, hairdresser, barber, dry cleaner, butcher, farm foreman, technician, police officer, fire officer, protective services, armed forces etc

Lower White Collar

Manager of small business (less than 5 employees), clerk, secretary, typist, key punch operator, computer programmer, school teacher, nurse, salesman, shopkeeper, shop assistant, bookkeeper, draftsperson, 3rd and 4th division public servant etc

Middle level White Collar

Owner or manager of medium sized business (5 to 50 employees), department manager, bank manager, professional engineer, scientist, doctor, lawyer, accountant, architect, headmaster, hospital matron, 2nd division public servant, town clerk etc

Upper White Collar

Director or manager of large business (50 or more employees), senior manager in large corporation, senior public servant, senior professional or technical executive (eg. law, medicine, engineering, architecture, academic) etc

APPENDIX C

The following table displays the complete range of responses to the question: "Has your car been modified in any way?"

Driver age: < 21 years (n=741)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Wheels	7	8.1%	3	8.7%	3	5.0%	7	4.9%	8	2.8%	28	4.3%
Mechanical	2	1.1%	2	6.8%	3	6.1%	3	2.2%	8	2.8%	18	2.8%
Mechanical & wheels	3	2.0%	0	1.2%	1	2.4%	10	6.8%	4	1.6%	18	2.8%
Body	3	2.9%	0	0.0%	1	2.4%	5	3.4%	4	1.3%	13	2.0%
Body & wheels	3	2.2%	1	2.0%	1	2.4%	3	2.2%	4	1.6%	12	1.9%
Body, mechanical & wheels	4	3.1%	1	3.7%	0	0.0%	7	4.0%	1	0.4%	13	2.0%
None	118	84.2%	25	78.6%	41	81.7%	107	76.0%	251	89.6%	542	84.2%
Total	140	100%	32	100%	50	100%	142	100%	280	100%	644	100%

Driver age: 21-25 years (n=757)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Wheels	4	3.9%	3	3.9%	0	0.0%	6	3.9%	15	4.7%	28	4.0%
Mechanical	4	3.2%	3	3.7%	4	8.9%	9	8.0%	13	4.1%	33	4.7%
Mechanical & wheels	2	1.7%	1	0.9%	2	5.8%	4	2.6%	3	0.9%	12	1.7%
Body	2	2.1%	1	0.9%	0	0.0%	3	2.1%	9	3.0%	15	2.1%
Body & wheels	4	3.2%	1	1.9%	1	2.9%	2	1.5%	1	0.4%	9	1.3%
Body & mechanical	0	0.0%	0	0.0%	0	0.0%	1	0.9%	1	0.2%	2	0.3%
Body, mechanical & wheels	1	1.1%	3	3.9%	1	2.9%	8	5.3%	8	2.4%	21	3.0%
None	96	85.0%	67	96.2%	33	78.9%	119	77.9%	265	84.7%	580	82.9%
Total	113	100%	79	100%	41	100%	152	100%	315	100%	790	100%

Driver age: 26-50 years (n=1510)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Wheels	8	2.9%	2	1.9%	1	1.9%	7	2.7%	30	3.9%	48	3.3%
Mechanical	8	2.9%	3	2.8%	1	3.2%	11	4.7%	13	1.7%	36	2.5%
Mechanical & wheels	1	0.2%	0	0.0%	1	1.9%	2	0.8%	3	0.5%	7	0.5%
Body	5	1.7%	1	1.0%	1	3.3%	4	1.9%	13	1.8%	24	1.7%
Body & wheels	2	0.7%	0	0.0%	0	0.0%	0	0.0%	1	0.1%	3	0.2%
Body & mechanical	1	0.4%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	2	0.1%
Body, mechanical & wheels	2	0.7%	1	0.9%	0	0.0%	3	1.3%	1	0.2%	7	0.5%
None	253	90.6%	112	93.9%	33	88.9%	213	88.7%	706	91.8%	1317	91.1%
Missing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Total	280	100%	119	100%	37	100%	340	100%	769	100%	1445	100%

APPENDIX D

The following table displays the full range of responses to the question: "How are your passengers related to you" for the four types of driving.

a) Non-work trips during the day

Driver age: < 21 years (n=741)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	8	6.4%	0	0.0%	1	2.6%	9	6.1%	13	4.6%	31	4.0%
Family	19	13.8%	4	13.3%	4	7.0%	11	7.8%	69	24.6%	107	16.5%
Friends	59	42.2%	19	56.0%	28	55.1%	86	60.8%	115	40.9%	307	47.4%
Work colleagues	1	0.6%	0	0.0%	0	0.0%	0	0.0%	1	0.4%	2	0.3%
Other	0	0.0%	0	0.0%	1	1.3%	0	0.0%	2	0.7%	3	0.5%
Partner, family	1	0.9%	0	0.0%	0	0.0%	0	0.0%	3	1.1%	4	0.6%
Partner, friends	1	0.9%	0	0.0%	1	2.4%	1	0.8%	4	1.3%	7	1.1%
Family, friends	13	8.0%	0	0.0%	2	4.8%	12	8.6%	16	6.6%	43	6.6%
Friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
Partner, family, friends	1	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%
Family, friends, other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.4%	1	0.2%
Not applicable	38	26.9%	9	27.7%	14	26.8%	23	16.9%	57	20.3%	141	21.8%
Total	141	100%	32	100%	51	100%	142	100%	282	100%	648	100%

Driver age: 21-25 years (n=757)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	21	18.4%	9	11.2%	3	7.3%	18	11.8%	34	10.7%	85	12.2%
Family	22	19.8%	13	17.2%	8	19.0%	20	13.0%	74	23.5%	137	19.6%
Friends	26	23.2%	29	36.8%	14	33.2%	57	37.3%	91	29.0%	217	31.0%
Work colleagues	1	1.1%	0	0.0%	0	0.0%	2	1.6%	1	0.2%	4	0.6%
Other	0	0.0%	0	0.0%	1	2.9%	0	0.0%	1	0.4%	2	0.3%
Partner, family	1	0.8%	0	0.0%	0	0.0%	2	1.6%	7	2.1%	10	1.4%
Partner, friends	1	1.1%	1	1.5%	0	0.0%	2	1.6%	0	0.0%	4	0.6%
Family, friends	6	6.3%	2	3.1%	0	0.0%	11	7.1%	7	2.4%	26	3.7%
Friends, work colleagues	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
Partner, friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	2	1.6%	0	0.0%	2	0.3%
Family, friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	1	0.4%	0	0.0%	1	0.1%
Not applicable	33	29.5%	24	30.2%	16	37.1%	37	24.0%	100	31.7%	210	30.0%
Total	112	100%	78	100%	42	100%	152	100%	315	100%	699	100%

Driver age: 26-50 years (n=1510)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	22	8.0%	15	12.6%	2	5.1%	28	11.6%	77	10.1%	144	10.0%
Family	150	53.6%	50	41.8%	8	22.9%	92	38.3%	395	51.4%	695	48.2%
Friends	5	2.0%	11	9.1%	7	17.7%	22	9.2%	35	4.6%	80	5.5%
Work colleagues	1	0.2%	0	0.0%	0	0.0%	2	1.0%	0	0.0%	3	0.2%
Other	1	0.4%	1	1.0%	1	1.8%	1	0.6%	2	0.3%	6	0.4%
Partner, family	16	5.6%	4	3.1%	2	4.4%	12	5.0%	48	6.2%	82	5.7%
Partner, friends	0	0.0%	0	0.0%	1	3.2%	1	0.4%	0	0.0%	2	0.1%
Partner, other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.3%	2	0.1%
Family, friends	4	1.3%	2	2.0%	0	0.0%	6	2.5%	19	2.5%	31	2.1%
Family, work colleagues	1	0.4%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	2	0.1%
Family, other	0	0.0%	1	0.8%	0	0.0%	1	0.5%	0	0.0%	2	0.1%
Friends, work colleagues	1	0.4%	0	0.0%	0	0.0%	0	0.0%	2	0.3%	3	0.2%
Partner, family, friends	0	0.0%	0	0.0%	0	0.0%	4	1.5%	5	0.7%	9	0.6%
Partner, friends, other	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Not applicable	78	27.8%	35	29.6%	16	43.8%	68	28.3%	183	23.7%	380	26.4%
Total	279	100%	119	100%	37	100%	239	100%	768	100%	1442	100%

b) Work trips during the day

Driver age: < 21 years (n=741)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	2	1.7%	0	0.0%	0	0.0%	1	0.8%	0	0.0%	3	0.5%
Family	7	5.1%	2	6.7%	0	0.0%	2	1.7%	8	2.8%	19	3.0%
Friends	6	4.3%	0	1.2%	1	2.4%	8	5.8%	6	2.1%	21	3.3%
Work colleagues	14	9.8%	1	3.7%	1	2.4%	9	6.8%	9	3.3%	34	5.3%
Other	0	0.3%	0	0.0%	0	0.0%	1	0.8%	0	0.0%	1	0.2%
Partner, friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	1	0.8%	0	0.0%	1	0.2%
Not applicable	111	79.0%	29	89.3%	48	95.2%	118	83.3%	257	91.7%	563	87.7%
Total	140	100%	32	100%	50	100%	140	100%	280	100%	642	100%

Driver age: 21-25 years (n=757)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	1	1.1%	1	1.5%	0	0.0%	4	2.5%	3	1.0%	9	1.3%
Family	6	5.2%	4	5.4%	0	0.0%	3	2.0%	11	3.4%	24	3.4%
Friends	5	4.8%	3	4.0%	2	5.7%	6	3.9%	5	1.7%	21	3.0%
Work colleagues	15	13.4%	5	7.0%	2	5.9%	20	13.0%	11	3.5%	53	7.6%
Other	2	2.1%	0	0.0%	0	0.0%	2	1.8%	1	0.4%	5	0.7%
Partner, family	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Family, friends	0	0.0%	0	0.0%	0	0.0%	1	0.8%	0	0.0%	1	0.1%
Friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Not applicable	83	73.3%	65	82.1%	38	88.9%	117	76.2%	280	89.1%	583	83.5%
Total	112	100%	78	100%	42	100%	153	100%	313	100%	698	100%

Driver age: 26-50 years (n=1510)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	3	0.8%	1	1.0%	0	0.0%	2	1.0%	19	2.4%	25	1.7%
Family	24	8.6%	2	1.3%	1	3.3%	5	2.0%	32	4.1%	64	4.4%
Friends	1	0.4%	2	1.6%	0	0.0%	2	1.0%	9	1.2%	14	1.0%
Work colleagues	23	8.4%	10	8.5%	1	1.9%	27	11.4%	35	4.5%	96	6.6%
Other	6	2.1%	2	2.0%	1	1.1%	8	3.3%	5	0.6%	22	1.5%
Partner, family	1	0.3%	0	0.0%	0	0.0%	0	0.0%	4	0.5%	5	0.3%
Partner, friends	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
Partner, work colleagues	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.1%
Family, friends	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
Family, work colleagues	0	0.0%	0	0.0%	0	0.0%	4	1.5%	2	0.2%	6	0.4%
Family, other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.1%	0	0.0%
Friends, work colleagues	1	0.4%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	2	0.1%
Not applicable	217	77.9%	102	85.5%	34	93.9%	191	79.3%	664	86.1%	1208	83.6%
Total	278	100%	119	100%	37	100%	240	100%	771	100%	1445	100%

c) Non-work trips at night-time

Driver age: < 21 years (n=741)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	8	6.0%	1	2.0%	3	5.0%	11	7.7%	8	2.9%	31	4.9%
Family	11	8.1%	4	13.3%	4	7.0%	11	7.9%	22	7.7%	52	8.0%
Friends	61	43.2%	21	64.5%	34	68.3%	95	67.4%	85	30.4%	296	45.8%
Work colleagues	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
Other	0	0.0%	0	0.0%	1	1.3%	0	0.0%	1	0.2%	2	0.3%
Partner, friends	2	1.7%	0	0.0%	0	0.0%	1	0.9%	2	0.9%	5	0.8%
Family, friends	5	3.9%	1	1.7%	2	3.7%	10	6.9%	9	3.2%	27	4.2%
Friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.2%
Partner, family, friends	1	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%
Not applicable	51	36.2%	5	16.6%	8	14.7%	13	6.9%	153	54.3%	230	35.6%
Total	139	100%	32	100%	52	100%	142	100%	281	100%	646	100%

Driver age: 21-25 years (n=757)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	21	18.3%	12	15.6%	5	12.9%	26	16.7%	30	9.6%	94	13.4%
Family	13	11.8%	10	12.6%	9	21.2%	15	6.0%	31	9.8%	78	11.1%
Friends	22	19.4%	31	43.0%	19	44.1%	63	41.3%	71	22.6%	206	29.4%
Work colleagues	0	0.0%	0	0.0%	0	0.0%	4	3.4%	0	0.0%	4	0.6%
Other	0	0.0%	0	0.0%	1	2.9%	0	0.0%	1	0.4%	2	0.3%
Partner, family	1	0.8%	0	0.0%	0	0.0%	1	0.9%	2	0.9%	4	0.6%
Partner, friends	0	0.0%	0	0.0%	0	0.0%	2	1.2%	0	0.0%	2	0.3%
Family, friends	4	3.2%	2	3.1%	0	0.0%	8	5.5%	7	2.2%	21	3.0%
Friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.1%
Partner, family, friends	0	0.0%	0	0.0%	0	0.0%	1	0.9%	0	0.0%	1	0.1%
Family, friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	1	0.4%	0	0.0%	1	0.1%
Not applicable	53	46.8%	22	28.3%	8	18.8%	32	21.2%	172	54.6%	287	40.9%
Total	114	100%	77	100%	42	100%	153	100%	315	100%	701	100%

Driver age: 26-50 years (n=1510)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	24	8.6%	17	13.9%	5	12.7%	29	12.2%	58	7.6%	133	9.2%
Family	72	25.8%	42	34.9%	8	22.9%	87	36.0%	155	20.1%	364	25.2%
Friends	5	1.7%	12	9.7%	8	21.7%	26	10.6%	21	2.7%	72	5.0%
Other	1	0.5%	0	0.0%	1	1.9%	2	0.8%	0	0.0%	4	0.3%
Partner, family	14	4.8%	8	6.1%	0	0.0%	12	4.0%	33	4.3%	65	4.5%
Partner, friends	0	0.0%	2	2.0%	1	3.2%	2	0.9%	0	0.0%	5	0.3%
Partner, other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.1%
Family, friends	1	0.4%	3	2.6%	0	0.0%	5	2.0%	9	1.2%	18	1.2%
Family, work colleagues	0	0.0%	0	0.0%	0	0.0%	0	0.2%	0	0.0%	0	0.0%
Partner, family, friends	1	0.4%	0	0.0%	0	0.0%	1	0.5%	4	0.5%	6	0.4%
Partner, family, work colleagues	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Partner, friends, other	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Family, friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Family, friends, other	0	0.0%	0	0.0%	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Not applicable	162	57.7%	38	31.7%	14	37.8%	73	30.2%	487	63.3%	774	53.5%
Total	280	100%	120	100%	37	100%	241	100%	768	100%	1446	100%

d) Work trips at night-time

Driver age: < 21 years (n=741)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%
Family	2	1.7%	0	0.0%	0	0.0%	1	0.0%	1	0.4%	4	0.8%
Friends	1	0.0%	2	5.0%	2	3.0%	2	1.3%	2	0.8%	9	1.4%
Work colleagues	1	0.0%	2	5.0%	2	4.0%	5	3.0%	5	1.8%	16	2.3%
Other	0	0.0%	0	0.0%	0	0.0%	1	0.0%	0	0.0%	1	0.2%
Family, friends	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.4%	1	0.2%
Not applicable	134	95.0%	28	86.4%	46	91.4%	132	93.1%	270	96.4%	610	95.2%
Total	139	100%	32	100%	50	100%	141	100%	279	100%	641	100%

Driver age: 21-25 years (n=757)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	0	0.0%	0	0.0%	0	0.0%	1	0.0%	0	0.0%	1	0.1%
Family	0	0.0%	0	0.0%	1	2.0%	0	0.3%	1	0.4%	2	0.3%
Friends	1	1.1%	1	1.5%	1	2.0%	5	3.2%	1	0.4%	9	1.3%
Work colleagues	0	0.0%	3	3.8%	4	8.5%	6	3.8%	2	0.8%	16	2.1%
Other	0	0.0%	0	0.0%	0	0.0%	2	1.8%	0	0.0%	2	0.3%
Partner, family	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.8%	2	0.3%
Family, friends	0	0.0%	0	0.0%	0	0.0%	1	0.0%	0	0.0%	1	0.1%
Friends, work colleagues	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Not applicable	112	99.0%	74	94.9%	37	85.9%	136	89.9%	307	97.7%	666	95.3%
Total	113	100%	78	100%	43	100%	151	100%	314	100%	699	100%

Driver age: 26-50 years (n=1510)

	D		N (d>n)		N (n>d)		HE		LE (d)		Total	
Partner	0	0.0%	1	1.0%	1	3.3%	1	0.5%	2	0.3%	5	0.3%
Family	1	0.4%	1	1.0%	1	3.3%	2	0.8%	4	0.6%	9	0.6%
Friends	1	0.2%	1	0.8%	0	0.0%	0	0.2%	0	0.1%	2	0.1%
Work colleagues	4	1.3%	5	4.1%	3	7.0%	12	4.9%	5	0.7%	29	2.0%
Other	0	0.0%	1	1.0%	0	0.0%	4	1.7%	1	0.2%	6	0.4%
Partner, family	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Family, work colleagues	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Not applicable	274	98.0%	110	92.3%	31	85.4%	219	91.0%	755	98.3%	1389	96.3%
Total	280	100%	119	100%	36	100%	240	100%	767	100%	1442	100%

APPENDIX E

The following tables are included to provide extra summary information regarding the 'validity' of the Residential survey exposure group disaggregations, by comparing the direction of the difference between the day and night groups from the two surveys. Similar to the comparisons between the Residential and RBT night groups, it was not expected that there would be a high correspondence between the results derived from the two surveys.

Viewed strictly, there was not a high level of correspondence for the direction of the difference between the night and day groups across the two surveys. In general, less than half of the variables *(in the first table)* in each age range showed the same direction of difference. However, many of the variables displayed similar values for the night and day groups on one or both of the surveys, even if these results were not in the same direction for both surveys. If a relatively small discrepancy value is allowed, for example 5% between the night and day groups on one or both surveys, many more variables show the same direction of difference. The RBT rating scale data *(in the second table)* again proved to be more akin to the Residential survey data than the other variables, with a higher proportion of the rating scale variables showing the same direction of difference between the night and day groups on the two surveys.

	<21				21-25				26-50			
	Residential Night Drivers n=86	Residential Day Drivers n=143	RBT Night Drivers n=80	RBT Day Drivers n=19	Residential Night Drivers n=122	Residential Day Drivers n=144	RBT Night Drivers n=154	RBT Day Drivers n=31	Residential Night Drivers n=159	Residential Day Drivers n=282	RBT Night Drivers n=229	RBT Day Drivers n=61
Characteristics of Driver												
Sex =male	52.7	54.5	49.0	42.1	51.3	55.7	49.0	51.6	55.0	53.6	48.0	50.8
Post secondary education	18.1	18.6	55.0	31.6	34.4	48.3	58.1	35.5	33.3	47.7	37.6	44.3
Annual income of $21,000 or more	6.7	10.7	15.2	11.1	47.5	64.9	58.9	76.6	62.1	57.7	77.5	81.3
Married/De facto	1.5	7.8	2.5	0.0	16.5	29.9	16.1	22.6	62.1	81.9	58.0	68.9
Children under 12 years old	2.9	5.1	1.2	0.0	10.3	21.1	7.1	3.2	35.5	57.8	35.4	41.0
Pay rent	47.0	62.6	35.0	42.1	64.9	72.3	58.7	71.0	43.6	28.1	31.4	31.1
Mortgage	1.5	3.9	1.3	0.0	16.2	19.9	11.0	16.1	42.3	50.2	50.7	47.5
Full-time students	33.3	32.3	55.7	42.1	14.0	4.2	19.0	0.0	1.3	0.7	1.7	0.0
Unemployed	8.6	4.2	2.5	5.3	5.8	5.3	2.0	3.2	4.5	1.2	2.6	3.3
Smoke	33.4	35.6	31.6	47.4	38.4	44.2	35.5	38.7	34.1	35.5	31.1	24.6
Characteristics of Vehicle												
Car has personalised number plate	8.6	5.6	18.8	26.3	10.0	7.6	21.3	19.4	7.1	7.9	12.2	14.8
Car is serviced by self	15.5	19.4	12.8	10.5	17.9	21.6	20.4	16.7	18.3	20.4	14.2	8.3
Car is washed weekly	17.6	19.4	23.8	21.1	20.9	18.6	20.0	12.9	15.2	20.6	14.8	16.4
Car is waxed or polished weekly/fortnightly	8.2	9.7	13.8	15.8	6.9	9.2	7.7	6.4	5.0	7.0	6.1	4.9
Car has been modified	19.6	15.8	17.5	21.1	17.0	15.1	18.0	29.0	6.9	9.4	11.4	9.8
Characteristics of Driving Exposure												
Drive own car	49.8	45.2	68.8	68.4	57.3	45.6	74.0	87.1	53.8	37.2	78.9	70.5
Just go for a drive regularly*	15.4	16.0	2.5	5.6	11.7	12.9	3.3	9.7	9.9	7.1	4.4	3.3
Would consult street directory or follow direction most of the time/always	4.4	9.7	10.3	16.7	10.7	8.9	14.3	6.5	10.2	11.7	11.0	9.8
Carry 2 or more passengers**	37.4	31.8	10.3	21.1	24.8	24.3	2.6	9.7	32.1	40.0	14.5	9.8
Usually carry male passengers (male drivers)**	25.6	21.1	21.1	25.0	49.0	39.8	2.9	37.5	50.0	34.5	16.0	6.5
Usually carry male passengers (female drivers)**	34.3	25.9	20.0	36.4	24.0	26.6	16.7	6.7	15.1	26.8	11.7	23.3
Passengers are usually friends**	32.6	22.7	30.8	26.3	21.0	12.0	13.9	16.1	6.4	1.1	12.0	4.9
Loud volume level on radio/cassette	35.2	32.4	15.0	15.8	23.4	18.4	11.6	22.6	8.4	8.1	2.6	4.9

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	Mean Ratings											
	<21				21-25				26-50			
	Residential Night Drivers n=86	Residential Day Drivers n=143	RBT Night Drivers n=90	RBT Day Drivers n=19	Residential Night Drivers n=122	Residential Day Drivers n=144	RBT Night Drivers n=154	RBT Day Drivers n=31	Residential Night Drivers n=159	Residential Day Drivers n=282	RBT Night Drivers n=229	RBT Day Drivers n=61
Driving habits (1=never; 10=always)												
How often do you ...												
wear your seatbelt while driving	9.6	9.7	9.8	9.6	9.8	9.6	9.7	9.9	9.8	9.8	9.7	9.9
drive more than 10km/hr above the speed limit in built up areas	4.2	3.9	4.4	3.2	4.5	4.5	4.6	5.2	3.6	3.4	4.0	4.2
stop at stop signs	9.5	9.5	8.7	9.6	9.2	9.4	8.7	9.2	9.7	9.7	9.5	9.7
feel tired when driving at night-time	3.4	3.1	3.9	2.6	4.0	2.7	3.4	3.7	3.4	3.0	3.4	3.6
drive more than 10km/hr above the speed limit on open roads	5.3	5.7	5.6	3.5	5.4	5.5	5.5	6.1	4.6	4.4	4.5	3.9
get angry at the actions of other drivers	6.2	6.0	6.6	5.2	5.9	6.4	6.1	6.7	4.9	5.4	5.5	5.2
drive more than 10km/hr above the speed limit during the day	3.9	4.3	4.6	3.3	4.4	4.6	4.7	4.9	3.3	3.3	3.7	3.6
drive after having a few drinks	1.5	1.5	1.5	1.3	1.8	1.9	1.9	2.2	2.0	1.9	2.1	2.0
enjoy driving	8.0	8.2	8.4	8.8	7.5	7.3	7.5	7.7	7.9	7.5	8.1	8.0
prefer not to wear a seatbelt	2.1	1.8	1.7	1.7	1.7	2.0	1.8	1.2	2.0	2.3	2.2	2.3
drive more than 10km/hr above the speed limit at night-time	4.0	3.8	4.2	2.7	4.7	4.1	4.7	4.7	3.3	2.7	3.3	3.3
feel tired when driving during the day	2.3	2.1	2.2	1.7	2.4	2.2	2.3	2.3	2.4	2.8	2.6	2.8
enjoy driving faster than other traffic	3.6	3.9	3.3	2.4	3.8	3.5	3.3	3.6	2.8	2.8	2.6	2.5
(1=strongly agree; 10=strongly disagree)												
I think that it is easier to drive at night than during the day	5.7	5.9	4.7	6.2	5.5	6.6	5.8	5.9	6.3	6.6	6.9	7.0
I prefer to drive rather than be a passenger in a car	3.5	2.9	31.0	2.4	3.6	3.4	3.3	3.9	3.9	3.1	2.8	3.6
I prefer to use public transport rather than drive	8.8	8.4	8.9	9.1	8.5	8.6	8.8	9.0	7.9	8.3	8.5	8.6
Personality scales												
(1=strongly agree; 10=strongly disagree)												
I like my life to be planned and organised	4.2	4.3	4.4	3.1	4.0	4.5	4.3	4.7	4.2	3.8	3.8	4.5
Nothing much worries me	4.9	5.1	'5.2	5.1	4.6	4.3	5.3	4.7	4.9	4.6	5.4	5.1
When I'm with friends, I have a better time if I drink alcohol	6.5	6.3	7.2	8.1	7.3	7.1	7.6	7.2	7.3	7.1	8.3	8.1
On the whole, I'm satisfied with myself	3.6	3.5	3.2	3.2	2.8	3.0	3.8	3.2	3.2	3.2	3.1	3.1
I get annoyed when I'm not allowed to do what I want to	4.1	4.0	4.3	5.7	4.2	4.3	5.1	4.9	5.0	5.5	5.5	6.2
I don't like taking chances	4.8	4.7	5.7	5.0	5.0	4.8	5.4	6.0	4.9	4.1	4.5	5.0
moment	4.0	4.5	4.1	4.8	4.3	4.3	4.7	4.6	4.4	5.1	4.7	5.1
It's OK to occasionally get very drunk	5.3	5.2	5.7	7.1	6.2	5.6	6.8	4.8	7.5	7.2	7.8	7.5
I prefer to do things my own way	3.0	3.0	3.5	3.5	3.1	3.1	3.6	3.2	3.2	3.5	3.8	4.3
I'm satisfied with my life in general	3.0	3.2	2.7	2.7	2.6	2.6	3.2	2.4	2.8	2.8	2.8	2.8
stupid	3.9	4.1	3.0	4.6	3.5	3.8	3.8	3.6	2.9	3.3	3.2	3.7
I don't do anything without first												