



Secondary Schools Road Safety Survey 2013

Roadsafe Taranaki surveyed students at every Taranaki secondary school in 2005 and 2009 to gather data on their behaviour and attitudes regarding road safety.

The Secondary School Road Safety Survey was conducted for the third time during February and March 2013 with the aim once again of gathering data from as many Year 9-13 students in Taranaki as possible.

The schools that took part were:

Coastal Taranaki School
Francis Douglas Memorial College
Hawera High School
Inglewood High School
New Plymouth Boys High School
New Plymouth Girls High School
Opunake High School
Patea Area School
Sacred Heart Girls College
Spotswood College
St Mary's Diocesan School
Stratford High School
Waitara High School
Westmount School

A total of 5,300 valid survey forms were completed.

Year	2005	2009	2013
Responses from Taranaki Schools	5,066	4,672	5,300

Confidentiality

The contents of this report are confidential. If a student could be identified in the report, the data was removed. Roadsafe Taranaki works with partners to deliver road safety education, and these partners will receive a report on the regional results only. Individual school results will be shared with the New Zealand Police to follow up any identified issues, and with the Ministry of Transport who carried out the data analysis.

Students were asked to answer each question in the survey. All valid survey forms were incorporated into the total number collated. If a student did not answer a question, the result was not included in the statistics for that particular question (i.e. percentages and totals are only for those who answered). Very few 11 year olds and 19 year olds completed the survey, which is to be expected. Consequently, they were excluded from the results because it could be possible to identify individuals.

It should also be noted that some results, particularly some extremes, are based on very small numbers and should therefore be treated with caution or disregarded. Actual numbers, rather than percentages, are shown in such cases.

What's good in Taranaki:

- Not breaking licence conditions.
- Fewer students involved in crashes.
- Not drinking and driving.

What needs improvement in Taranaki:

- Driving without a licence.
- Seatbelt use.
- Attitudes to speed.

Detailed Data

Each school was given a summary that highlighted only the areas in which that school differed significantly from the regional data, i.e. by around 10% or more, or where there was a large difference between the local and regional percentages but the percentages were small. The detailed data for each school was also provided in tables. The regional percentage results were included to provide a comparison, but it should be noted that extremes at one school and single-sex school data would have affected the regional data.

This report summarises the regional results from the surveys in 2005, 2009 and 2013, and highlights noticeable changes in the results between surveys.

Rounding and the ability to select more than one option to answer some questions mean that percentages can add up to more, or less, than 100.

People and Travel

Gender

Slightly more males than females took part in the survey in 2005. This proportion was reversed in the 2009 and 2013 surveys.

Female		Male		Urban		Rural	
2,761	52%	2,524	48%	3,365	64%	1,871	36%

Rural or Urban?

The majority of students lived in urban areas, and the percentage has been consistent at each survey. As is to be expected, the percentages of urban and rural students varied from school to school, with some schools recording an even greater urban/rural ratio, while there were significantly more rural than urban students at two semi-rural schools. One single-sex school recorded almost even proportions.

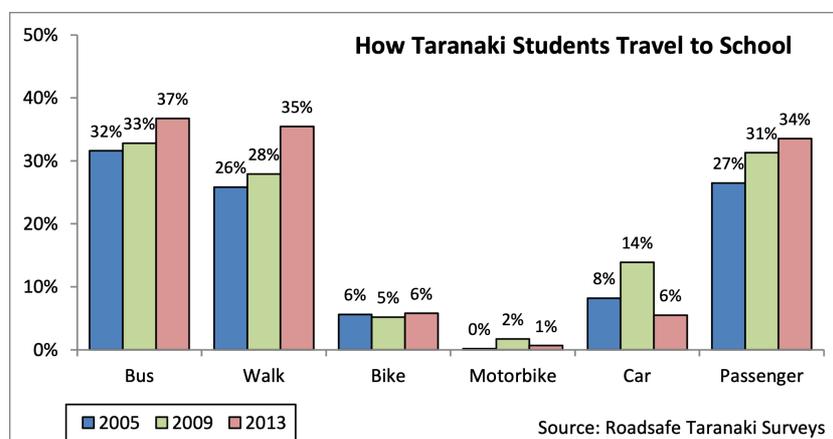
Urban	Rural	Urban	Rural
3,365	1,871	64%	36%

How do students travel to school?

Students in Taranaki mostly travel to school by bus, although this pattern was less marked at the predominantly urban schools where high numbers of students walked or travelled as passengers in cars. Students in two towns mostly walked to school while almost none walked to one school. A high proportion of students at one single-sex school travel by bicycle, compared to other schools across the region.

Bus	Walk	Bike	Motorbike	Car	Passenger
1,946	1,879	308	35	292	1,777
37%	35%	6%	1%	6%	34%

The percentages travelling by bus, as car passengers and walking have increased steadily over time.



Driving

How many have ever driven a car on the road?

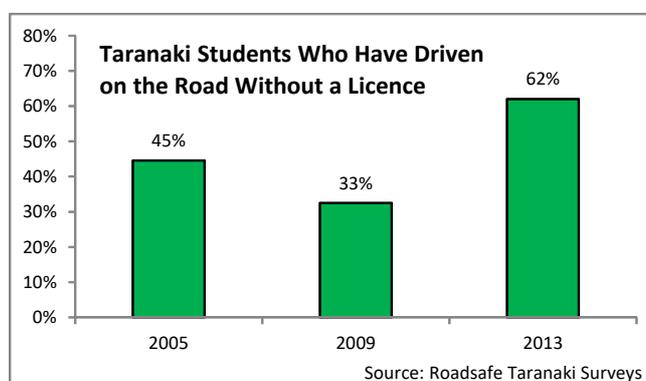
The percentage of Taranaki students who reported that they had driven on the road in 2009, at 62%, was higher than in 2005, but the percentage dropped significantly, to 41% in 2013. At one semi-rural school, 71% of students reported having driven on the road in 2013, while only 25% of students had done so at one single-sex school.

Year	Yes	No	Yes	No
2005	2,895	2143	57%	43%
2009	2,843	1738	62%	38%
2013	2,180	3085	41%	58%

How many have driven on the road without a licence?

Of those who had driven on the road, nearly half did not have a licence in 2005. This proportion dropped to a third in 2009, but increased to nearly two-thirds in 2013.

Year	Driven on road without a licence	% of those that have driven on road	Urban	Rural	Urban	Rural	% of all Urban	% of all Rural
2005	1,289	45%	814	437	65%	35%	25%	26%
2009	924	33%	597	319	65%	35%	20%	20%
2013	1,346	62%	777	549	59%	41%	23%	29%



Nearly 90% of the students at one semi-rural school who reported in 2013 that they had driven on the road had no licence. Less than half of students at two schools reported driving on the road with no licence.

What is the gender of those who have driven on the road with no licence?

Males were more likely to have driven without a licence than females, and the difference between the genders increased at each survey.

Year	Male	Female	Male	Female	% of total M on road	% of total F on road
2005	660	580	51%	45%	23%	20%

2009	504	421	55%	46%	18%	15%
2013	779	563	58%	42%	36%	26%

65% of male students at one school had driven a car on the road with no licence, compared to 33% of females at that school. In contrast, 39% of males at one semi-rural school had driven without a licence while 61% of females at that school had done so.

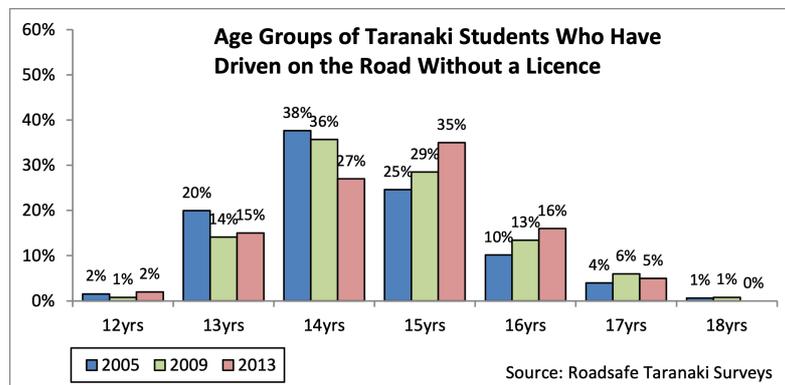
The proportion of urban students at a semi-rural school who had driven on the road without a licence, at 35%, compared to 87% of urban students at an urban school who had done so. Not surprisingly, this matched the urban/rural split of all students at these schools.

Which age groups drove on the road without a licence?

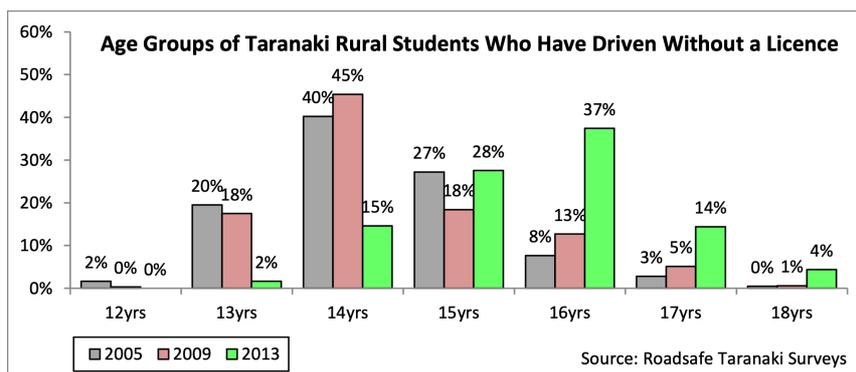
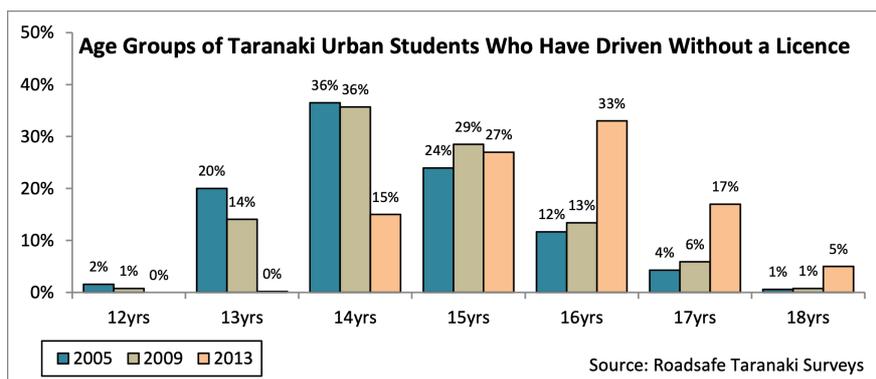
Overall, 14 year old students were more likely to have driven on the road without a licence, although this varied from school to school, and this age group was closely followed by 15 year olds.

Age Groups	12yrs	13yrs	14yrs	15yrs	16yrs	17yrs	18yrs
Number	25	198	368	466	220	62	6
Percentages	2%	15%	27%	35%	16%	5%	0%

However, the percentage of 14 year olds has decreased while the numbers of 15 year olds driving on the road without a licence has steadily increased. The same pattern is apparent for 16 year olds, although the percentages are smaller.



The 14 year olds who had driven without a licence were fairly evenly divided between urban and rural areas but slightly more likely to be rural, whereas other age groups that had done so were slightly more likely to live in urban areas. An exception to this was the number of rural 16 year olds who reported driving on the road without a licence in the 2013 survey. Urban and rural 16 and 17 year olds were much more likely to have driven on the road without a licence in the 2013 survey than previous years.



Of those who have driven on the road, how much do they drive?

The students who reported in 2013 having driven on the road were most likely to have done so only once or twice or sometimes. The proportion of students who reported in the 2009 survey that they drove on the road on most days was relatively large, compared to the 2005 and 2013 results.

Year	Once or twice	Sometimes	Often	Most Days
2005	29%	40%	17%	15%
2009	33%	20%	19%	28%
2013	36%	31%	17%	16%

There was no notable distinction between the percentages of males and females, although females were more likely to drive on most days.

Males				Females			
Once or twice	Sometimes	Often	Most Days	Once or twice	Sometimes	Often	Most Days
402	381	206	150	377	283	149	195
35%	33%	18%	13%	38%	28%	15%	19%

As one would expect, the frequency of driving on the road increased with age.

Age Group	Once or twice	Sometimes	Often	Most Days
12 Years	17	5	2	1
	68%	20%	8%	4%

13 Years	129	53	12	0
	66%	27%	6%	0%
14 Years	205	121	32	3
	57%	34%	9%	1%
15 Years	225	174	43	19
	49%	38%	9%	4%
16 Years	149	180	156	108
	25%	30%	26%	18%
17 Years	51	128	101	205
	11%	26%	21%	42%
18 Years	4	6	9	10
	14%	21%	31%	34%

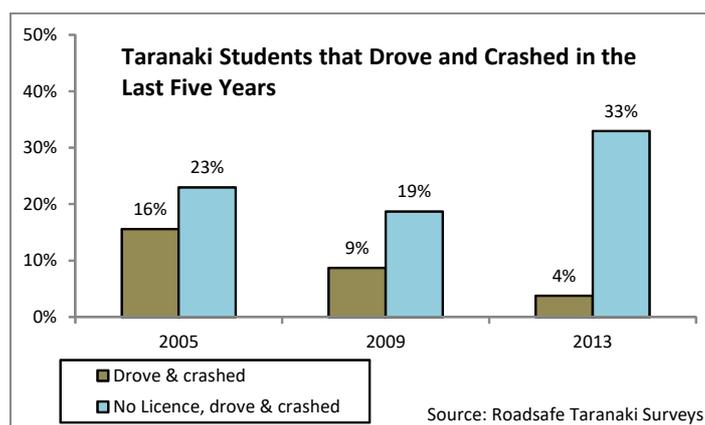
Students at one single-sex school were the most likely of all students to drive on most days, with 27% reporting that they did so. Students at two semi-rural schools were the least likely, at 8% each.

Male students at one urban school were more likely than other males to drive most days (27%), and those at a semi-rural school were the least likely, at 5%. Of the female students, females at an urban school were the most likely to drive most days, at 29%. Female students at one semi-rural school reported that none of them drove on most days.

How many of those who have driven on the road have had a crash in the last 5 years while driving, and how many of these people did not hold a licence?

The percentage of students who drove a car on the road and crashed in the last 5 years has dropped at each survey. However, the percentage of these students who had no licence increased significantly in 2013.

Year	Crash for those that drove	%of those that drove had crash	No licence	% No licence, drove & crash
2005	222	16%	51	23%
2009	246	9%	46	19%
2013	82	4%	27	33%



At an individual school level, the numbers of students who had crashed while driving in the last five years were small, and in several cases only one of those had no licence. The percentages that had crashed were generally around 2-4%, with one urban school being an exception at 13%. In most cases, 25-50% of those who crashed had no licence, while none of those who crashed were unlicensed at three single-sex schools and one urban school.

Of the Taranaki students who had driven on the road and crashed while driving in the last 5 years, 12% had a Learner or Restricted licence in 2005 and 2009. This dropped to 7% in 2013.

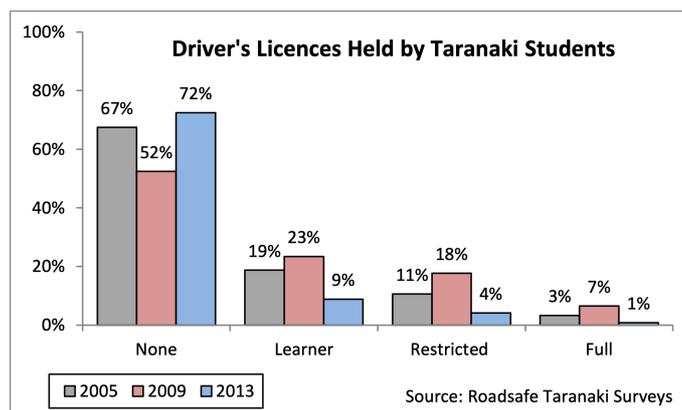
Year	Learner & Restricted Licence	Crash for those that drove	%Learner Restricted Crash
2005	1,472	171	12%
2009	1,678	200	12%
2013	793	55	7%

Licences and Conditions

How many hold a licence and what type?

At each survey, the majority of students did not hold a driver's licence. Those who had a licence were more likely to have Learner licences. The percentages of survey respondents who held driver's licences dropped sharply from 2005 to 2009, and even more so between 2009 and 2013.

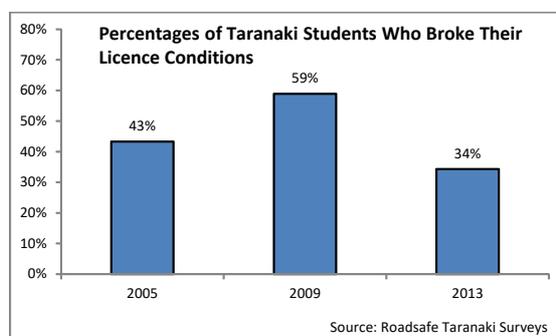
Year	Total Licences		None		Learner		Restricted		Full	
2005	1,637	33%	3,388	67%	941	19%	531	11%	165	3%
2009	1,942	48%	2,137	52%	956	23%	722	18%	264	7%
2013	845	14%	4,446	72%	540	9%	253	4%	52	1%



How many of those with a Learner or Restricted licence have broken one or more conditions of their licence?

Less than half of students with Learner or Restricted licences reported breaking one or more conditions of their licence in 2005. This increased to over half in 2009, and dropped to a third in 2013.

Year	Broke a condition	% of those who held a Learner or Restricted licence
2005	637	43%
2009	989	59%
2013	272	34%



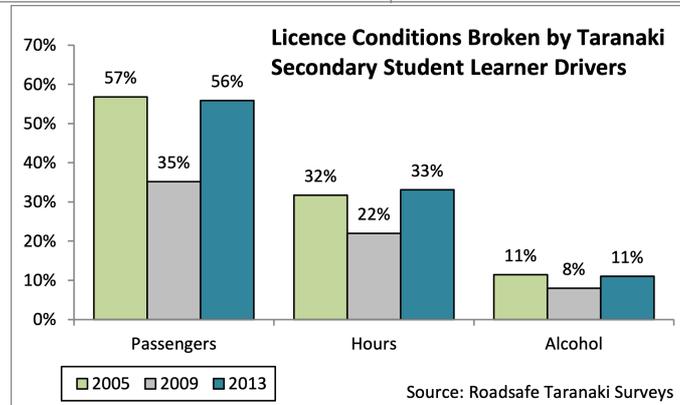
Which conditions have Learner licence holders broken? Note - one person could select more than one condition.

The passengers condition was the one reported as most likely to be broken by learner drivers at each survey, followed by hours and alcohol.

Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
76	45	15	56%	33%	11%

In each case, the percentage dropped from 2005 to 2009 and returned to its previous level in 2013. However, it should be noted that successively smaller numbers of people responded to this question at each survey.

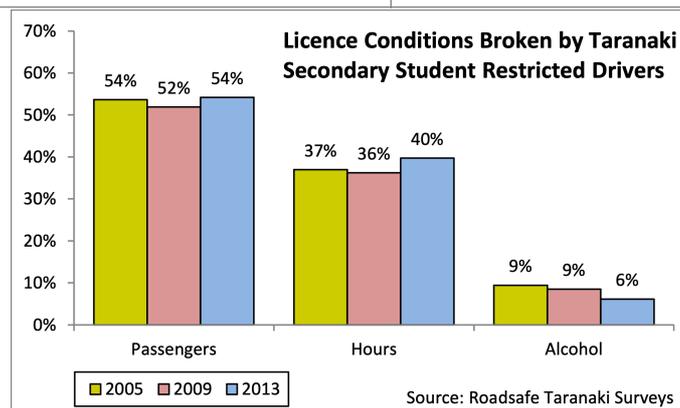
Year	Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
2005	204	114	41	57%	32%	11%
2009	149	93	34	35%	22%	8%
2013	76	45	15	56%	33%	11%



Which conditions have Restricted licence holders broken? Note - one person could select more than one condition.

Restricted drivers followed the much same pattern as learners, but the differences between the percentages for each condition broken at each survey were much less, and the percentage breaking the alcohol condition declined, rather than showing an increase in 2013.

Year	Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
2005	376	259	66	54%	37%	9%
2009	464	324	76	52%	36%	9%
2013	150	110	17	54%	40%	6%



Which conditions did males with Learner licences holders report breaking? Note - one person could select more than one condition.

Half of the males with Learner licences reported breaking the passengers condition, a third reported breaking the hours condition and less than a fifth broke the condition regarding alcohol.

Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
39	23	1	53%	32%	15%

While this result is similar to the 2005 and 2009 survey results, the passengers percentage has increased and the hours percentage has decreased.

Year	Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
2005	83	69	27	46%	39%	15%
2009	70	53	24	48%	36%	16%
2013	39	23	1	53%	32%	15%

Which conditions did females with Learner licences holders report breaking? Note - one person could select more than one condition.

Females with Learner licences reported similar behaviour to the males, although the percentage breaking the passengers condition was slightly higher and alcohol considerably lower.

Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
37	22	4	59%	35%	6%

The percentages of learner-driver females breaking the passengers and alcohol conditions have declined since 2005, while the hours condition has shown the opposite trend.

Year	Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
2005	104	43	13	65%	27%	8%
2009	79	40	10	61%	31%	8%
2013	37	22	4	59%	35%	6%

Which conditions did males with Restricted licences holders report breaking? Note - one person could select more than one condition.

Reported breaking of licence conditions by males with Restricted licences followed the pattern for learner drivers.

Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
71	48	17	52%	35%	13%

The 2005 and 2009 surveys percentages were almost identical to the 2013 result.

Which conditions did females with Restricted licences holders report breaking? Note - one person could select more than one condition.

The result for females with Restricted licences was much the same as that for female learner drivers, although a higher percentage broke the hours condition and none reported breaking the alcohol condition.

Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
78	61	0	56%	44%	0%

The percentage breaking the hours condition has increased over time, while the passengers condition result has remained static and the percentage breaking the alcohol condition has dropped to zero.

Year	Passengers	Hours	Alcohol	Passengers	Hours	Alcohol
2005	186	128	23	55%	38%	7%
2009	229	163	27	55%	39%	6%
2013	78	61	0	56%	44%	0%

Seatbelts

How many people with no licence wear seatbelts?

More than three-quarters of respondents reported that they always wear a seatbelt. The percentages for each category have varied by only 1-3% at each survey, with just over 10% reporting that they often wear a belt, 5-7% sometimes doing so, 1-2% reported never wearing a belt and 2-3% said they only wear a seatbelt when they might get caught. Note that, in the 2005 and 2009 surveys, the last option was worded, "Only when my parents are watching."

Never	Sometimes	Often	Always	When I might get caught
56	222	517	3,521	117
1%	5%	12%	79%	3%

How many people with a Learner licence wear seatbelts?

Learner licence holders were more likely to wear a seatbelt than students with no licence.

Never	Sometimes	Often	Always	When I might get caught
5	10	43	477	5
1%	2%	8%	88%	1%

How many people with a Restricted licence wear seatbelts?

Taranaki students were more likely to always wear a seatbelt if they held a Restricted licence. This may be a function of increasing awareness with age and gaining a driver's licence. This result matches the 2005 and 2009 surveys.

Never	Sometimes	Often	Always	When I might get caught
1	4	14	232	2
0%	2%	6%	92%	1%

How many people with a Full licence wear seatbelts?

The percentage of students with a Full licence that reported always wearing a belt was the same as for Restricted drivers, probably for the same reasons. The 2013 percentage is slightly higher than the 2005 and 2009 results.

Never	Sometimes	Often	Always	When I might get caught
2	1	1	48	0
4%	2%	2%	92%	0%

How many people aged 12 reported wearing seatbelts?

The percentage of students aged 12 who reported always wearing a seatbelt has shown no change since 2005. The other frequencies of seatbelt use for 12 year olds have also hardly changed.

Never	Sometimes	Often	Always	When I might get caught
1	5	13	118	6
1%	3%	9%	83%	4%

How many people aged 13 reported wearing seatbelts?

The comments regarding 12 year olds apply equally to 13 year olds, except that the percentage that reported always wearing a seatbelt increased steadily from 75% in 2005 to 83% in 2013.

Never	Sometimes	Often	Always	When I might get caught
16	46	111	1,005	32
1%	4%	9%	83%	3%

How many people aged 14 reported wearing seatbelts?

14 year olds have consistently reported being among the least likely to always wear a seatbelt, while 17 and 18 year olds were most likely to do so.

Year	Never		Sometimes		Often		Always		When I might get caught	
2005	13	1%	78	6%	158	13%	923	77%	33	3%
2009	24	2%	70	7%	121	12%	796	77%	20	2%
2013	19	2%	54	4%	150	12%	983	79%	35	3%

How many people aged 15 reported wearing seatbelts?

The percentage of 15 year olds that reported always wearing a seatbelt in the 2013 survey was the lowest of all the age groups. At 75%, this was 5-6% lower than the previous surveys. Conversely, the 'Sometimes' and 'Often' percentages increased slightly at each survey.

Never	Sometimes	Often	Always	When I might get caught
13	83	159	868	32
1%	7%	14%	75%	3%

How many people aged 16 reported wearing seatbelts?

The result for 16 year olds was much the same as for those aged 15, except that a higher percentage reported that they always wear a belt. The 'Sometimes' result was unchanged at each survey while the 'Often' percentage increased very slightly.

Never	Sometimes	Often	Always	When I might get caught
9	33	100	730	17
1%	4%	11%	82%	2%

How many people aged 17 reported wearing seatbelts?

The percentage of 17 year olds that reported always wearing a seatbelt was greater than the lower age groups, and the results for this age group were the same at each survey.

Never	Sometimes	Often	Always	When I might get caught
4	15	45	539	1
1%	2%	7%	89%	0%

How many people aged 18 reported wearing seatbelts?

Students aged 18 were the age group most likely to always wear a seatbelt. As noted earlier, this is probably a function of maturity and increasing awareness of the benefits of wearing seatbelts. Older students are perhaps less likely to need reminding to wear a belt. The percentage that always wears a belt has increased from 84% in 2005. However, the percentage that reported never wearing a seatbelt also increased, from 1% to 5%.

Never	Sometimes	Often	Always	When I might get caught
2	1	0	39	1
5%	2%	0%	91%	2%

How many people always wear a seatbelt?

The survey results show that students with Restricted or Full driver's licences were the most likely to always wear a seatbelt, while those with no licence were the least likely to do so. This has been a consistent trend at each survey, as shown below. The percentage of fully-licensed students who always wear a seatbelt matched Restricted drivers in 2013.

Year	No Licence	Learner Licence	Restricted Licence	Full Licence
2005	77%	85%	93%	88%

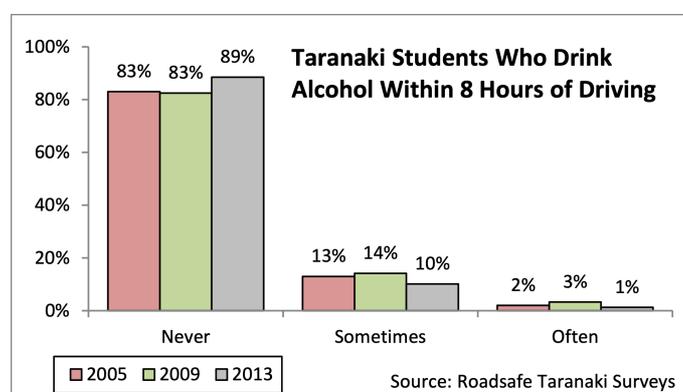
2009	76%	86%	92%	86%
2013	79%	88%	92%	92%

Alcohol and Drugs

How many people drink alcohol within 8 hours of driving?

The percentages of students who reported that they sometimes or often drink alcohol within 8 hours of driving increased from 2005 to 2009, and decreased between the 2009 and 2013 surveys. The 2013 percentages were smaller than in 2005. It should be noted that the 2005 survey included an 'Always' category that around 2% of respondents chose. If their responses were added to the 'Often' option, the 2005 result for that category would have been 4%.

Year	Never	Sometimes	Often	Never	Sometimes	Often
2005	3,900	628	88	83%	13%	2%
2009	3,612	324	144	83%	14%	3%
2013	1,907	219	28	89%	10%	1%



How many people with no licence drink alcohol within 8 hours of driving?

More than 90% of students with no licence reported in the 2013 survey that they never drink alcohol within 8 hours of driving, and only 1% reported often doing so. This matches the 2005 result. The 2009 survey result differed significantly, with only 78% reporting that they never drive within 8 hours of drinking and 14% reporting that they often do so.

Year	Never	Sometimes	Often	Never	Sometimes	Often
2005	2,795	198	30	91%	6%	1%
2009	1,671	164	301	78%	8%	14%
2013	1,227	86	14	92%	6%	1%

How many people with a Learner licence drink alcohol within 8 hours of driving?

The 2013 survey results showed the same pattern as for those with no licence. However, the 2005 results were quite different, while the results in 2009 were more extreme. There is no discernible trend. As with the previous category, the 2009 results represent some kind of aberration that has no obvious explanation.

Year	Never	Sometimes	Often	Never	Sometimes	Often
2005	728	169	19	78%	18%	2%

2009	752	255	174	64%	22%	15%
2013	470	50	4	90%	10%	1%

How many people with a Restricted licence drink alcohol within 8 hours of driving?

The percentages of students that reported that they never or sometimes drink alcohol within 8 hours of driving showed disappointing results in the past. However, the percentage of students reporting that they never drink within 8 hours of driving has shown an encouraging upward trend, while the percentage that reported sometimes doing so has decreased correspondingly.

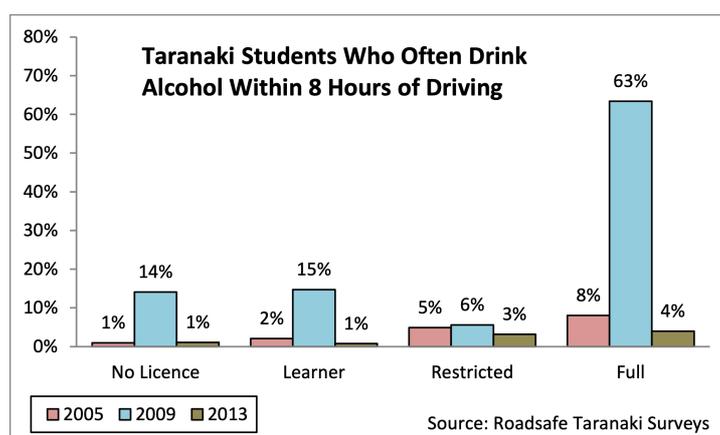
Year	Never	Sometimes	Often	Never	Sometimes	Often
2005	307	187	26	58%	35%	5%
2009	446	242	41	61%	33%	6%
2013	182	60	8	73%	24%	3%

How many people with a Full licence drink alcohol within 8 hours of driving?

In 2005 and 2013, around half of students with Full licences reported never drinking within 8 hours of driving and the same proportion reported sometimes doing so. These percentages have remained unchanged, except that the 2009 survey recorded a very different result. This matches the unusual pattern noted earlier, but to an even greater extreme.

Year	Never	Sometimes	Often	Never	Sometimes	Often
2005	70	74	13	43%	46%	8%
2009	119	143	454	17%	20%	63%
2013	25	23	2	50%	46%	4%

The 2009 results for students who reported that they often drink alcohol within 8 hours of driving appear unusually high, particularly for students with Full licences.



How many students reported driving under the influence of drugs?

Of those students who have driven, 4% (82 people) reported having driven under the influence of drugs. Less than half of the total respondents answered this question. Driving under the influence of drugs was not surveyed in 2005 and 2009 – those surveys questioned drug use instead.

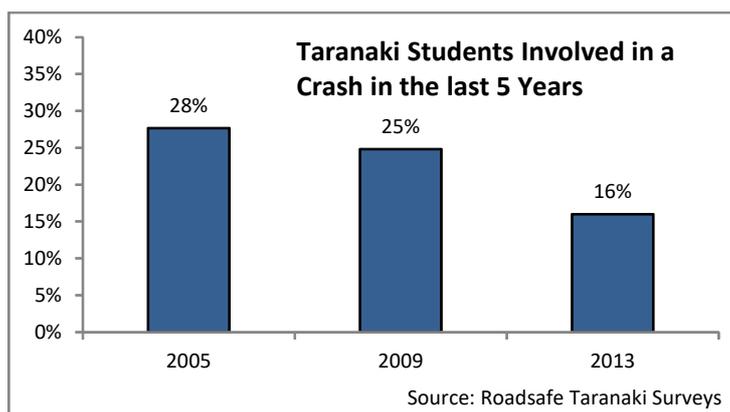
Yes	No	Yes	No
82	2,066	4%	96%

Crashes

How many students have been involved in a crash in the last 5 years?

The percentage of Taranaki students involved in a crash decreased in 2009, compared to the 2005 survey, and decreased by a larger amount in 2013. The percentage of students at one single-sex school who drove on the road without a licence and crashed increased from zero in 2005 to 41% in 2013. However, it should be noted that the percentages were calculated from small numbers.

Year	Involved	Not	Involved	Not
2005	1,427	3,734	28%	72%
2009	1,130	3,413	25%	75%
2013	820	4,425	16%	84%



Of those who were in a crash, how many were involved in an injury causing crash?

The overall movement has been downwards, although the 27% of students involved in an injury crash in 2005 increased to 38% in 2009 and dropped to 20% in 2013.

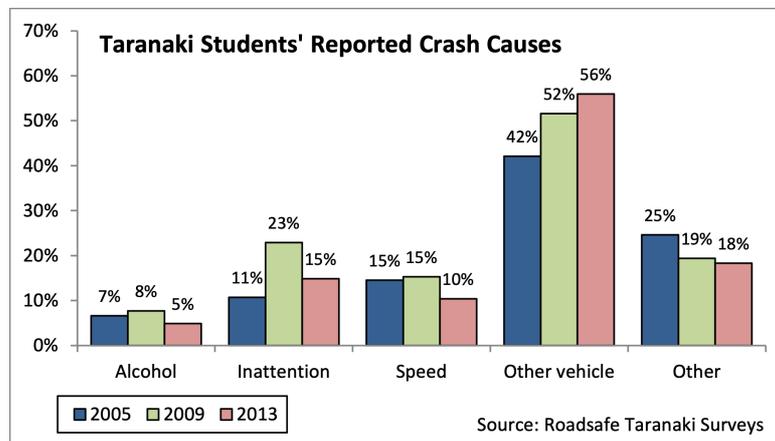
Year	Injury	No Injury	Injury	No Injury
2005	339	931	27%	73%
2009	433	697	38%	62%
2013	164	621	20%	76%

Reported causes of crashes (note-one person could select more than one cause)

Students who were in a crash were most likely to cite the other vehicle as the cause, and the percentage who reported this cause has increased since 2005. Individual school results showed that speed and alcohol were more likely to be the reported cause, while inattention was the most-reported cause at one school.

Year	Total involved in crashes	Alcohol	Inattention	Speed	Other vehicle	Other
2005	1,427	94	153	207	601	35
2009	1,130	87	259	173	583	219
2013	820	40	122	85	459	150

Year	Alcohol	Inattention	Speed	Other vehicle	Other
2005	7%	11%	15%	42%	25%
2009	8%	23%	15%	52%	19%
2013	5%	15%	10%	56%	18%



How many students that were driving and involved in a crash thought it was the other vehicle at fault?

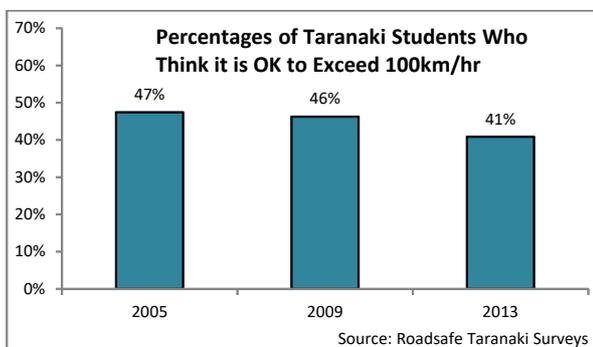
A quarter of students who were driving and crashed blamed the other vehicle in 2005. This climbed to over a third in 2009 and dropped back to a quarter in 2013.

Year	Driving and other vehicle at fault	Driving and not other vehicle cause	%Other vehicle	%Other
2005	53	176	23%	77%
2009	95	163	37%	63%
2013	20	66	23%	77%

Attitudes

How many students think it is ok to exceed 100 km/hr?

The percentage of Taranaki students who think it is OK to exceed 100km/hr has dropped since 2005, but not greatly.



Year	Total	%
2005	2,316	47%
2009	2,090	46%
2013	2,135	41%

Of those that have Learner or Restricted licences and broke these conditions, how many thought it was OK to exceed 100 km/hr?

Just under half of the students who had broken their Learner or Restricted licence conditions thought it was OK to exceed 100km/hr in the 2005 and 2013 surveys. Nearer to 60% thought so in 2009.

Year	OK to exceed 100 km/hr & broke a condition	%
2005	313	49%
2009	563	57%
2013	125	46%

How many that have driven on the road think it is OK to exceed 100km/hr?

In 2005 and 2009, half of the students who had driven on the road thought it was OK to exceed 100km/hr. This proportion dropped slightly, to 45%, in 2013.

Year	Exceeded 100km/hr & driven on road	%
2005	1,402	48%
2009	1,412	50%

2013	978	45%
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Would you attend an Advanced Driving Course if it was free?

85% of students said they would attend a free advanced driving course, which is almost the same as the results from the previous surveys.

Yes	No	Yes	No
4,371	790	85%	15%

Do you think you are a good driver?

The proportion of Taranaki students who think they are a good driver has dropped from over three-quarters in 2005 to just under half in 2013.

Year	Good driver	Bad or average driver	Yes %	No %
2005	2,335	640	78%	22%
2009	1,485	1439	51%	49%
2013	1,025	1129	48%	52%

How many students that rated themselves as good drivers were involved in a crash where they were driving?

The number of students who thought they were good drivers and crashed while driving dropped significantly in 2013 compared to previous years. The trend was not as marked when viewed as percentages, but it was still positive.

Year	Think good driver + crash while driving	% of all crashes where students were driving
2005	177	77%
2009	146	57%
2013	53	62%

How many males and females think it's OK to exceed 100kmph?

Female students were less likely than males to think it is OK to exceed 100km/hr. In each case the percentage dropped by 4% between the 2009 and 2013 surveys.

Year	Males	Females	% of all Males	% of all females
2005	1,241	931	54%	36%
2009	1,220	869	54%	36%

2013	1,253	876	50%	32%
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