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C/PERS 271 SOUTH AFRICAN FINDINGS IN THE INTERNATIONAL
DRIVERS' BEHAVIOUR RESEARCH ASSOCIATION
(IDBRA) CROSS-NATIONAL ATTITUDES AND OPINIONS
SURVEY

Submitted to The National Road Safety Council



NATIONAL INSTITUTE FOR PERSONNEL RESEARCH
COUNCIL FOR SCIENTIFIC AND INDUSTRIAL RESEARCH

CSIR Contract Report PERS 271 (pp i - v, 1 - 36)
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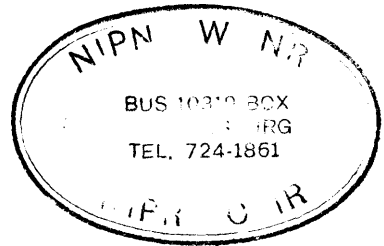
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INTERNATIONAL
ASSOCIATION
S AND OPINIONS

By Monica D. van der Nest



INTERNATIONAL INSTITUTE FOR PERSONNEL RESEARCH
COUNCIL FOR SCIENTIFIC AND INDUSTRIAL RESEARCH



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Employers of drivers

The 1 640 respondents

Mrs Ruth Mcquire and four high school children

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SUMMARY

As a response to the road accident problem the International Drivers' Behaviour Research Association (IDBRA) was created in 1970. IDBRA decided to undertake a cross-national research project to establish whether the differences in the number of injuries and deaths from one country to another are related to the attitudes to and opinions about road safety held by drivers in different countries.

Many countries of which South Africa was one was asked to participate. The attitudes of 14 000 drivers were recorded of which 1 640 were South Africans. This report covers the South African participation (sponsored by the National Road Safety Council) in IDBRA's cross-national survey.

Analysis of the completed questionnaires showed that driver training and testing and educational and publicity campaigns were rated as priorities in Government spending. An awareness of an inevitable future increase in road accidents was shown by respondents, and "people" were identified as the main cause of road accidents, with 'inattention' in that category as the most likely cause. Yet it was, mostly, the 'other' driver who did not drive safely and who did not adhere to speed limits.

Drivers' views regarding the functions of the traffic police, alcohol usage, following distance, seat belts and causes of road accidents were recorded as well as information regarding car ownership, kilometers driven per year, community size of respondents, age and main use of car, driving experience, accident involvement, driver age, sex and occupation of drivers.

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1. BACKGROUND

1.1 General

A liaison meeting organized by the World Health Organisation's European Regional Office took place in 1968. Representatives from WHO Regional Offices in Africa and the Western Pacific were present. They reported that road accidents were progressively replacing communicable diseases as an important cause of death in developing countries. It was realized by these representatives, that road accidents represent a major economic, social and public health problem.

As a response to the road accident problem, the International Drivers' Behaviour Research Association (IDBRA), was created in 1970, principally under the aegis of British Petroleum (BP) and a group of its European associate companies, together with a very small nucleus of other organizations in the road transport sector. IDBRA is concerned with the study of the rôle played by human factors in the driving situation, both in accident-free driving, in the causation of 'traffic conflicts' (near-accidents) and of accidents themselves.

The number of injuries and deaths in road accidents differs widely from one country to another (when calculated in relation to population, number of vehicle-kilometres travelled, etc.). These differences exist even among those countries that are neighbours or that have followed a similar development of economic growth. The question arose whether these differences have something to do with the attitudes to and opinions about road safety held by drivers in different countries. This question was the starting point of an international research project by IDBRA.

The following is an extract from a paper presented by T.E.A. Benjamin on 8-10 December 1976, in Copenhagen:

"Man-vehicle-road can be viewed as a system, and it is widely believed that driver error, impairment or deviant behaviour are the factors that most usually precipitate system failure (i.e. an "accident").

Whilst it is certain that not all instances of driver error or deviance always lead to an accident, or even a traffic conflict, it is plausible that accident rates per 10^8 vehicle-kms must be largely derived from, and be able to be explained by, the extent to which these vehicle-kms are characterised by errors, impairment and deviance, and by the distribution of these failures in time and space.

"It is also plausible that behavioural differences between driver populations are reflected in a particular set of national attitudes to, and opinions on, safety related subjects. It was, therefore, reasoned that a cross-national study of such attitudes and opinions might help throw light onto the reasons for the inadequately explained country-by-country differences in the rates of system failure.

"It was felt that, at the very least, new hypotheses might be generated from new data." (p. 4)

A questionnaire probing attitudes and opinions concerning such subjects as driving errors, dangerous manoeuvres, declared conformity to seat belt wearing and speed limits, the rôle of the police and driving while impaired by alcohol, was pilot-tested in France and the United Kingdom.

After the pilot test, the final questionnaire as well as a letter to the sample completing it was sent to a number of countries who had been invited to participate in the cross-national survey (see Annexure A).

The questionnaire was to be sent by mail and it was hoped that the information so gathered would crystallise opinions concerning drivers' errors in such a way that a comparison with the actual pattern of errors as revealed by national accident statistics could take place. The IDBRA secretariat at the time wrote: "By making these comparisons, it will be possible to determine how closely beliefs match reality."

1.2 Publication of Results

IDBRA has issued to all participating countries copies of two booklets reflecting the background facts and statistics as well as the comparison

of drivers' attitudes and opinions on an international basis. The booklets are: Part One: Background facts and statistics. A fifteen-country study of some factors influencing the number and the severity of road accidents. IDBRA Secretariat. France. Part Two: Drivers' attitudes and opinions. A fifteen-country study of some factors influencing the number and the severity of road accidents. IDBRA Secretariat. France.

The participation by South Africa in IDBRA's international survey of Drivers' attitudes and opinions fulfilled part 2(b) of the guidelines defined in the 1976/8 programme of research undertaken by the National Institute for Personnel Research and sponsored by the National Road Safety Council. The programme guidelines appear below:

- 1) To adapt and/or develop psychometric methods for assessing road users attitudes to factors relating to road safety.
- 2a) To undertake comparative cross-cultural studies.
- 2b) To undertake a cross-national study.

In order to conform to the requirements laid down by IDBRA tabulations and cross-tabulations were drawn up from replies received from respondents. These Tables have not appeared before in full and it was decided to publish the S.A. findings for the following reasons:

- a) The sample, totalling 1640, was a fairly representative sample of the driver population in South Africa.
- b) All the main population groups in South Africa were represented in the sample.
- c) When the results were scrutinized it was evident that a great number of important and interesting factors had been uncovered by the questionnaire.

2. S.A. PARTICIPATION

2.1 Sampling

According to IDBRA instructions, the principle characteristics of the sample had to be as follows:

- a) A national sample of motor vehicle drivers. The sample must include such categories as goods vehicle drivers and motor-

cyclists as well as private car drivers (including taxis).

- b) Sufficiently large with at least 1500 error-free responses to ensure its representativeness on a geographic and demographic basis, that is to say it must contain quotas, fixed by each participating country, such that the profile of the total sample includes a proper proportion of each driver category by age, sex and urban versus rural habitat.

An important requirement was that data collection had to be by a postal survey method.

According to the most recent (1970) census, the population of the Republic of South Africa totals 21 794 328. This consists of the following groups:

TABLE 1 REPRESENTATION OF POPULATION GROUPS

Group	Population 1970	Ratio of drivers' licences issued during 1975	Sample
Whites	3,8 million	10 (50%)	1 095
Blacks	15,3 million	6 (30%)	398
Coloureds	2,0 million	3 (15%)	290
Asians	0,6 million	1 (5%)	46

A central driver register was not, and still is not, in operation in the RSA and it was impossible to determine the driver population exactly. During 1975 registered vehicles of all classes in the RSA totalled 3,3 million.

Twelve licensing authorities throughout the RSA were contacted and from information received it could be assessed that the ratio of driving licences issued to the various population groups during 1975 was close to 10 : 3 : 1 : 6 for Whites, Coloureds, Asians and Blacks respectively.

It was, however only during the preceding 6 to 7 years that the number of licences issued to Blacks in relation to those issued to Whites had increased sharply, while the number of licences issued to Asians and Coloureds showed a moderate increase.

In approaching these populations, different sampling techniques had to be used. The Whites could be approached through the Department of Statistics which has direct access to the 1970 census records. No central register through which address lists can be obtained exists for Blacks, Coloureds, and Asians. Further factors which had to be considered were; a) only a small percentage of the Coloured, Asian and Black groups is in possession of drivers' licences, (b) a large percentage of the Black population and a fair percentage of the Coloured population are illiterate or semi-literate. These factors led to the decision to approach Whites through the Department of Statistics and Blacks, Coloureds and Asians through employers of these groups. In both cases only persons with drivers' licences were approached.

During the survey, questionnaires were sent to 3400 Whites, 1350 Blacks, 290 Coloureds and 120 Asians, totalling 5160 questionnaires. Completed questionnaires returned totalled 1640 which represented 1095 Whites, 398 Blacks, 101 Coloureds and 46 Asians.

2.2 Questionnaire Requirements

In order to meet the needs of our population groups, the questionnaire was translated into the following seven languages: English, Afrikaans, Zulu, Northern Sotho, Southern Sotho, Xhosa and Tswana.

Questions 12 and 13 (see Annexure A), referred to attitudes to and opinions about the "police". As soon as replies to the questionnaire started reaching us, it was realised that the reference caused some confusion and it was changed to read "traffic police". However, by that time 2000 questionnaires had already been mailed.

2.3 Response Rate

The response rate was not only very low, but extremely slow, rendering a total response of 31,7% after a period of four months. We did, in fact, after closing the field work section of the project on 1976.11.30 receive more than 200 completed questionnaires, some as long as eight months after the date they were issued. In spite of the poor response rate, the replies received revealed an active interest in road safety matters.

In order to conform to requirements of IDBRA, tabulations and cross-tabulations were drawn up from questionnaire replies. The types of question selected had been designed with a view to obtaining descriptions or rankings of the following factors:

- 1) Driver demographics, licence seniority, vehicle type and usage and actual accident experience - questions 1 and 26-38. (See Annexure A for complete questionnaire.)
- 2) The place that road accidents now occupy alongside other potential physical dangers as an issue of public concern. (Questions 2 and 25.)
- 3) Opinions regarding the relative weight of causal factors and of specific situations - questions 3 to 9. These questions cover the following:
 - a) Causes of road accidents,
 - b) Factors likely to cause road accidents,
 - c) Presence of other drivers behind a vehicle,
 - d) Dangerous actions when driving,
 - e) Driver following distances.
- 4) Opinions of 'other drivers' behaviour - questions 10 and 20.
- 5) Opinions of attitudes towards preventive measures and priorities within them - questions 11 to 18 and 21 to 23 covering opinions regarding the following factors:
 - a) Government grants,
 - b) The Traffic Police,
 - c) Improvement of road safety,
 - d) Safety belts,
 - e) Alcohol and road safety.
- 6) Opinions on traffic conflict frequency - question 24.
- 7) Opinions on the adherence to speed limits - questions 19 and 20.

2.4 Results

Responses to questions are discussed below, and, where applicable, tables reflecting frequency distributions are given. In all the tables the differences between frequencies are statistically significant at the $p < 0,001$ level. In all the Tables percentages are calculated on the total responses excluding the "missing information" categories.

2.4.1 Driver demographics, licence seniority, vehicle type and usage, and actual accident experience

Question 1 "Have you driven any motor vehicle during the last 12 months? If the answer is "no" please stop here and return the questionnaire in the envelope provided".

During the survey we tried to contact drivers only. Regardless of our effort 11 respondents in the total sample of 1640 had not driven a car during the preceding 12 months. From question 2 onwards the number of "missing information" cases must be read to include these 11 cases.

Question 26 "How old are you now?" Replies in Table 2.

TABLE 2 RESPONDENTS' AGE GROUPS

Description	No. of cases	Percentage
1. Less than 18 years old	3	0,19
2. 18-24 years	154	9,62
3. 25-34 years	556	34,73
4. 35-54 years	715	44,66
5. 55 years and over	173	10,80
Total responses	1 601	100,00
Missing information	39	
Total sample	1 640	

Since in South Africa drivers' licences are issued only to persons who are 18 years of age and over, the sampling approach was directed at this group. It is assumed that the three drivers under the age of 18 years obtained their licences in neighbouring countries such as Rhodesia where a licence can be obtained at the age of 16 years. (Further analysis showed these three drivers to be driving private cars.)

Some of the returned questionnaires contained either incompletes or omitted single questions or, in a few cases, a page that was probably accidentally missed.

Question 27 "Are you male or female?" Replies in Table 3.

TABLE 3 SEX OF RESPONDENTS

Description	No. of cases	Percentage
1. Male	1 385	85,86
2. Female	228	14,14
Total responses	1 613	100,00
Missing information	27	
Total sample	1 640	

Closer scrutiny of the results revealed that no Coloured or Asian and only two Black female drivers responded to the questionnaire.

Question 28 "What is your job? (Please describe your work or occupation fully.) If you do not have a job, please describe the occupation of the head of your household as well."

The answers to this question were coded according to IDBRA instructions. (See Table 4).

TABLE 4 OCCUPATION OF RESPONDENTS

Description	No. of cases	Percentage	Rank order
1. Professional and executive	371	23,12	3
2. White-collar workers	533	33,21	2
3. Skilled workers	589	36,70	1
4. Unskilled workers	19	1,18	6
5. Farmers and farm workers	31	1,93	5
6. Tradesman (small business)	10	0,62	7
7. Unemployed or retired	52	3,24	4
Total responses	1 605	100,00	
Missing information	35		
Total sample	1 640		

It appeared that the replies received from the above groups did not reflect the number of questionnaires sent to each category. A substantial number of replies came from professional persons such as professors, medical practitioners, judges, newspaper editors, ministers of religion and librarians. These replies clearly reflected a sincere interest in road safety matters. Often open-ended questions did not have enough space to write in and opinions were completed on the back of pages. On the other hand, unskilled workers and farmers, for instance, appeared to be reluctant to complete the questionnaire and often gave the minimum amount of information.

Question 29 "What is the name of the city, town or village where you usually live?" Coding according to the population size was predetermined by IDBRA. Replies in Table 5.

In calculating the figures in Table 5, the numbers of inhabitants of all population groups in magisterial districts as given by the Department of Statistics were taken.

TABLE 5 RESPONDENTS' COMMUNITIES

Population	No. of cases	Percentage	Rank order
1. Less than 25 000	131	8,17	5
2. 25 - 50 000	165	10,29	4
3. 50 - 100 000	123	7,68	6
4. 100 - 500 000	467	29,13	2
5. 500 - 1 000 000	194	12,10	3
6. More than 1 000 000	523	32,63	1
Total responses	1 603	100,00	
Missing information	37		
Total sample	1 640		

Question 30 "What kind of vehicle do you usually drive?" Replies in Table 6.

TABLE 6 VEHICLE NORMALLY DRIVEN BY RESPONDENTS

Description	No. of cases	Percentage	Rank order
1. Private car	1 200	74,35	1
2. Taxi	12	0,74	5
3. Moped	0	0,00	6
4. Motor cycle or scooter	27	1,67	4
5. Van	166	10,29	3
6. Lorry, coach or bus	109	12,95	2
Total responses	1 614	100,00	
Missing information	26		
Total sample	1 640		

Not one moped driver responded to our questionnaire. This could not have been predicted but in retrospect it could be due to the fact that colleges and universities as well as persons under the age of 18 years were not included in our sample. (In the RSA a moped licence can be obtained at 16 years of age.)

Question 31 "Are you the owner of the vehicle you usually drive?"
Replies in Table 7.

TABLE 7 OWNERSHIP VEHICLES NORMALLY DRIVEN

Driver is owner	No. of cases	Percentage
Yes	954	59,14
No	659	40,86
Total responses	1 613	100,00
Missing information	27	
Total sample	1 640	

The large percentage (40,86) of respondents who did not own the vehicle normally driven included professional drivers and persons such as salesmen, newspaper staff and a large percentage of persons driving cars belonging to their employers.

Question 32 "How long ago was this vehicle registered?" Replies in Table 8.

TABLE 8 AGE OF VEHICLE NORMALLY DRIVEN

Vehicle age (years)	No. of cases	Percentage	Rank Order
1. Less than 1	17	1,13	5
2. 1 - 2	707	46,79	1
3. 3 - 5	525	34,74	2
4. 6 - 10	203	13,43	3
5. 11 - 20	50	3,31	4
6. 20 +	9	0,60	6
Total responses	1 511	100,00	
Missing information	30		
Special category*	99		
Total sample	1 640		

*The special category contains respondents who did not drive the same vehicle all the time. Professional drivers and employees who used company cars in the performance of their duties are included.

Question 33 "What is your main use of this vehicle?" Responses to multiple choice question in Table 9.

TABLE 9 MAIN USE OF RESPONDENT'S VEHICLE

Main use	No. of cases	Percentage	Rank order
1. Leisure, Tourism or shopping	315	19,62	3
2. Home to place of work	605	37,67	2
3. Driving in the course of work	686	42,71	1
Total responses	1 606	100,00	
Missing information	34		
Total sample	1 640		

Question 34 "About how many kilometers do you drive each year?" Replies in Table 10.

TABLE 10 NUMBER OF KILOMETERS DRIVEN EACH YEAR

Km per year	No. of cases	Percentage	Rank order
1. Less than 2 000	68	4,52	6
2. 2 000 - 4 999	69	4,59	5
3. 5 000 - 9 999	154	10,25	4
4. 10 000 - 19 999	455	30,27	2
5. 20 000 - 49 999	560	37,26	1
6. 50 000 and over	197	13,11	3
Total responses	1 503	100,00	
Missing information	38		
Special category*	99		
Total sample	1 640		

*The special categories contain respondents who could not answer the question because they did not drive the same vehicle all the time.

Question 35 "How many years driving experience have you had?" Replies in Table 11.

TABLE 11 NUMBER OF YEARS DRIVING EXPERIENCE

Driving experience (years)	No. of cases	Percentage	Rank order
1. Less than 1	14	0,86	6
2. 1 - 2	81	5,00	5
3. 3 - 5	162	9,99	4
4. 6 - 10	369	22,76	3
5. 11 - 20	530	32,70	1
6. 20 and more	465	28,69	2
Total responses	1 621	100,0	
Missing information	19		
Total sample	1 640		

Question 36 "Have you ever been involved, as a driver, in any accidents?"

Question 37 "How many accidents have you been involved in?"

Question 38 "In how many of these accidents was anyone killed or kept in hospital overnight?"

A summary of the replies to these questions appears in Table 12. A total of 892 respondents admitted to having been, as a driver, involved in an accident.

TABLE 12 ACCIDENT INVOLVEMENT

Number of accidents		Accidents in which someone was killed or kept in hospital overnight	
No. of accidents	No. of drivers	No. of accidents	No. of drivers
1	380	1	145
2	293	2	13
3	120	3	2
4	57	4	1
5	19		
6	16		
7	4		
8	2		
9	2		
10	1		
18	1		
Total	895		161

Although, in reply to question no. 36, 892 drivers replied that they had been involved in an accident, 895 stated the number of accidents they had been involved in. It is assumed that 3 drivers did not read the question as referring to "as a driver".

2.4.2 The Place That Road Accidents now Occupy Alongside Other Potential Physical Dangers as an Issue of Public Concern

Question 2 "Which of these physical dangers do you feel threatens you most at the moment?" Responses to multiple choice questions are shown in Table 13.

TABLE 13 PHYSICAL DANGERS MOST FELT TO THREATEN RESPONDENTS

Dangers	No. of cases	Percentage	Rank order
1. Serious illness	126	8,04	3
2. Criminal assault	195	12,44	2
3. Road accidents	1 096	69,94	1
4. Accidents at work	24	1,54	5
5. Other accidents	126	8,04	4
Total responses	1 567	100,00	
Missing information	73		
Total sample	1 640		

It was gathered from the completed questionnaires (mostly from personal notes added) that respondents assumed that "road accidents" was the reply sought, since the questionnaire focussed on road safety problems.

Question 25 "Do you yourself think that, during the next ten years, the risk of being injured in a road accident will ... ?" (See Table 14 for responses to multiple choice question.)

TABLE 14 CHANGE IN RISK OF BEING INJURED IN A ROAD ACCIDENT

Estimate of chances of being injured	No. of cases	Percentage	Rank order
1. Will become greater than it is now	1 087	67,98	1
2. Will stay the same as it is now	273	17,07	2
3. Will become less than it is now	239	14,95	3
Total responses	1 599	100,00	
Missing information	41		
Total sample	1 640		

2.4.3. Opinions Regarding the Relative Weight of Causal Factors and of Specific Situations

Question 3 "In the following list, put a "1" against what you think is the most important cause of road accidents, a "2" against the next most important cause, and a "3" against the third most likely". Answers to questions in this section had to be supplied according to multiple choice categories. (See questions 3 - 9 reflected in Tables 15 - 20).

TABLE 15 MOST IMPORTANT CAUSE OF ROAD ACCIDENTS

Causes	No. of cases	Percentage	Rank order
1. Roads themselves	66	4,08	3
2. Vehicles	166	10,25	2
3. People	1 387	85,67	1
Total responses	1 619	100,00	
Missing information	21		
Total sample	1 640		

Question 4 "For drivers, which of the following is the most likely to cause accidents? (Please put a '1' opposite it). Put a '2' against the next most likely, and a '3' against the third most likely".

TABLE 16 MOST LIKELY CAUSE OF ROAD ACCIDENTS

Likely causes	No. of cases	Percentage	Rank order
1. Inattention	672	41,58	1
2. Aggressive behaviour	490	20,33	2
3. Tiredness	134	8,29	4
4. Inexperience	320	19,80	3
Total responses	1 616	100,00	
Missing information	24		
Total sample	1 640		

Question 5 "Does the presence of other drivers behind you sometimes make you more likely to take a risk?"

To this question 513 respondents (31,75%) answered "yes" and 1 103 (68,25%) answered "no".

Question 6 "In which of these situations does the above (question 5) happen most?" See Table 17 for replies.

TABLE 17 RISK RESPONDENT IS MOST LIKELY TO TAKE WHEN THERE ARE OTHER DRIVERS BEHIND HIM

Most likely risk taken	No. of cases	Percentage	Rank order
1. Overtake	142	22,90	2
2. Drive faster	355	57,26	1
3. Pull out too soon at a junction	123	19,84	3
Total responses	620	100,00	
Missing information	1 020		
Total sample	1 640		

The large number of cases with missing information includes some respondents who felt that the presence of other vehicles behind them was not likely to make them take any risk.

Question 7 "Of the following actions, please put a '1' against that which you find the most dangerous to take when driving, a '2' against the next most dangerous and a '3' against the least dangerous."

TABLE 18 MOST DANGEROUS ACTION MADE WHEN DRIVING

Action	No. of cases	Percentage	Rank order
1. Overtaking	1 111	69,22	1
2. Turning right	251	15,64	2
3. Entering motorway	243	15,14	3
Total responses	1 605	100,00	
Missing information	35		
Total sample	1 640		

Question 8 "In general, on high speed busy roads, how many drivers follow too closely?" (See table 19)

TABLE 19 PROPORTION OF DRIVERS FOLLOWING TOO CLOSELY ON HIGH SPEED BUSY ROADS

Proportion	No. of cases	Percentage	Rank order
1. Less than a quarter	213	13,25	4
2. Between a quarter and a half	420	26,10	3
3. Between a half and three quarters	509	31,63	1
4. More than three-quarters	467	20,02	2
Total responses	1 609	100,00	
Missing information	31		
Total sample	1 640		

Question 9 "Why do you think that drivers follow too closely?"

TABLE 20 REASON WHY DRIVERS FOLLOW TOO CLOSELY

Reason	No. of cases	Percentage	Rank order
1. Preparing to overtake	181	11,21	3
2. Don't realise how long it takes to stop	522	32,32	2
3. Impatience	912	56,47	1
Total responses	1 615	100,00	
Missing information	25		
Total sample	1 640		

2.4.4 Opinions of "Other Drivers' " Behaviour

Question 10 "Do most drivers --- ?" (See categories in Table 21)

TABLE 21 RELATION OF "OTHER" DRIVERS TO SELF

Relation to self	No. of cases	Percentage	Rank order
1. Drive more safely than you do	45	2,79	3
2. Drive about the same as you do	844	52,39	1
3. Drive less safely than you do	722	44,82	2
Total responses	1 611	100,00	
Missing information	29		
Total sample	1 640		

Question 20 "Do you think that most other drivers keep to speed limits?"

TABLE 22 HOW OFTEN "OTHER DRIVERS" KEEP TO SPEED LIMITS

Description	No. of cases	Percentage	Rank order
1. Always	65	4,02	4
2. Usually	751	46,41	1
3. Occasionally	671	41,47	2
4. Never	131	8,10	3
Total responses	1 618	100,00	
Missing information	22		
Total sample	1 640		

2.4.5 Opinions of and Attitudes Towards Preventative Measures and Priorities Within Them

Question 11 "To which of these should the Government give more money to improve road safety?"

TABLE 23 WHERE MORE GOVERNMENT MONEY SHOULD GO TO IMPROVE ROAD SAFETY

	No. of cases	Percentage	Rank order
1. Improving driver's training and testing	862	53,50	1
2. More road safety publicity campaigns	356	22,10	2
3. Safer vehicle design	61	3,79	4
4. Tougher regular vehicle testing	332	20,61	3
Total responses	1 611	100,00	
Missing information	29		
Total sample	1 640		

Question 12 "In what ways do the Traffic Police at present aid road safety?"

Questions 12 and 13 were open-ended questions and the IDBRA instructions for open-ended questions were to sort the replies into categories with similar answers. Up to nine spaces were allowed on the coding sheet with instructions that fewer were preferred if replies could logically be sorted into fewer categories.

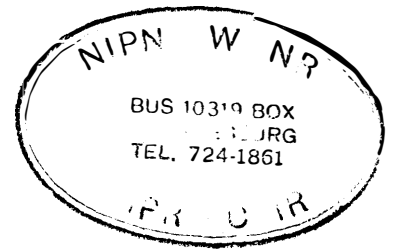
TABLE 24 WAYS IN WHICH THE TRAFFIC POLICE AT PRESENT AID ROAD SAFETY

Ways given	No. of cases	Percentage	Rank order
1. Enforcing speed limits	286	21,47	2
2. Assisting at accidents	48	3,60	7
3. Traffic control	290	21,77	1
4. None	128	9,61	5
5. Law enforcement	218	16,37	3
6. Checking on roadworthi- ness	126	9,46	6
7. By their mere presence while patrolling	197	14,79	4
8. Miscellaneous	39	2,93	8
Total responses	1 332	100,00	
Missing information	308		
Total sample	1 640		

The IDBRA questionnaire referred to the "police". This was left unchanged in the first 2 000 questionnaires sent out. As soon as replies started to reach us it was realised that this reference confused respondents. All questionnaires sent out thereafter had the wording 'police' in questions 12 and 13 changed to 'traffic police'. The number of cases classified under missing information also includes those respondents that understood 'police' to mean not traffic police.

The category 'miscellaneous' include the following replies:

1. Checking licences.
2. Checking to see if car is overloaded.
3. Pulling broken down cars off the roads.
4. Apprehending jaywalkers.
5. Helping pedestrians to cross the roads.
6. Doing all they could.



Question 13 "In what ways should the Traffic Police aid road safety?"

TABLE 25 WAYS IN WHICH TRAFFIC POLICE SHOULD AID ROAD SAFETY

ERRATA

C/PERS 271

Page 21 Table 25, final column.

The stated rank order, from top to bottom should read:

1
6
2
8
3
7
4
8
5

The miscellaneous category included the following:

1. Taking heavy vehicles off the roads at peak hours and weekends.
2. Being more strict with pedestrians.
3. Checking for drunken drivers.
4. Using clearer hand signals and erecting clearer and better sign-posts.

5. Retesting people over the age of 50 years.
6. Reducing speed limits on highways.
7. Checking drivers' licences.

Question 14 "Which of these is most likely to improve the safety of the roads themselves?" Responses to multiple choice question in Table 26.

TABLE 26 FACTORS MOST LIKELY TO IMPROVE THE SAFETY OF THE ROADS
THEMSELVES

Factor	No. of cases	Percentage	Rank order
1. Changes in road layout (widening, altering junctions, bends)	958	60,40	1
2. Changes in road signs and signals	149	9,39	3
3. Changes in road lighting	88	5,55	5
4. Changes in road surfaces	117	7,38	4
5. Construction of new roads and motorways	274	17,28	2
Total responses	1 586	100,00	
Missing information	54		
Total sample	1 640		

Question 15 "Is the vehicle you usually drive fitted with seat belts?" (This survey was conducted before the wearing of seat belts was made compulsory in South Africa.)

In answer to this question 1 302 (80,47%) replied "yes" and 316 (19,53%) "no". The latter figure includes drivers of motor cycles, scooters, vans, and heavy duty vehicles.

Question 16 "Do you wear your seat belt; always, most of the time, occasionally or never?"

Although 1 302 respondents answered that the vehicle usually driven by them was fitted with seat belts, we found, in analysing the results that 1 374 respondents gave the frequency of wearing their seat belts.

This additional number was due to some respondents usually driving a vehicle not fitted with seat belts at work (i.e. commercial vehicles) while their private vehicles were fitted with seat belts.

TABLE 27 FREQUENCY OF SEAT BELT WEARING

Frequency	No. of cases	Percentage	Rank order
1. Always	223	16,23	4
2. Most of the time	256	18,63	3
3. Occasionally	450	32,75	1
4. Never	445	32,39	2
Total responses	1 374	100,00	
Missing information	266		
Total sample	1 640		

Question 17 "In most accidents, do you think that the protection given by seat belts is --- ?" See Table 28 for multiple choice answers.

TABLE 28 DEGREE OF PROTECTION GIVEN BY SEAT BELTS

Degree of protection	No. of cases	Percentage	Rank order
1. Very effective	508	37,19	2
2. Fairly effective	697	51,02	1
3. Fairly ineffective	111	8,13	3
4. Very ineffective	50	3,66	4
Total responses	1 366	100,00	
Missing information	274		
Total sample	1 640		

Question 18 "Should all drivers be made to wear seat belts by law?"

A total of 889 (64,70%) of respondents said "yes" and 485 (35,40%) said "no".

Question 21 "In personal-injury accidents, how many do you think are caused by drivers who have been drinking alcohol?" Replies are shown in Table 29.

TABLE 29 PERSONAL-INJURY ACCIDENTS CAUSED BY DRIVERS WHO HAVE BEEN DRINKING ALCOHOL

Accidents caused by alcohol	No. of cases	Percentage	Rank order
1. Less than a quarter	362	22,96	3
2. Between a quarter and a half	598	37,92	1
3. Between a half and three-quarters	364	23,08	2
4. More than three-quarters	253	16,04	4
Total responses	1 577	100,00	
Missing information	63		
Total sample	1 640		

Question 22 "Should more be done to improve this (see question 21) situation?"

To this question 1 428 (91,19) respondents answered "yes" and 138 (8,81) "no".

Question 23 "What should be done?" (See questions 21 and 22). This question was open-ended and the replies were grouped into the nine most often mentioned categories of action. See Table 30.

TABLE 30 ACTIONS TO IMPROVE ACCIDENTS CAUSED BY DRIVERS WHO HAVE BEEN DRINKING ALCOHOL

Action	No. of cases	Percentage	Rank order
1. More severe penalties to be imposed by courts	446	37,20	1
2. More spot checks on drivers	264	22,02	2
3. Cancellation of drivers' licences	80	6,67	5
4. Education and publicity campaigns	129	10,76	4
5. Longer periods of suspension of drivers' licences	35	2,92	6
6. Stricter legislation	152	12,68	3
7. Restriction of liquor sales	25	2,09	7
8. Miscellaneous	68	5,66	
Total responses	1 199	100,00	
Missing information	441		
Total sample	1 640		

The category 'missing information' includes the respondents that replied 'no' to question 22.

'Miscellaneous' includes respondents who gave the following replies:

1. Having some means of escorting drunken drivers home after they have been stopped and tested.
2. Doing all that is possible.
3. Having police patrol outside bars and hotels.
4. More realistic legislation.

2.4.6 Opinions on Traffic Conflict Frequency

Question 24 "Most drivers have had the impression of only just avoiding a serious accident. So far as you personally are concerned, would you say that this occurs --- ?" Responses are shown in Table 31.

TABLE 31 FREQUENCY OF ONLY JUST AVOIDING A SERIOUS ACCIDENT

Frequency	No. of cases	Percentage	Rank order
1. Very often	215	13,52	3
2. Fairly often	532	33,46	2
3. Rarely	789	49,62	1
4. Never	54	3,40	4
Total responses	1 590	100,00	
Missing information	50		
Total sample	1 640		

2.4.7 Opinions on the Adherence to Speed Limits

Question 19 "Do you keep to speed limits?" Responses are shown in Table 32.

TABLE 32 RESPONDENTS' ADHERENCE TO SPEED LIMITS

Adherence	No. of cases	Percentage	Rank order
1. Always	627	38,77	2
2. Usually	911	56,34	1
3. Occasionally	75	4,64	3
4. Never	4	0,25	4
Total responses	1 617	100,00	
Missing information	23		
Total sample	1 640		

Question 20 "Do you think that most other drivers keep to speed limits?" This question has been discussed under section 2.4.4 but Table 22 is for easy reference repeated here.

TABLE 22 HOW OFTEN "OTHER DRIVERS" KEEP TO SPEED LIMITS

Obedience of speed limits	No. of cases	Percentage	Rank order
1. Always	65	4,01	4
2. Usually	751	46,42	1
3. Occasionally	671	41,47	2
4. Never	131	8,10	3
Total responses	1 618	100,00	
Missing information	22		
Total sample	1 640		

3. SUMMARY OF RESULTS AND CONCLUSION

The scope of this report on the S.A. findings is somewhat limited by the requirements laid down by IDBRA. The S.A. participation was organized and the results analysed with an 'international comparison' in mind.

The following points of interest arose from the S.A. findings.

- 1) Professional and executive groups rendered a higher response rate when compared to the lower educated groups. This became evident when employees of organisations were sent a number of questionnaires of which only a few were returned.
- 2) Of the total sample only 59,14% of respondents owned the vehicle they normally drove.
- 3) It appears that the postal survey method is more successful in eliciting accident records of respondents. In other fieldwork experience of the author, respondents were reluctant to admit to a high accident record (see Table 12).
- 4) According to 67,98% of the respondents the risk of being injured in a road accident will, during the next ten years become greater.
- 5) People, when compared to roads and vehicles, were rated by 85,67% of the respondents to be the most important cause of road accidents. Inattention was rated by most (41,58%) respondents as the most likely cause in that category.
- 6) Overtaking, when compared to turning right and entering a motorway, was seen by 69,22% of the respondents to be the most dangerous

- action to take when driving.
- 7) While 44,82% of the respondents thought that other drivers drive less safely than they did, only 2,79% thought that other drivers drive more safely than they did. A further 95,11% of respondents stated that they themselves always or usually adhered to speed limits, 50,43% said that other drivers always or usually kept to speed limits.
 - 8) The priorities for Government spending to improve road safety were given (in rank order) as: improving drivers' training and testing; more road safety publicity campaigns; tougher regular vehicle testing, and safer vehicle design.
 - 9) The traffic police were seen by respondents as aiding road safety mainly by enforcing speed limits and traffic control. However, it was stated by respondents that their priorities should be stricter law enforcement and penalties for moving violations excluding speed and more regular and additional patrolling in marked and unmarked cars.
 - 10) The greatest percentage (37,92%) of respondents thought that between a quarter and a half of personal-injury accidents were caused by drivers who had been drinking alcohol. Most respondents, 91,19% thought that more could be done to improve this situation and suggested (in rank order) more severe penalties to be imposed by courts, more spot checks on drivers, stricter legislation, and education and publicity campaigns.

The results of an attitude survey are valuable in assessing priorities in planning educational and publicity campaigns in the road safety field. These campaigns have a high priority with the driver population surveyed, who showed an awareness of an inevitable increase in road accident injuries as well as of the importance of 'people' in the causation of these accidents. In a previous national cross-cultural attitude survey undertaken by the author¹ a conclusion was that more directive education and propaganda campaigns should be developed and aimed at the clarification and rectification of human errors. This survey further highlighted human errors as a causative factor in road accidents but also emphasized the view of the road user that it is, mostly, the 'other' driver who is at fault.

1) Van der Nest, Monica D. (1977). Road user attitude survey. National Cross-Cultural Survey. C/PERS 256. SACSIR, Pretoria.

ANNEXURE A

CSIR



Council for Scientific and Industrial Research
National Institute for Personnel Research

P O Box 10319, Johannesburg, 2000 South Africa • Telex 3-360 SA Telegrams Navorspers Tel. (011) 39-4451

Our ref.

Your ref.

INTERNATIONAL DRIVERS' BEHAVIOUR RESEARCH ASSOCIATION SURVEY

Dear Sir or Madam,

SURVEY OF INTERNATIONAL OPINIONS ON ROAD SAFETY

In this country last year, there were more than 76 000 serious injuries and deaths caused by road accidents. In other countries, the road accident situation is also serious, but differences exist.

To help to find out the reasons for these differences, we are asking drivers in several countries to take part in a survey of some of their opinions. However much or little driving you do, the answers of everyone are essential for the success of this survey.

Please answer the questions fully. Your answers will be treated in the strictest confidence, and no names or addresses will ever appear in any report.

A stamped addressed envelope is enclosed for your reply. Please send the completed questionnaire off as soon as possible, as the results are needed urgently.

Yours faithfully,

D.J.M. VORSTER
 DIRECTOR
NATIONAL INSTITUTE FOR PERSONNEL RESEARCH

Vir Afrikaans draai dokument om

INTERNATIONAL DRIVERS' BEHAVIOUR RESEARCH ASSOCIATION
CROSS NATIONAL ATTITUDES AND OPINIONS SURVEY

Please answer questions by ticking the box opposite the appropriate answer, or by writing in the space provided

1. Have you driven any motor vehicle during the last 12 months?

Yes No *TICK ONE BOX*



Please stop here and return the questionnaire in the envelope provided.

2. Which of these physical dangers do you feel threatens you most at the moment?

Serious illness	<input type="checkbox"/>	
Criminal assault	<input type="checkbox"/>	<i>TICK</i>
Road accidents	<input type="checkbox"/>	<i>ONE</i>
Accidents at work	<input type="checkbox"/>	<i>BOX</i>
Other accidents	<input type="checkbox"/>	

3. Last year, in South Africa, there were 76 000 accidents resulting in death and serious injury. Every accident has several causes. In the following list, put a '1' against what you think is the most important cause, a '2' against the next most important cause, and a '3' against the least important.

Roads themselves	<input type="checkbox"/>	<i>IN ORDER</i>
Vehicles	<input type="checkbox"/>	<i>OF</i>
People	<input type="checkbox"/>	<i>IMPORTANCE</i>

4. For drivers, which of the following is the most likely to cause accidents (please put a '1' opposite it). Put a '2' against the next most likely, and a '3' against the third most likely.

Inattention	<input type="checkbox"/>	<i>IN ORDER</i>
Aggressive behaviour	<input type="checkbox"/>	<i>OF</i>
Tiredness	<input type="checkbox"/>	<i>IMPORTANCE</i>
Inexperience	<input type="checkbox"/>	

5. Does the presence of other drivers behind you sometimes make you more likely to take a risk?

Yes

No

↓ GO TO QUESTION 7



6. In which of these situations does this happen most?

When a line of vehicles behind you:

Makes you overtake

TICK

Makes you drive faster

ONE

Makes you pull out too soon at a junction

BOX

7. Of the following actions, please put a '1' against that which you find the most dangerous to make when driving, a '2' against the next most dangerous, and a '3' against the least dangerous.

Overtaking

IN ORDER

Turning right

OF

Entering motorway

IMPORTANCE

8. In general, on high speed busy roads, how many drivers follow too closely?

Less than a quarter

TICK

Between a quarter and a half

ONE

Between a half and three-quarters

BOX

More than three-quarters

9. Why do you think that drivers follow too closely?

They are preparing to overtake

TICK

They don't realise how long it takes to stop

ONE

Impatience

BOX

10. Do most drivers:

Drive more safely than you do

TICK

Drive about the same as you do

ONE

Drive less safely than you do

BOX

11. To which of these should the Government give more money to improve road safety?

Improving drivers' training and testing

TICK

More road safety publicity campaigns

ONE

Safer vehicle design

BOX

Tougher regular vehicle testing

12. In what ways do the Traffic Police at present aid road safety?
PLEASE WRITE IN

13. In what ways should the Traffic Police aid road safety?
PLEASE WRITE IN

14. Which of these is most likely to improve the safety of the roads themselves?

Changes in road layout (widening, altering junctions, bends)

TICK

Changes in road signs and signals

ONE

Changes in road lighting

BOX

Changes in road surfaces

Construction of new roads and Motorways

15. Is the vehicle you usually drive fitted with safety belts?

Yes

No



GO TO QUESTION 19

16. Do you wear your safety belt -

Always	<input type="checkbox"/>	TICK
Most of the time	<input type="checkbox"/>	ONE
Occasionally	<input type="checkbox"/>	BOX
Never	<input type="checkbox"/>	

17. In most accidents, do you think that the protection given by safety belts is -

Very effective	<input type="checkbox"/>	TICK
Fairly effective	<input type="checkbox"/>	ONE
Fairly ineffective	<input type="checkbox"/>	BOX
Very ineffective	<input type="checkbox"/>	

18. Should all drivers be made to wear safety belts by law?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

19. Do you keep to speed limits -

Always	<input type="checkbox"/>	TICK
Usually	<input type="checkbox"/>	ONE
Occasionally	<input type="checkbox"/>	BOX
Never	<input type="checkbox"/>	

20. Do you think that most other drivers keep to speed limits?

Always	<input type="checkbox"/>	TICK
Usually	<input type="checkbox"/>	ONE
Occasionally	<input type="checkbox"/>	BOX
Never	<input type="checkbox"/>	

21. In personal-injury accidents, how many do you think are caused by drivers who have been drinking alcohol?

Less than a quarter	<input type="checkbox"/>	TICK
Between a quarter and a half	<input type="checkbox"/>	ONE
Between a half and three-quarters	<input type="checkbox"/>	BOX
More than three-quarters	<input type="checkbox"/>	

22. Should more be done to improve this situation?

Yes

No
GO TO QUESTION 24

23. What should be done?

PLEASE WRITE IN

24. Most drivers have had the impression of only just avoiding a serious accident. So far as you personally are concerned, would you say that this occurs -

Very often	<input type="checkbox"/>	<i>TICK</i>
Fairly often	<input type="checkbox"/>	<i>ONE</i>
Rarely	<input type="checkbox"/>	<i>BOX</i>
Never	<input type="checkbox"/>	

25. Do you yourself think that, during the next ten years, the risk of being injured in a road accident -

Will become greater than it is now	<input type="checkbox"/>	<i>TICK</i>
Will stay the same as it is now	<input type="checkbox"/>	<i>ONE</i>
Will become less than it is now	<input type="checkbox"/>	<i>BOX</i>

26. How old are you now?

YEARS

27. Are you -

Male	<input type="checkbox"/>
Female	<input type="checkbox"/>

28. What is your job? (Please describe your work or occupation fully). If you do not have a job please describe the occupation of the head of your household as well.

PLEASE WRITE IN

29. What is the name of the city, town or village where you usually live?

PLEASE WRITE IN

30. What kind of vehicle do you usually drive?

- | | | |
|------------------------------------|--------------------------|-------------|
| Private car | <input type="checkbox"/> | <i>TICK</i> |
| Taxi | <input type="checkbox"/> | <i>ONE</i> |
| Moped (less than 50 cc) | <input type="checkbox"/> | <i>BOX</i> |
| Motorcycle or scooter (50 cc plus) | <input type="checkbox"/> | |
| Van (less than 3,5 MT) | <input type="checkbox"/> | |
| Lorry, coach or bus) | <input type="checkbox"/> | |

31. Are you the owner of the vehicle you usually drive?

- | | |
|-----|--------------------------|
| Yes | <input type="checkbox"/> |
| No | <input type="checkbox"/> |

32. How long ago was this vehicle first registered?

<input type="text"/>	YEARS
----------------------	-------

33. What is your main use of this vehicle?

- | | | |
|------------------------------------|--------------------------|-------------|
| Leisure, tourism, or shopping | <input type="checkbox"/> | <i>TICK</i> |
| Home to place of work | <input type="checkbox"/> | <i>ONE</i> |
| Driving in the course of your work | <input type="checkbox"/> | <i>BOX</i> |

34. About how many kilometers do you drive each year?

<input type="text"/>	KM
----------------------	----

35. How many years driving experience have you had?

<input type="text"/>

36.

36. Have you ever been involved, as a driver, in any accidents?

Yes

No



END OF QUESTIONNAIRE

37. How many accidents have you been involved in?

NUMBER
OF
ACCIDENTS

38. In how many of these accidents was anyone killed or kept in hospital overnight?

NUMBER
OF
ACCIDENTS

THANK YOU VERY MUCH FOR YOUR HELP. PLEASE RETURN THE QUESTIONNAIRE AS SOON AS POSSIBLE IN THE ENVELOPE PROVIDED.

