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Title and Subtitle COMMUNITY ATTITUDES TO ROAD SAFETY:
Community Attitudes Survey Wave V

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Abstract In June 1990, the fifth in a series of national surveys on community attitudes to road safety was conducted. **This report** contains results from Wave V and, where possible, comparative results since 1986. **Issues covered in the survey include causes of road** crashes, perceptions of police enforcement of road rules, attitudes to drink driving and random breath testing, driving behaviour, seat belt use and views held regarding various road user groups.

Keywords
COMMUNITY ATTITUDES, PERCEPTIONS, SURVEYS, ROAD SAFETY.

COMMUNITY ATTITUDES TO ROAD SAFETY

Community Attitudes Survey
Wave V

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Executive Summary

This report summarises findings from a telephone survey of 1039 respondents aged 15 years and over, conducted in June 1990. This was the fifth in the series of Community Attitude Surveys conducted for FORS (CR's 52, 73, 74,85,93), designed to monitor key community attitudes towards road safety. This report discusses findings of this fifth Wave, with comparative data from the initial four Waves being included where appropriate.

The major findings from the survey were as follows:

* The issues of most importance to the community have continued to fluctuate slightly. The economy/economic problems emerged as the issue of most concern (47%) followed by the environment (44%)

* Concerns about the economy and the environment increased significantly from the fourth to the fifth Wave whilst concerns about crime and violence, road crashes, politics and inflation/interest rates fell significantly

* Consistent with previous Waves, the two factors identified as most often leading to road crashes were drink driving (54%) and excessive speed (50%). Significant increases were found in mentions of road conditions (27%) and driver fatigue (20%)

* The skills mentioned as being most important for safe driving were alertness/reaction time, concentration and care/patience. Some changes have occurred between the fourth and fifth Waves; mentions of alertness/reaction time (32%) and concentration (19%) have increased and mentions of vehicle handling have decreased (5%). Alertness/reaction time has remained the single most important factor over all Waves conducted to date, at 32% of mentions

* Consistent with previous Waves, speeding was seen as the main reason why motorists are stopped by police (65%). This is significantly higher than Wave IV (55%). The next most frequent response was Random Breath Testing (RBT) (12%)

* The most frequently mentioned reason for road crashes in rural areas in Waves III, IV and V was said to be "speed too fast for conditions" (49%). Other reasons given were, in decreasing order of mentions, poor roads, driver fatigue and unfamiliarity with country roads

* Support for RBT has remained very high, at 95%. In Waves IV and V, respondents were asked if they had been tested in the last six months, A 22% positive response in the fifth Wave was marginally higher than in the previous Wave

* Most respondents who have or had held a licence agreed with zero Blood Alcohol Content for young drivers. Agreement has remained at 80% from Waves III to V. Support for passenger restrictions (19%) and night driving curfews (17%) has fallen marginally from the fourth Wave

* Responses regarding drinking and driving have remained stable across the five Waves. Very few respondents indicated that they do not restrict or stop drinking if they drive (1%)

* The road user groups, other than children, respondents were most cautious about have remained relatively consistent across all Waves. In the Fifth Wave, adult cyclists (22%), and trucks and buses (20%) received the most mentions

* 51% of respondents who held or had held a licence agreed that motorcyclists are difficult to see in the daytime. This is equivalent to agreement rates in Waves III and IV

* Children (57%) and the elderly (33%) have remained the pedestrian groups considered to be most at risk on the road

* When drivers were asked what action they take when there are elderly pedestrians about, most said that they slow down (51%) or take extra care (29%). The frequency of these responses has decreased marginally from Waves III and IV

* When asked what action they take when there are children about, drivers were most likely to say that they slow down (47%), take care (23%), and watch out (15%). Mentions of these actions have decreased marginally from Waves IV to V

* In the fifth Wave the question asking respondents about their behaviour regarding the speed at which they drive was altered somewhat, limiting the extent to which the data from this Wave can be compared with that from previous Waves. In the fifth Wave, 61% said that they drive at the legal limit, with 37% driving at a speed other than the legal limit. Of those respondents who choose not to travel at the speed limit, 76% indicated that they drive above the speed limit, which equals 28% of the total

* In Waves IV and V only, respondents were asked to indicate how frequently they wear a seat belt in both the front and back seats. Compliance with always wearing a seat belt has increased marginally from the fourth to the fifth Wave being 92% for the front seat and 76% for the back seat.

Responses to most questions have been stable since the commencement of these surveys. The importance of road safety to the community (15%) has fallen in the fifth Wave, in relation to other important issues. The number of mentions of road safety still remain significantly higher than that recorded in Waves I or II.

1. Introduction

Reark Research was commissioned by the Federal Office of Road Safety (FORS) in May 1990, to conduct a survey of community attitudes toward road safety. The survey was conducted in June 1990 and followed a methodology developed by FORS in October, 1986.

This was the fifth in the series of Community Attitudes to Road Safety surveys, with the four preceding Waves being conducted as follows:

* Wave I - October, 1986, Reprinted as FORS Report CR 52
* Wave II - June, 1987, Reprinted as FORS Report CR 73
* Wave III - May, 1988, Reprinted as FORS Report CR 74
* Wave IV - February, 1989, Reprinted as FORS Report CR 85.

The major object of this survey was to monitor key community attitudes regarding the importance of road safety issues, viz:

* the importance of road safety relative to other issues of importance to the community

* awareness of upgrading of highways linking capital cities, and which level of Government that upgrading was attributed to

* factors leading to road crashes, including reasons for fatal crashes in rural areas

* skills considered to be the most important in being able to drive safely

* reasons why motorists are most frequently stopped by the police

* attitudes to Random Breath Testing (RBT)

* whether motorcyclists are considered to be difficult to see during the daytime

* attitudes to restrictions on young drivers

* pedestrian groups believed to be most "at risk"

* road user groups drivers are most cautious about, and action taken on the road when there are older pedestrians or young children about

* behaviour on the road regarding observation of speed limits

* usage of seat belts - both front and back seats

For this Wave only, an additional question was included to determine:

* the level of support for the installation of speed limiters into <u>all</u> motor vehicles.

2. The Questionnaire

The questionnaire used for the survey, enclosed as Appendix I, is based on that used during the fourth Wave (February, 1989). Modifications to the questionnaire were made in line with recommendations from Wave IV, together with an additional question of importance to FORS.

The final questionnaire was modified as follows:

2.1 New Questions

Q.7c

A new question was included to determine whether or not the public support the fitting of speed limiting devices to all motor vehicles:

> "A speed limiter is a device which restricts the speed of a vehicle. Heavy vehicles are now required by law to have speed limiting devices fitted. Would you support or oppose the fitting of speed limiting devices to all motor vehicles (including cars)"

Demographic (H)

The final demographic question asked in Wave III was reinstated in Wave V.

> "Have you been involved in a road crash as a driver, passenger or road user in the past three years?"

2.2 Deletions

Q.17

This question, asked as part of the Wave IV survey, measured the level of awareness of a recent road crash on the Hume Highway at the time of the survey.

> "Were you aware of the recent crash on the Hume Highway in NSW involving a truck and three cars, in which six people were killed?"

The question was deleted from Wave V of the survey.

2.3 Modifications

Q.8c

The response codes to this question were changed as follows:

* reference to "Class 1" for car drivers licence and "Class K" for motorcycle licence were deleted

* "Tractor licence" was replaced with "Bus licence"

* "Taxi or hire car licence" was added to the response list.

Q.9

The introduction to this question has been changed following each Wave. In Wave IV, it read:

> "The typical road crash involving young drivers occurs late at night with a number of friends in the car and often involves alcohol."

For Wave V, a tighter definition of a "typical road" crash was given, viz:

> "Young drivers (17 to 25 years old) are twice as likely to be killed in road crashes occuring late at night with a number of passengers, than are older drivers. These accidents often involve alcohol."

3. Survey Methodology

3.1 Sample Design

The survey involved telephone interviews with respondents aged 15 years and over, selected using the "nearest birthdate" technique. The survey was conducted in all States and Territories of Australia.

The survey design involved setting quotas to ensure equivalent representation of males and females in each region, with the data being weighted by age, sex, and geographic location, in accordance with the 1986 Census of Population and Housing.

The sample frame used for this study was the White Pages telephone directory from each State or Territory.

3.2 Survey Conduct

Reark Research conducted the Survey using a Computer Assisted Telephone Interviewing System (CATI), whereby data was automatically entered into a VDU by interviewers. This system incorporates a telephone number management system, which allows for automatic redial of telephone numbers not contacted.

Interviews were conducted from the five mainland capital cities. All interviewers were under strict control of field supervisors, including direct monitoring of the telephone interview and of data recorded on the VDU by supervisors at a remote location using Reark's telephone interview monitoring system.

Fieldwork was conducted over the period of June 8 to 15, 1990. Interviews were conducted during the day and evening at the weekend, and during the evening only during the week.

3.3 Data Processing

The questionnaire comprised of mainly pre-coded questions, with a number of "other specify" questions included. The coding of those responses was undertaken by Reark's experienced team of coders.

Data processing was conducted by Reark's resource division in Melbourne. A data disk was prepared according to FORS specifications, viz:

* 5.25 inch diskette
* IBM compatible format.

4. Sample Characteristics

Details of the final sample yield for Wave V, and comparative data from the prior three Waves, are presented below.

Demographic Characteristics	Sample Yield (%) (Unweighted Data)				
Age	**WI**	**WII**	**WIII**	**WIV**	**WV**
15 - 16	4	5	6	4	3
17 - 19	7	5	6	6	6
20 - 24	11	12	11	11	9
25 - 29	11	13	12	11	13
30 - 39	20	23	21	20	25
40 - 49	14	19	20	15	17
50 - 59	14	12	11	12	10
60+	18	16	14	20	18
Male	N/A	51	50	50	50
Female	N/A	49	50	50	51
Occupation					
Student	9	8	10	10	9
Home Duties	18	18	18	12	16
Employed	57	56	59	58	58
Retired	14	16	11	18	15
Unemployed	1	2	2	2	3
Refused	1	-	*	*	-
High Education Level					
Primary	7	7	6	6	5
Secondary	55	56	57	59	56
Trade/Tafe	17	16	15	13	17
Tertiary	19	19	21	21	22
Other	2	2	1	1	1
Driver Characteristics: Licence Held					
Have current licence or permit	81	84	82	85	86
Not current/held previously	3	3	3	4	3
Never held	16	14	14	11	11
Driver Characteristics: Licence Type					
Car - learners permit	3	4	2	3	2
Car - provisional	4	3	1	3	2
Class 1	91	88	82	91	84
Heavy vehicle licence	14	13	11	10	12
Bus - licence	N/A	N/A	N/A	N/A	2
Tractor licence	4	2	3	3	N/A
Motorcycle - learner's permit	1	*	1	*	1
Motorcycle - provisional	*	*	*	*	1
Motorcycle - full licence	8	9	10	9	12
Taxi or hire car	N/A	N/A	N/A	N/A	*
(Base)	(1033)	(1046)	(1007)	(1051)	(1039)

5. Detailed Findings

The findings for this survey are presented graphically and in summary tables where comparisons with previous Waves are possible. As the questionnaire has varied across the five Waves conducted to date, some comparisons cannot be made.

Conclusions drawn are based on data weighted for sex, age and location. All sub-group analysis is based on weighted data for this Wave.

The results of the survey are subject to standard error based on sample size and proportion. A table of standard errors is included as Appendix II, based on an 80% efficient sample.

Statistically significant variations across Waves and between sample sub-groups are identified in the report. Significance is measured by examining the extent of overlap of standard errors between two values. If there is no overlap then the two values can be deemed to be significantly different, with the chance of that variation being due to chance (i.e. random error) being less than 5%.

5.1 Issues of importance to the Community

Respondents were asked the following question after a brief introduction to the survey:

> "What issue facing the Australian community today is of most importance to you?" (Q.1a)
>
> and then

FIGURE 1: COMMUNITY ISSUES OF CONCERN TO THE PUBLIC (Q1A/B)

	TOTAL MENTIONS				FIRST MENTIONS				SECOND MENTIONS			
ISSUE OF CONCERN	WAVE 1	WAVE 2	WAVE 4	WAVE 5	WAVE 1	WAVE 2	WAVE 4	WAVE	WAVE 1	WAVE 2	WAVE 4	WAVE 5
	%	%	%	%	%	%	%		%	%	%	%
The economy/economic problems	32	29	36	47	20	20	22		12	9	14	17
Crime and violence	7	8	41	31	3	3	20		4	5	21	17
The environment	3	3	32	44	1	2	18		2	1	14	17
Road crashes/ drink driving	5	5	23	15	2	1	10		3	4	12	10
Unemployment	31	31	21	19	19	20	9		12	11	12	11
Politics	10	15	20	13	5	7	10		5	8	10	8
Immigration	-	-	2	4	-	-	2		-	-	1	3
War and Terrorism	12	9	7	3	6	3	2		5	6	5	2
Housing	-	-	1	-	-	-	1				*	
Education	-	2	1	2	-	2	1		-	-	*	1
Drug problems	17	15	2	2	8	7	1		9	8	1	1
Civil rights/ freedom	-	-	2	1	-	-	1		-	-	2	1
Inflation/interest rates/ cost of living	20	15	16	1	13	6	*		7	9	*	
Younger people/ youth affairs	4	7	1	1	2	4	1		2	3	1	1
All other	38	30	2	13	15	6	3		20	23	2	4
Don't know	19	35	1	5	6	22	2		19	13	4	3
Total	193	204	213	201	100	103	103	1(	100	100	99	96
BASE	(1033)	(1046)	(1051)	(1039)	(1033)	(1046)	(1051)	(1039)	(1033)	(1046)	(1051)	(1039)

NOTES

- * indicates less than 19
- - differences in code frames used in the latter Waves, and in the initial Wave, occurred. The initial two Waves coded drug trafficking with drug problems, and in the fourth Wave, it was coded with crime and violence.

"What is the next most important issue of concern to you?" (Q1.b)

Methodological differences between Waves make it impossible to compare the results of question one in the third Wave with its counterparts in other Waves.

The issues mentioned as important have undergone considerable changes over the first, second, and fourth Waves. The following issues have appeared to become more important to the community, based on total mentions:

* The economy/economic problems

* The environment

The frequency of mentions of the economy/ economic problems was 47% in the fifth Wave compared to 36% in the fourth Wave. This variation is significant.

The frequency of mentions of the environment was 32% in the fourth Wave compared to 44% in the fifth Wave. This variation is significant.

Although the importance of road crashes increased significantly from Waves I and II to Wave IV (23%), its importance decreased significantly in the fifth Wave (15%). This figure still remains significantly higher than its value in Wave I (5%) or II (5%).

Other significant decreases in mentions involved politics from 20% in the fourth Wave to 13% in the fifth Wave. This value still remains marginally greater than the 10% importance response obtained in the first Wave.

Regarding differences between sub-groups, the following were evident, based on total mentions:

* The economy was of significantly more importance to people living in the Australian Capital Territory (31%) and Victoria (29%) than those living in Western Australia (18%)

* The importance of the economy was positively correlated with education. Primary educated respondents (18%) saw the economy as significantly less important than either trade qualified respondents (26%) or tertiary educated persons (30%)

* The economy was significantly more important to males (29%) than females (22%)

* Crime and violence was significantly less important to persons living in the Australian Capital Territory (12%), and Victoria (12%) when compared to South Australia (22%) and Western Australia (26%)

* Crime and violence was significantly more important to people with primary education (26%), than those with tafe/trade (13%), or tertiary qualifications (14%)

* The environment was significantly less important for people living in Tasmania (19%) and South Australia (20%), than for people living in Western Australia (27%) or the Northern Territory (26%)

* The importance of the environment was positively correlated with respondent's education level with 28% of tertiary educated persons mentioning it and 12% of primary educated respondents mentioning it

* The environment was significantly more important to females (24%) than males (14%)

* Mentions of road crashes were significantly greater in the Northern Territory (15%) than in Tasmania (2%), Western Australia (6%) or Victoria (6%). Regarding education, the importance of road crashes was significantly lower for tertiary educated persons (4%) than for all other respondents (9%)

* No significant difference was found between those respondents who had been involved in a road crash in the last three years and those who had not, in their mentioning of road crashes as important

* Unemployment was of more concern to respondents in Tasmania (22%) than to respondents in Victoria (9%) or the Northern Territory (5%).

In summary, there has been some change in issues of importance to the community mentioned by respondents. The economy emerged as the most important factor, ahead of the environment. Road crashes decreased significantly in importance as did politics and inflation/ interest rates.

5.2 Community awareness of highway upgrading

All respondents were asked the question:

> "Are you aware that the highways which link our capital cities are currently being upgraded?"

Awareness of highway upgrading increased significantly from 57% in Wave IV to 67% in Wave V. The level of awareness has remained stable across all Waves, between 67% and 70%, except in Wave IV where it reached a low of 57%.

Awareness levels varied across the States and Territories being significantly

* higher in the ACT (91%) and

* lower in South Australia (41%)

* Awareness of highway upgrading was positively correlated with education level. 59% of respondents with primary education were aware of highway upgrading compared with 72% of tertiary educated respondents. This difference is significant.

FIGURE 2: AWARENESS OF HIGHWAY UPGRADING

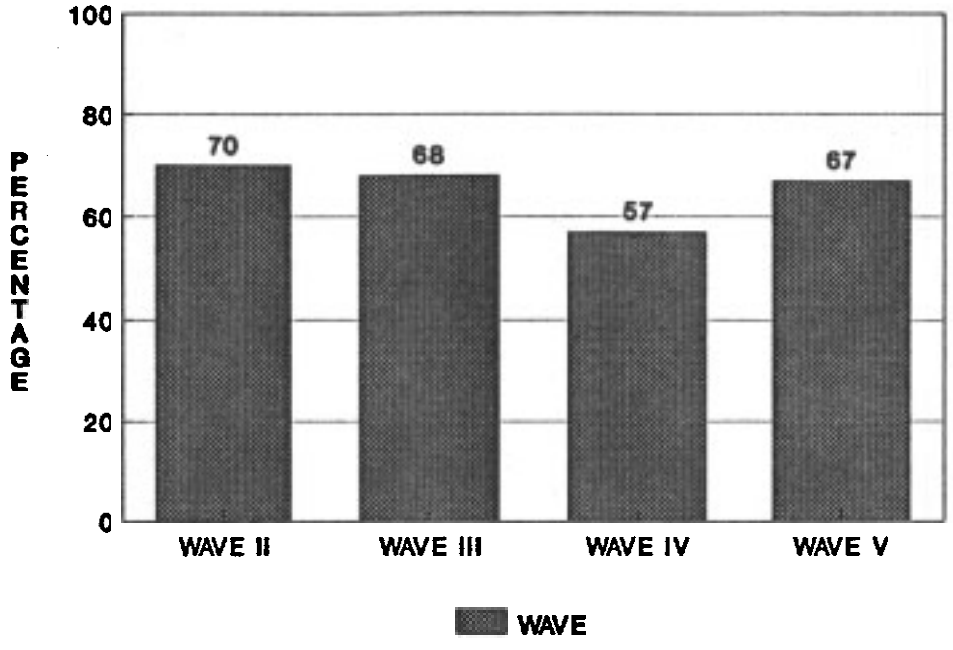
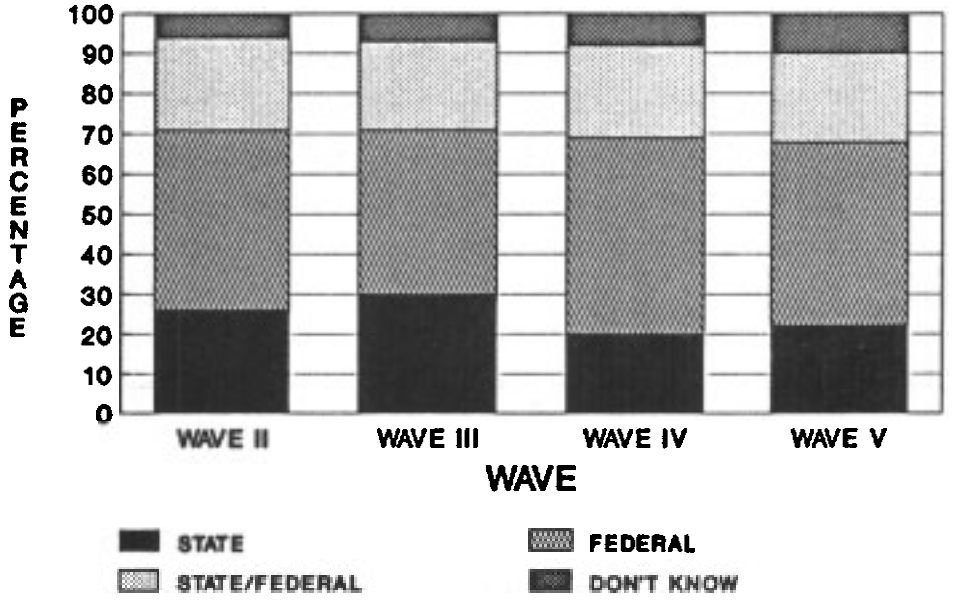


FIGURE 3: GOVERNMENT RESPONSIBLE FOR FUNDING OF HIGHWAY UPGRADING



Question 2b) asked those respondents who were aware of the upgrading of highways:

> "Do you think it is paid for by the State or by the Federal Government?"

Correct responses, that the upgrading was funded by the Federal Government, have varied, though not significantly, across the four Waves. Correct responses have ranged from 41% in the third to 49% in the fourth Wave.

* Respondents in Western Australia (57%) and South Australia (56%) were more likely to correctly identify the Federal Government than were respondents in the ACT (31%) or New South Wales (36%). These differences are significant

* Correctly identifying the Federal Government as funding highway upgrading was positively correlated with education level. Persons with primary education responded correctly 40% of the time compared to trade or tertiary educated persons who responded correctly 49% of the time. These differences are significant

* Respondents who had been involved in a road crash over the last three years were significantly less likely (34%) to correctly identify the Federal Government as funding highway upgrading than respondents who had not been involved in a road crash (49%).

5.3 Beliefs concerning factors leading to road crashes

In all Waves, respondents were asked:

> "What factor do you think most often leads to road crashes?"
>
> and then
>
> "What other factors are there?"

Consistent with previous Waves, the two factors identified as most often leading to road crashes were drink driving and excessive speed. Other factors mentioned, at lower incidence, were poor road conditions/congestion, careless/negligent driving and driver fatigue.

Responses to this question have remained relatively stable over the series of Community Attitude Surveys. The only significant variations were increases in mentions of road conditions from 18% in the fourth Wave to 27% in this Wave and of driver fatigue from 9% in the fourth Wave to 20% in this Wave.

Other variations of note were found between subgroups as follows:

* Identifying excessive speed as a major cause of road crashes was positively correlated with age. Respondents aged between 15-19 years were significantly less likely (24%) to identify excessive speed than were persons aged 50 years and over (51%)

FIGURE 4: MAJOR FACTORS CONTRIBUTING TO ROAD CRASHES (Q.4A/B)

FACTOR	TOTAL MENTIONS				FIRST MENTIONS				SECOND MENTIONS			
	WAVE II	WAVE III	WAVE IV	WAVE V	WAVE II	WAVE III	WAVE IV	WAVE V	WAVE II	WAVE III	WAVE IV	WAVE V
	%	%	%	%	%	%	%	%	%	%	%	%
DRINK DRIVING	59	64	59	54	26	31	26	19	33	33	33	35
SPEED/EXCESSIVE SPEED	49	49	51	50	27	27	33	32	22	22	17	18
ROAD CONDITIONS/CONGESTION	18	17	18	27	7	4	5	10	11	13	13	17
CARELESS/NEGLIGENT DRIVING	22	29	15	20	10	10	6	7	12	19	9	13
ROAD DESIGN/POOR SIGNS	13	N/A	14	15	6	N/A	5	5	7	N/A	9	10
DRIVER ATTITUDE/IMPATIENCE	14	18	12	11	5	7	5	5	9	11	7	6
DRIVER INEXPERIENCE/ YOUNG DRIVERS	16	15	12	13	6	3	2	4	10	12	10	9
INATTENTION/LACK OF CONCENTRATION	10	15	9	9	3	5	5	4	7	10	4	5
DRIVER FATIGUE	6	N/A	9	20	2	N/A	3	8	4	12	6	12
BASE	(1046)	(1007)	(1051)	(1039)	(1046)	(1007)	(1051)	(1039)	(1046)	(1007)	(1051)	(1039)

* Identifying drink driving as a major cause of road crashes was negatively correlated with age. Respondents aged betweeen 15-16 years were significantly more likely (58%) to identify drink driving than were persons aged 40 years and over (20%)

* Respondents aged 15-16 years were also significantly more likely to identify driver inexperience (16%) than 17-19 year olds (9%) and less likely to identify carelessness (1%) than 17-19 year olds (20%)

* Respondents from states with a legal BAC limit of .08 were significantly more likely (36%) to mention drink driving as a major cause of road crashes than respondents from states with a .05 BAC limit (24%). In particular, respondents from the Northern Territory (52%) and Western Australia (43%) were significantly more likely to identify drink driving than respondents from New South Wales (24%), Victoria (23%) or Queensland (24%)

* Respondents with tertiary qualifications were significantly more likely to identify drink driving as a major cause of traffic crashes than those with primary school education (29% vs 12%) and significantly less likely to identify speed than those with primary school education (39% vs 52%)

* Respondents who had been involved in a road crash over the last three years were more likely to identify driver fatigue (46% vs 26%) and drink driving (33% vs 24%) and less likely to identify road design (12% vs 21%) or road conditions (33% vs 42%) than respondents who had not.

In summary, drink driving, followed by excessive speed remain the two factors most frequently believed to lead to road crashes. Interesting variations have been noted between:

* states with different legal BACs

* respondents of different ages

and

* drivers who have and have not been involved in a road crash in the last three years.

5.4 Beliefs concerning most important skill for safe driving

In this Wave all respondents were asked the unprompted question:

> "Which do you think is the most important skill in being able to drive safely?" (Q.5)

FIGURE 5: BELIEFS CONCERNING MOST IMPORTANT SKILL FOR SAFE DRIVING

SKILL	WAVE I %	WAVE II %	WAVE IV %	WAVE V %
Alertness/reaction time	28	30	25	32
Vehicle handling/ knowledge of vehicle	8	5	12	5
Concentration	18	15	11	19
Commonsense	5	9	8	7
Care/patience	6	10	8	11
Adherence to road rules	5	6	6	6
Defensive driving	8	7	6	-
Judgement of speed	2	2	4	4
Seat belts/use of seatbelts	-	-	3	-
Experience	-	-	-	5
Ability to predict traffic	-	-	-	7
Judgement of distance	1	-	1	1
Other	5	5	3	2
Don't know	1	7	6	1
	100	100	100	100
(BASE)	(1033)	(1046)	(1051)	(1039)

For the third Wave respondents were prompted with possible answers for this question. For the other Waves respondents responses were unprompted. Therefore comparisons with this Wave can only reliably be made with the first, second, and fourth Waves.

The results from the first, second, fourth and fifth Waves are presented in Figure 5.

Responses to this question have remained relatively stable over time with the most frequently mentioned being:

* alertness/reaction time

* concentration

* care/patience

* commonsense.

Two new factors mentioned in this Wave were experience and ability to predict traffic.

Mentions of alertness/reaction time and concentration increased significantly from the fourth to the fifth Wave and mentions of vehicle handling/knowledge of vehicle decreased significantly over these two Waves.

When comparisons were done between subgroups, the following significant variations were found:

* 15-16 year olds were more likely to mention judgement of speed and ability to predict traffic and less likely to mention alertness

* 30-39 year olds were significantly more likely to mention adherence to road rules than any other age group

* Respondents with tafe or trade qualifications were significantly more likely to mention alertness (43%) than those with secondary education (33%)

* Respondents with primary education were significantly less likely to mention concentration (10%) and significantly more likely to mention care (25%) than all other respondents (20%)

* Respondents who had been involved in a road crash in the last three years were more likely to mention care/patience (18%) than those who had not (11%)

* Females were significantly more likely than males to mention alertness (40% vs 32%) and concentration (24% vs 18%).

In summary, mentions of alertness/ reaction time and concentration have increased and mentions of vehicle handling/knowledge of vehicle have decreased from the fourth Wave to the fifth Wave. Some differences between age and education subgroups were also noted.

5.5 Beliefs concerning reasons for being stopped by police

In all Waves, respondents were asked the question:

> "For what reason do you think motorists are most often stopped by the police?" (Q.6)

Responses to the above question have remained relatively stable over the five Waves of the survey. Speeding (65%) has remained the most frequently mentioned reason and increased significantly from 55% in the fourth Wave. Random Breath Testing (RBT) remains the next most frequent reason and after rising from 11% to 17% in the fourth Wave it fell again in this Wave to 12%.

The following variations were found between subgroups:

* Victorian respondents were significantly more likely to mention speeding (74%) than Northern Territory respondents (37%) and Tasmanian respondents were more likely to mention RBT (28%) than South Australian respondents (7%)

* Respondents from the Northern Territory were also more likely to mention drink driving (20%) than respondents from New South Wales, ACT or Victoria (all 5%)

FIGURE 6: REASONS MOTORISTS ARE STOPPED BY POLICE (Q.6)

REASON	WAVE I %	WAVE II %	WAVE III %	WAVE IV %	WAVE V
Speeding/excessive speed	57	55	58	55	65
Random breath testing	11	10	11	17	12
Drink driving	6	8	6	7	6
Dangerous driving	8	8	7	6	6
Breaking road rules	9	6	6	5	5
Vehicle defect spot checks	2	3	2	2	1
Unroadworthy vehicle	1	1	N/A	2	1
(Base)	(1033)	(1046)	(1007)	(1051)	(1039)

* Education level was negatively correlated with mentions of drink driving. Respondents with primary education were significantly more likely (21%) to mention drink driving than those with tertiary qualifications (<1%)

* Respondents with tertiary education however were significantly more likely to mention speeding (71%) than respondents with primary education (57%)

* Males were more likely to mention RBT (15%) than females (10%) and less likely than females to mention speeding (64% vs 71%).

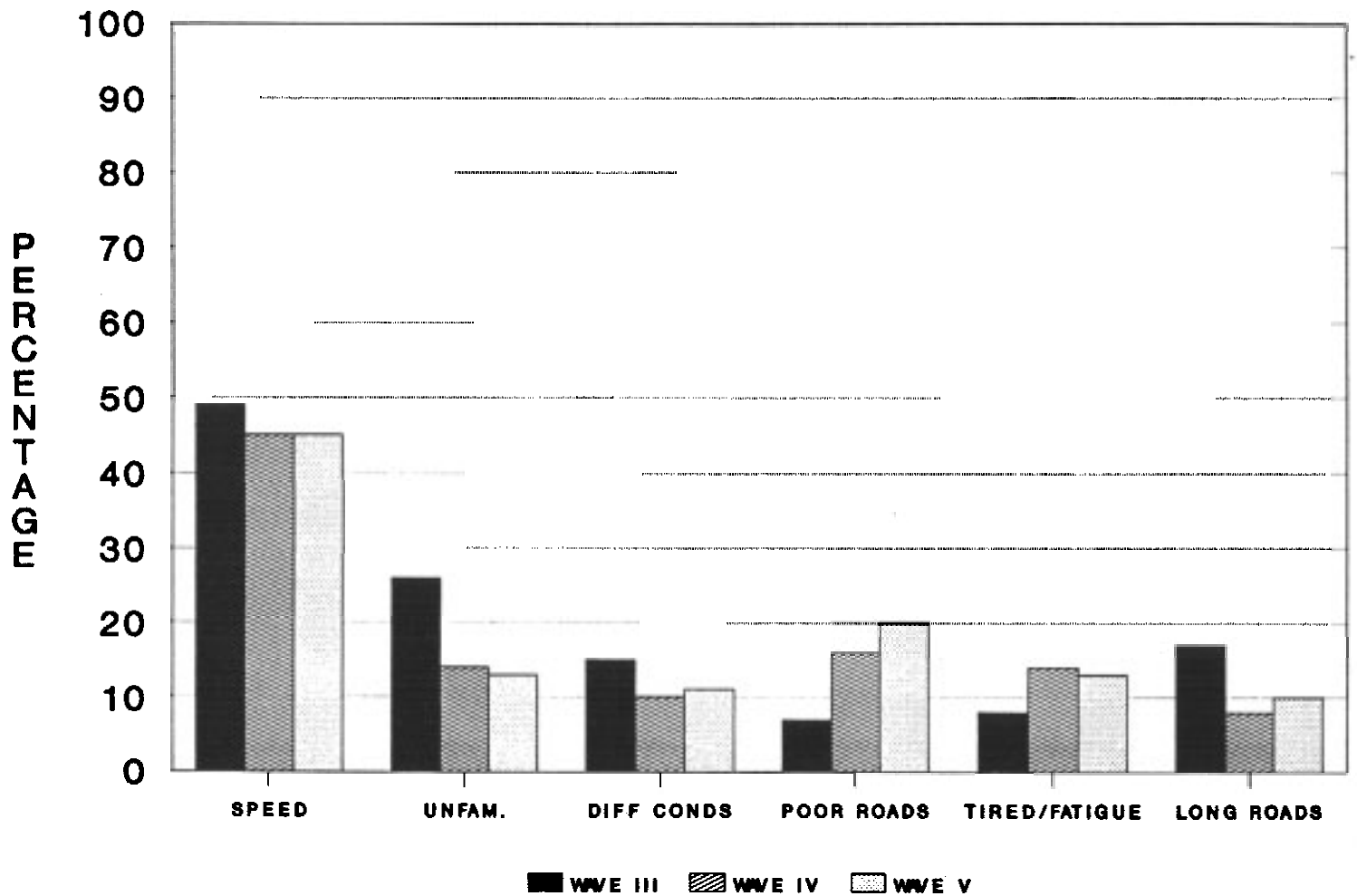
In summary, mentions of speed as the reason for being stopped by police was the only reason that changed significantly from the fourth to the fifth Wave. Significant differences were also found between some states and education subgroups.

5.6 Reasons for road crashes in rural areas

In the third, fourth and fifth Waves only, all respondents were advised that 50-60% of fatal accidents occur in rural or country areas, and asked the unprompted question:

"Why do you think this is so?" (Q.6a)

FIGURE 7: PERCEIVED REASONS FOR FATAL ROAD CRASHES IN RURAL AREAS (Q.6A)



The main reason given in all Waves was said to be speed too fast for the conditions. There were no significant differences in responses given from the fourth to the fifth Wave.

Variations found between subgroups are as follows:

* Speed was mentioned less by 17-19 year olds (33%) and more by 15-16 year olds (52%). These differences are significant

* Speed was mentioned significantly more often by metropolitan respondents (47%) than non-metropolitan respondents (36%). Poor roads was mentioned slightly more by non-metropolitan (23%) than metropolitan (17%) respondents.

The 11% of respondents who stated that conditions are different in rural areas were asked to elaborate on the nature of these different conditions. Responses from these respondents were principally:

* poor roads (43%)

* long stretches of road (28%)

* poor lighting (22%)

In summary, speed has remained the main reason given in the last three Waves. No significant differences were found, in total mentions of reasons, between the fourth and fifth Waves.

5.7 Agreement with and experience of Random Breath Testing

All respondents were asked the question:

> "Do you agree with the random breath testing of drivers?"

Agreement has remained at a high level across all four Waves, varying between 88% and 95%, there being remarkable consistency over the last four Waves (93-95%).

* There were no significant differences between respondents when compared by states in this Wave. This is in contrast to previous Waves where agreement in Western Australia had been consistently lower than all other states

* Respondents with primary education were significantly less likely (85%) to agree with random breath testing than all other respondents (96%).

In summary, agreement with RBT has increased significantly in Western Australia in this Wave, boosting the national agreement to a record high of 95%. Some differences in agreement exist between education subgroups.

FIGURE 8: AGREEMENT WITH RANDOM BREATH TESTING

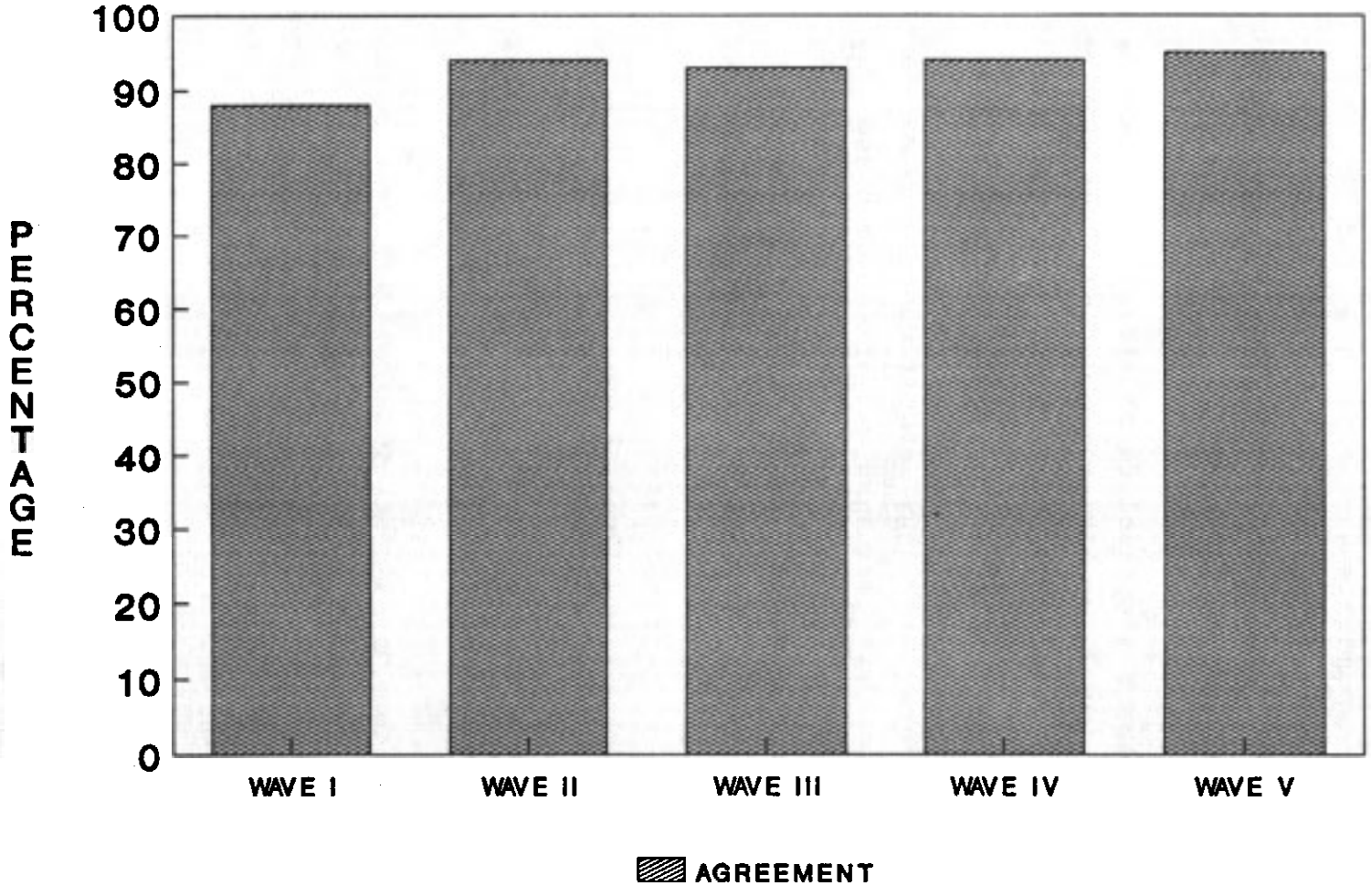


FIGURE 9:AGREEMENT WITH
RANDOM BREATH TESTING

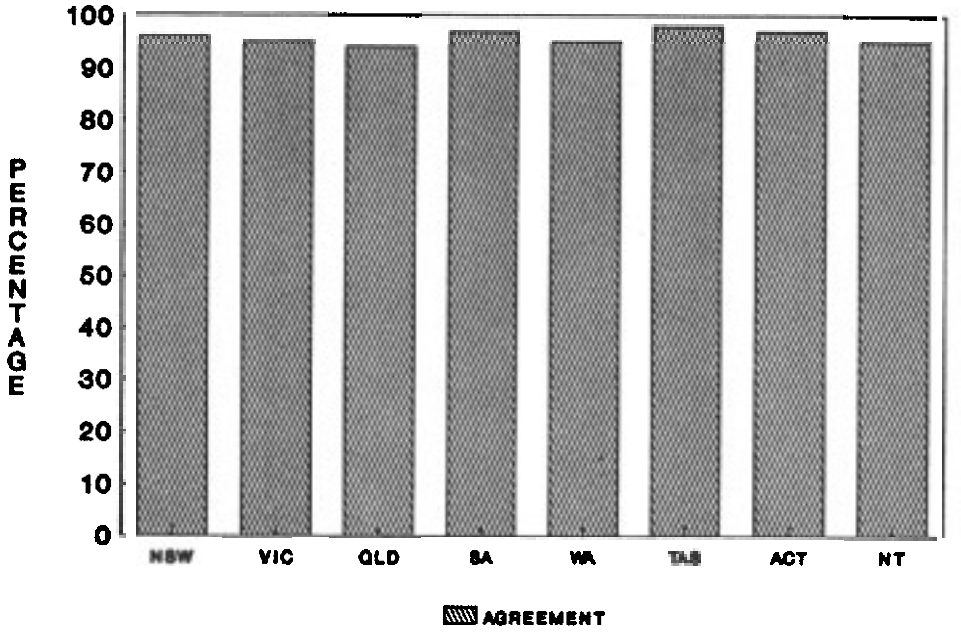
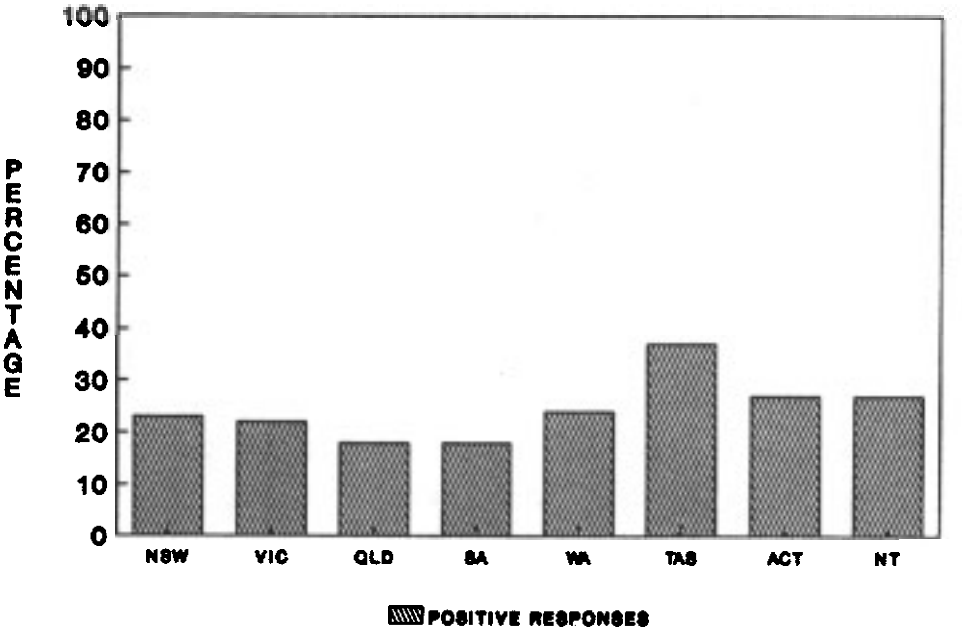


FIGURE 10: INCIDENCE OF BREATH TESTING
IN THE LAST SIX MONTHS



During the fourth and fifth Waves only, respondents were asked if they had personally been random breath tested in the last six months. In the fifth Wave, 22% gave a positive response. This is up slightly from the 20% positive response given in the fourth Wave. Considerable variation was found between states with Tasmania having a significantly higher positive response (37%) than South Australia (18%) and Queensland (18%).

The following variations were found among subgroups:

* Males were significantly more likely to have been tested than females (32% vs 13%)

* Persons aged 17-19 years were significantly more likely to have been tested (39%)

* The incidence of random breath testing was also positively correlated with education level, with primary educated respondents being significantly less likely than tertiary qualified respondents to have been random breath tested (12% vs 33%)

* It also appeared that respondents who had been involved in a road crash in the last 3 years were significantly more likely to have been random breath tested in the last six months than those who had not (30% vs 20%).

5.8 Agreement with speed limiters

All respondents were told what speed limiters were and that they were required by law for all heavy vehicles. They were then asked the question:

> "Would you support or oppose the fitting of speed limiting devices to all motor vehicles (including cars)?" (Q.7c).

As this is the first Wave in which this question was asked no comparison can be made with previous Waves. A total of 61% of respondents said that they would support such a move.

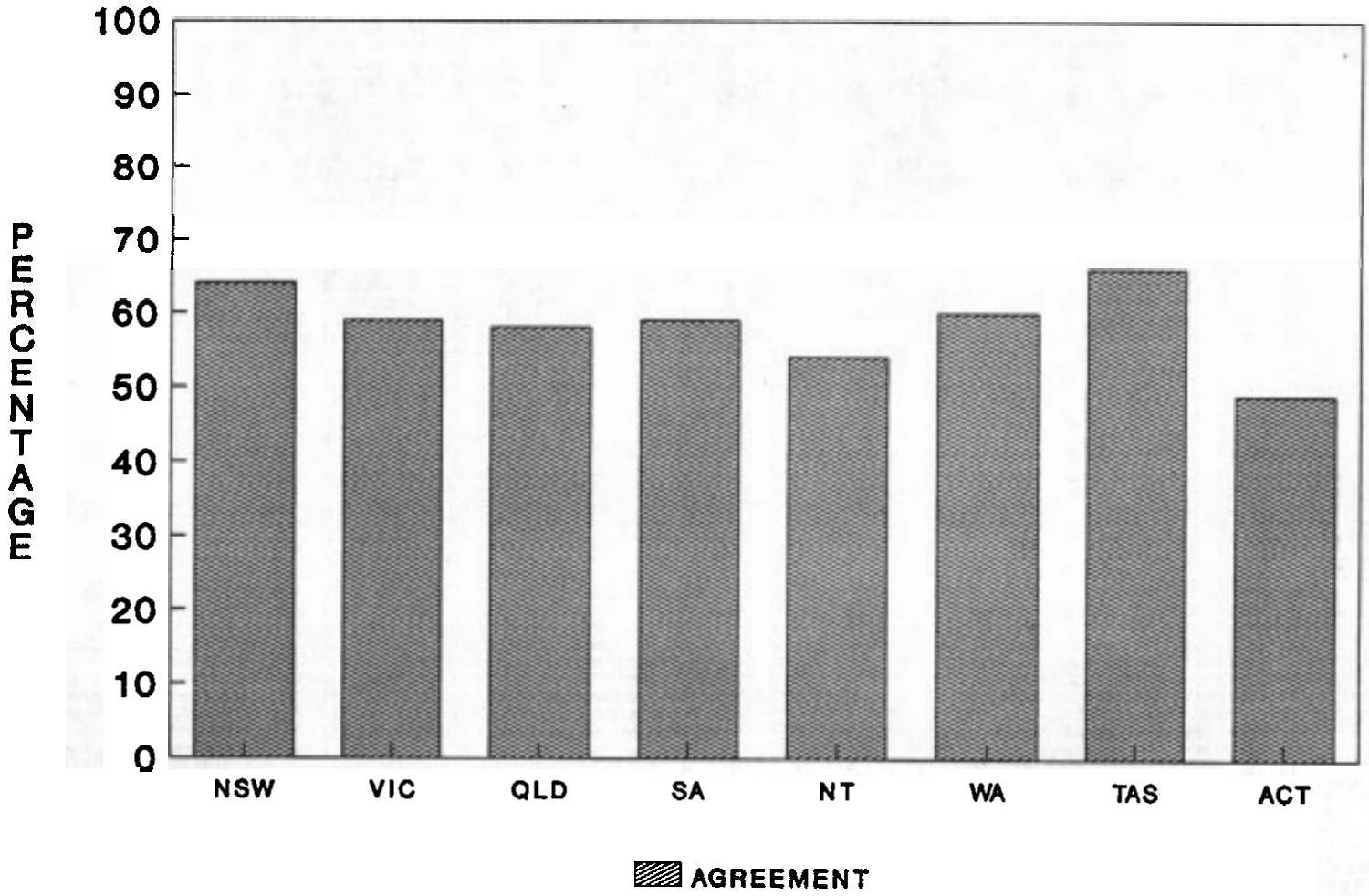
* Agreement with the fitting of speed limiters in cars reached a high in Tasmania (66%) and a low in the ACT (49%) (see Figure 11)

* Respondents with primary or secondary education were significantly more likely to agree with the fitting of speed limiters to all cars (67%) than those with trade/tafe or tertiary education (50%)

* Females were significantly more likely to respond positively (76%) than males (45%)

* Respondents with a full car licence were also more likely to respond positively (57%) than those with a heavy vehicle licence (43%) or full motorcycle licence (48%).

FIGURE 11: AGREEMENT WITH THE FITTING OF SPEED LIMITERS TO ALL VEHICLES



5.9 Restrictions on newly licensed drivers

Respondents were given a brief introduction advising them that young drivers (17-25 years old) are twice as likely as older drivers to be killed in road crashes occurring late at night with a number of passengers and that these accidents often involve alcohol. They were then asked which of the following restrictions they thought would reduce deaths amongst young drivers:

a) not allowing any drinking of alcohol before driving or, in other words, zero Blood Alcohol Content when on the road

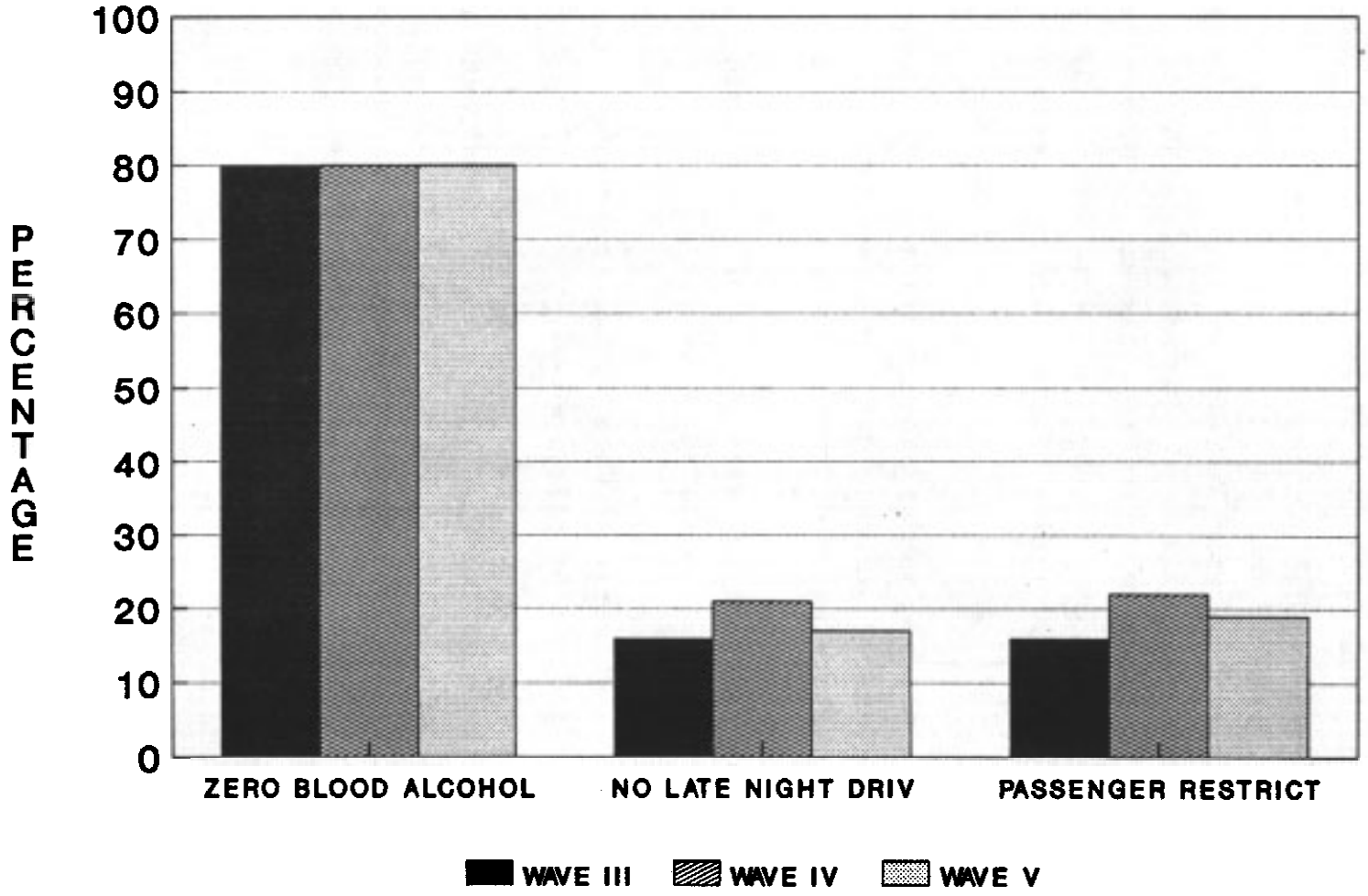
b) restricting them from driving late at night (i.e. after 11pm)

c) restricting them from carrying their friends as passengers?

This question was asked of all respondents in the second, third, fourth, and fifth Waves. The introduction to this question has varied somewhat and comparisons will be made between the third, fourth and fifth Waves only.

Consistent with Waves III and IV, 80% of respondents supported a zero Blood Alcohol Content. Support for night driving restrictions and passenger restrictions fell slightly though not significantly from the fourth to the fifth Wave.

FIGURE 12: AGREEMENT WITH RESTRICTIONS ON NEWLY LICENCED DRIVERS



* Support for a zero Blood Alcohol Content varied from 88% in Tasmania to 72% in South Australia. This difference is significant

* Support for night driving restrictions varied from a low of 6% amongst 20-24 year olds to 25% among 17-19 year olds. This variation is significant

* Support for night driving also varied considerably between states. Respondents from Tasmania showed significantly more support for night driving restrictions than those from the Northern Territory (33% vs 10%)

* Respondents with primary education also showed significantly more support for night driving restrictions than all other respondents (30% vs 15%)

* Support for passenger restrictions ranged from 6% for 20-24 year olds to 32% for 60 years and over respondents

* Support for passenger restrictions also reached a high in Tasmania (34%) and a low in the Northern Territory (7%)

* Respondents with tertiary education were significantly less likely to support passenger restrictions than those with primary education (13% vs 30%)

* For all of the restrictions female respondents were slightly more likely to show support than males, but these differences were not significant.

5.10 Attitudes to drinking and driving

All persons holding or having held a licence or permit were asked to describe their behaviour in regard to drinking and driving, being offered the following four options:

* I don't drink at any time
* If I am driving, I don't drink
* If I am driving, I restrict what I drink
* If I am driving, I don't restrict what I drink

The results are outlined in figure 13.

Responses have remained stable across the five Waves, with the most frequent response being that drinking is restricted when driving (44%). Variations across the Waves were not significant.

* Although variations in drinking and driving behaviour were evident across states no consistent trends appeared in the data. Respondents in Queensland and Victoria were somewhat more likely to not drink at any time and respondents from South Australia and New South Wales less likely to not drink at any time

FIGURE 13: ATTITUDES TO DRINKING AND DRIVING

RESPONSE	WAVE I %	WAVE II %	WAVE III %	WAVE IV %	WAVE V %
I DON'T DRINK AT ANY TIME	19	19	18	19	21
IF I AM DRIVING, I DONT DRINK	29	36	35	34	34
IF I AM DRIVING, I RESTRICT WHAT I DRINK	50	43	47	45	44
IF I AM DRIVING, I DON'T RESTRICT WHAT I DRINK	1	1	*	*	1
TOTAL	100	100	100	100	100
(BASE)	(1033)	(1046)	(1007)	(1051)	(1039)

* Females were slightly more likely to report not drinking at all or not drinking if driving, than males.

5.11 Road users treated with most caution

As in all previous Waves, all persons who hold or have held a licence or permit were asked:

> "When you are driving, which kind of road user other than children are you most cautious about?"

The results are presented in Figure 14.

The types of road users mentioned have remained relatively consistent across all Waves. Slight variations in this Wave occurred with adult cyclists, trucks and buses, adult pedestrians, motorcyclists and car drivers, in descending order, being the most frequently mentioned.

* Respondents who were 60 years and over were more likely to mention adult pedestrians, respondents who were 40-49 years were more likely to mention adult cyclists, respondents who were 30-39 years were more likely to mention motorcyclists, respondents who were 15-16 years were more likely to mention taxis, respondents 20-24 years were more likely to mention car drivers and respondents who were 25-29 years were more likely to mention trucks and buses

FIGURE 14: ROAD USERS OTHER THAN CHILDREN MOST CAUTIOUS OF (Q.11)

ROAD USER GROUP	WAVE V %
TRUCKS AND BUSES	20
ADULT CYCLISTS	22
CAR DRIVERS	15
ADULTS PEDESTRIANS	18
MOTOR CYCLISTS	16
TAXIS	4
DON'T KNOW	3
TOTAL	98
(BASE)	(1039)

* Respondents from Tasmania were significantly more likely to mention adult pedestrians (37% vs an average of 18%) and those from the Northern Territory were significantly more likely to mention taxis (13% vs an average of <3%)

* Respondents from Tasmania were significantly more likely to mention car drivers (30% vs an average of 15%) and trucks and buses (36% vs an average of 21%)

* Respondents with primary education were significantly more likely to mention adult pedestrians (32% vs an average of 18%) and those with tertiary education were significantly more likely to mention adult cyclists (32% vs an average of 22%).

Variations across other demographic groups were not significant.

5.12 Difficulty seeing motorcyclists in daytime

All respondents with a current licence or permit, and those who had held one in the past, were asked:

> "Overall do you think that motorcyclists are difficult to see in the daytime?" (Q.11a)

This question was asked in Waves III, IV and V only.

The proportion of "yes" responses given to this question has been consistent across the three Waves, being 54% in the third, 52% in the fourth and 51% in the fifth.

* The extent of agreement was significantly lower amongst respondents aged 60 years and over (37% vs 51%) and amongst respondents in the Northern Territory (40% and South Australia (42%).

Overall, agreement has remained consistent over the three Waves while some variations have occurred within demographic subgroups.

5.13 Pedestrian group considered most "at risk"

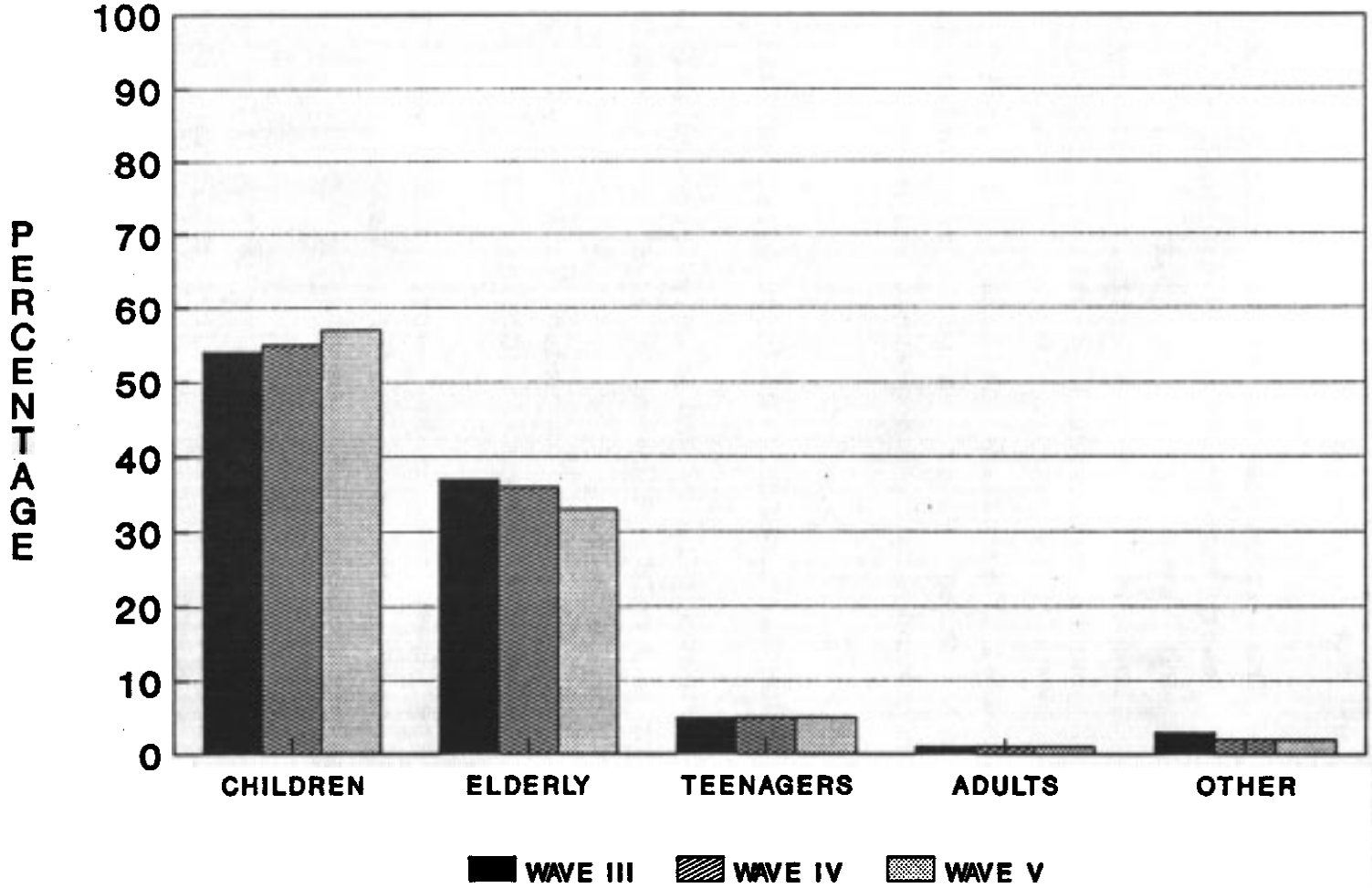
In Waves III, IV and V only, respondents who hold or had held a licence or permit were asked:

> "Which group of pedestrians do you think are most at risk?" (Q.11b)

The response codes were read out by the interviewer and responses to Waves III, IV, and V are recorded in Figure 15.

Responses over the three Waves have remained virtually identical with children (57%) and elderly (33%) being the two pedestrian groups considered to be the most "at risk".

FIGURE 15: PEDESTRIANS CONSIDERED MOST AT RISK



* Respondents aged 30-39 years were significantly more likely to mention children (73% vs an average of 57%) and respondents aged 60 years or over were significantly more likely to mention elderly pedestrians (48% vs an average of 33%)

* Respondents from Queensland (64%) and the Northern Territory (63%) were more likely to mention children and those from Victoria (39%) and South Australia (38%) were more likely to mention the elderly

* Males were significantly more likely to mention children (60% vs 52%) and females were significantly more likely to mention the elderly (40% vs 28%).

5.14 Action taken when young children and elderly pedestrians about

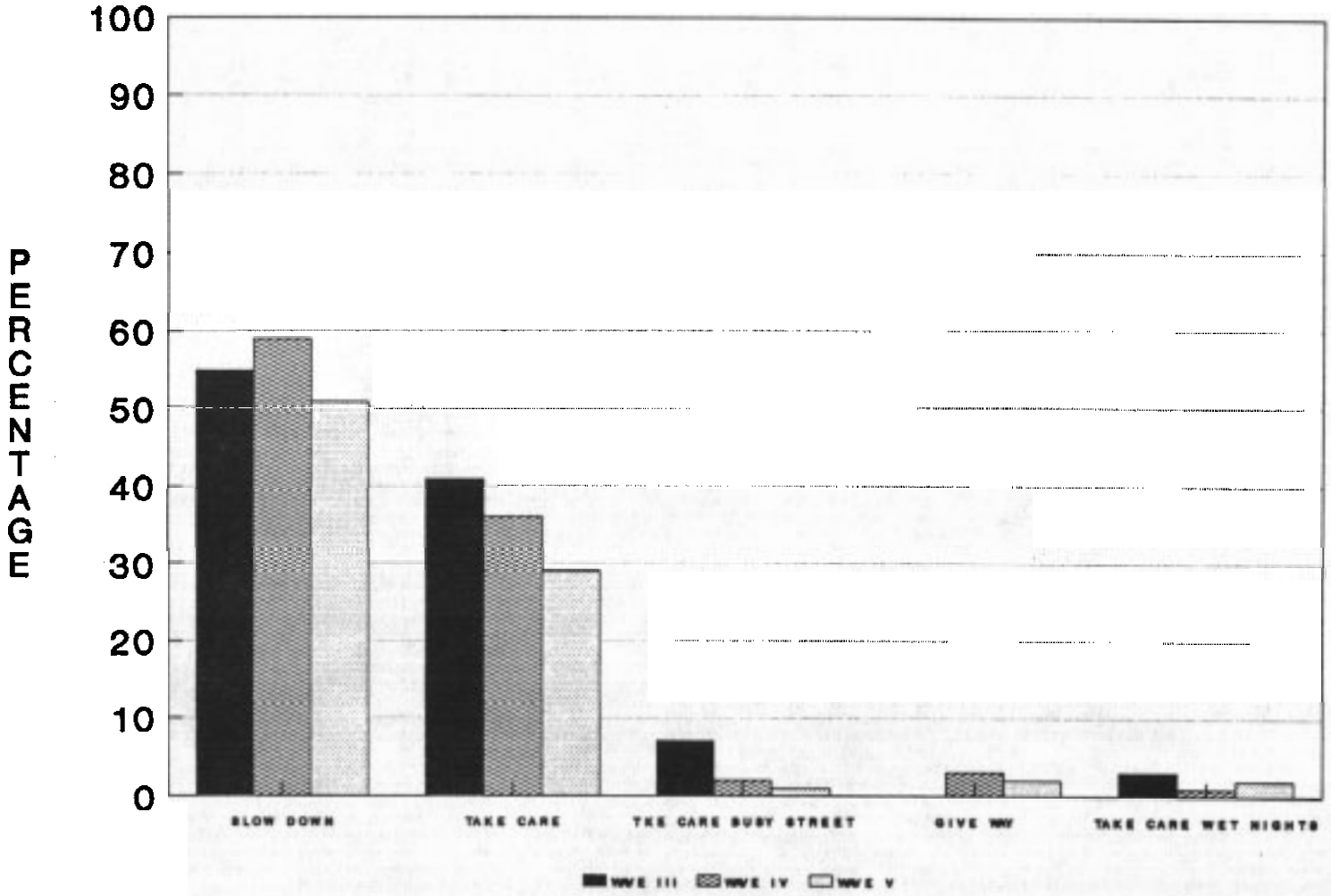
On the third, fourth and fifth Wave, all respondents with a licence or permit, and those who had held one in the past, were asked:

> "As a driver, what action do you take if there are older pedestrians about?" (Q.11c)

The most frequent responses are presented in Figure 16.

Responses were similar across the two Waves with most respondents stating that they either slow down or take extra care.

FIGURE 16: ACTION TAKEN IF ELDERLY PEDESTRIANS ABOUT



* Regarding mentions of "slow down", respondents aged 50 years and over were significantly less likely to mention this than all others (32% vs 7%). Respondents from ACT were significantly more likely to mention "slow down" (72% vs an average of <65%)

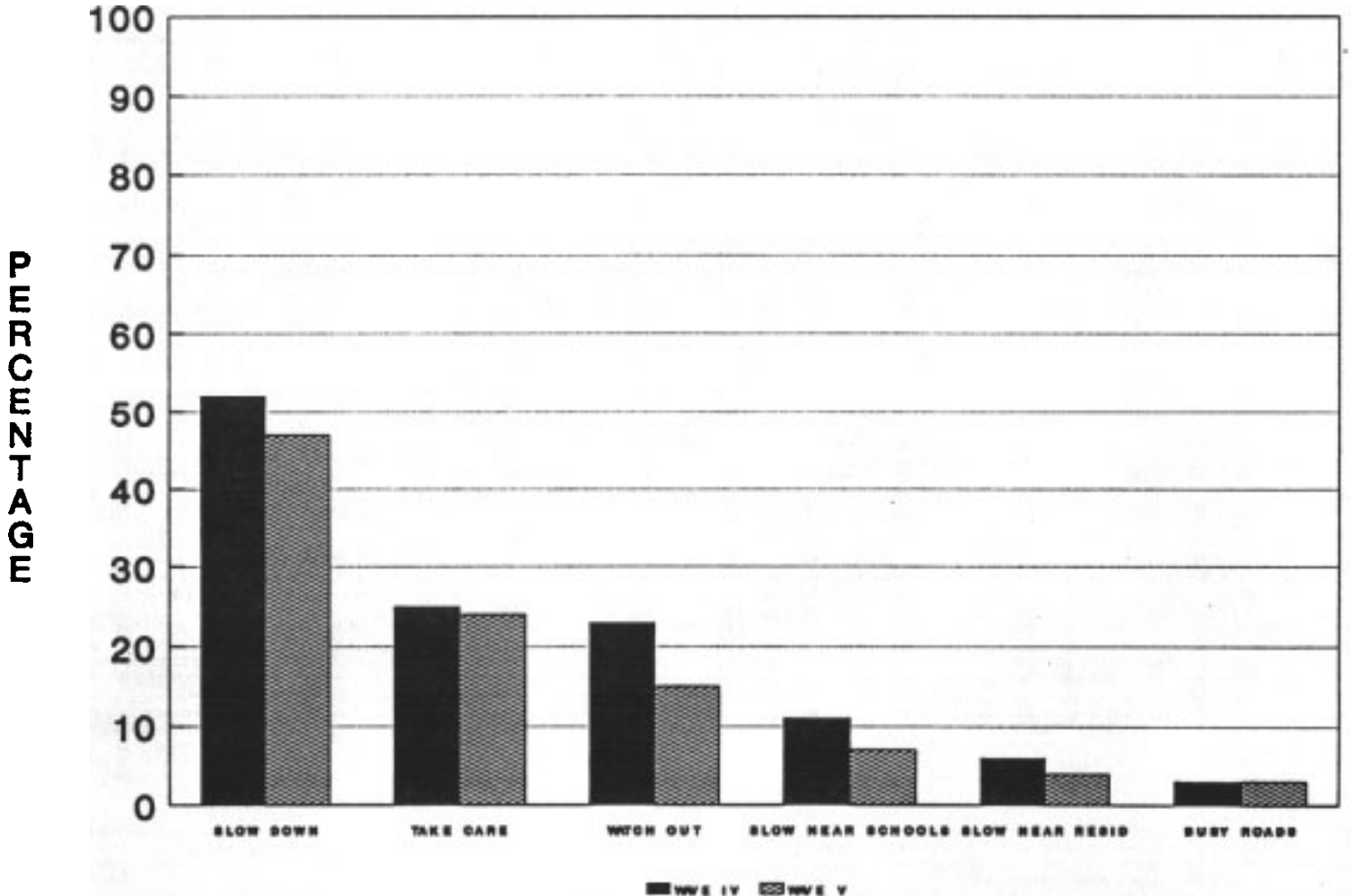
* Females were significantly more likely to mention "slow down" than males (67% vs 54%)

* Regarding mentions of "take extra care" respondents from the Northern Territory were significantly more likely to mention this than all other respondents (56% vs an average of 37%). Males were significantly more likely to mention "take extra care" than females (39% vs 28%).

In the fourth and fifth Waves, respondents were also asked what action they take as drivers when there are young children about (Q.11d). Results are presented in Figure 17.

Responses were similar to those mentioned regarding elderly pedestrians, with "slow down" (47%) being the most frequently mentioned. "Take extra care" (23%) and "watch out" (15%) were the next most frequently mentioned. "Watch out" was mentioned significantly less in the fifth Wave when compared with the fourth Wave (15% vs 24%).

FIGURE 17: ACTION TAKEN IF YOUNG CHILDREN ABOUT



* Respondents aged 25-29 years were significantly more likely to mention "slow down" than those aged 50 years and above (69% vs <49%). Respondents in Victoria (64%) were also more likely to mention "slow down" compared to those in New South Wales (52%) or South Australia (52%)

* Respondents with tertiary qualifications were also significantly more likely to mention "slow down" than those with primary education (62% vs 51%)

* Females were more likely to mention "slow down" than males and respondents in Queensland were significantly more likely to mention this than all other respondents.

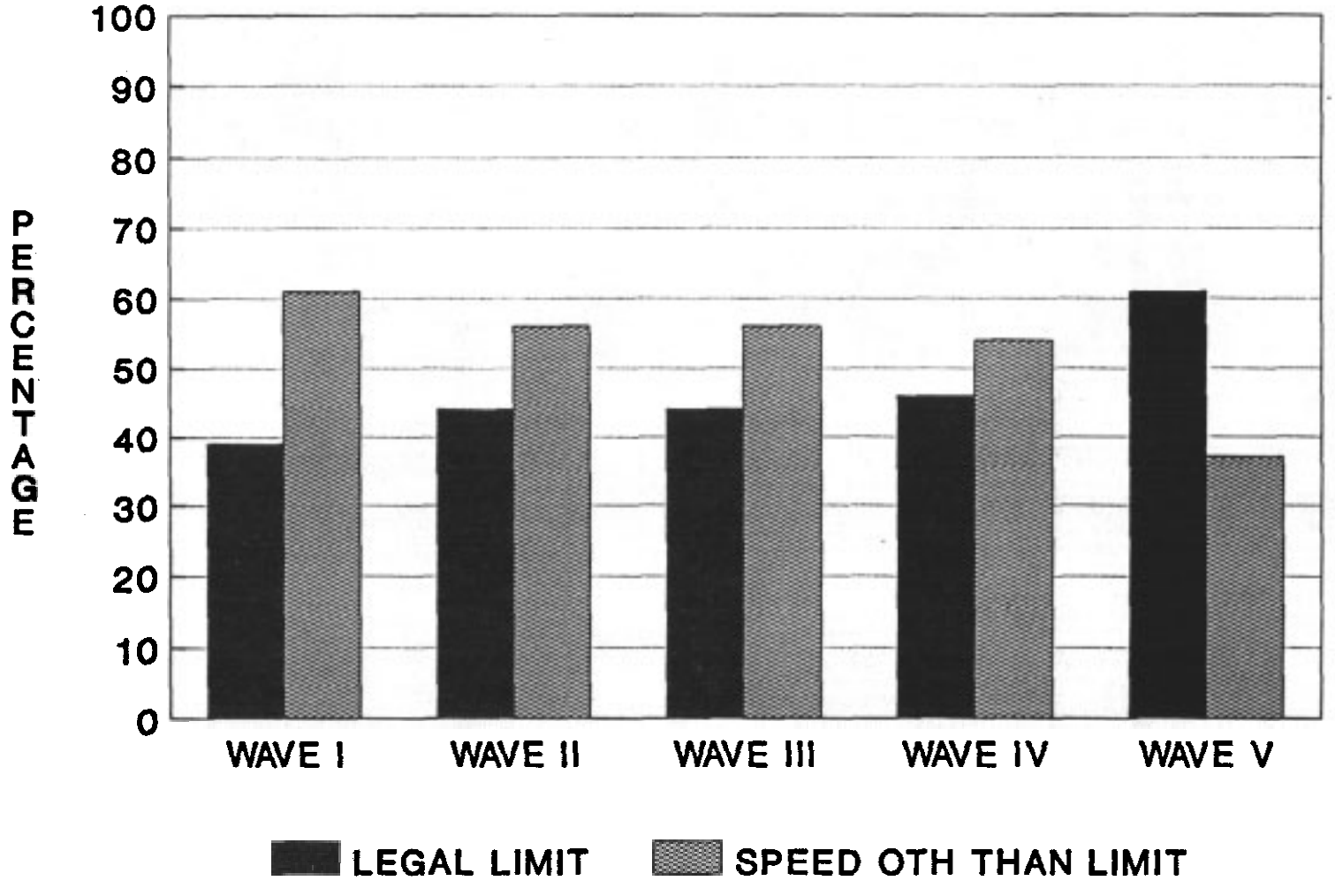
5.15 Behaviour with regard to speed limits

In the fifth Wave, respondents with or who had held a licence or permit were asked:

> "When you *choose* a speed at which to drive, if there is no other traffic around, do you generally drive at the legal speed limit or at a speed other than the speed limit?" (Q.12)

This varied from the previous Waves when respondents were asked "...or a speed which you consider safe"

FIGURE 18: SELECTION OF DRIVING SPEED



Those claiming to drive at a speed other than the limit were then asked if that would be faster or slower than the legal limit.

Results of the fifth Wave will be compared to previous Waves but conclusions drawn about changes in overall attitudes cannot be made accurately. **Responses are shown in Figure 18.**

A large variation in responses to this question were shown in the fifth Wave. It is difficult to assess whether these changes represent true attitude change or are a result of the change in the way the question was worded. Future Waves should determine this.

Variations among demographic sub-groups are as follows:

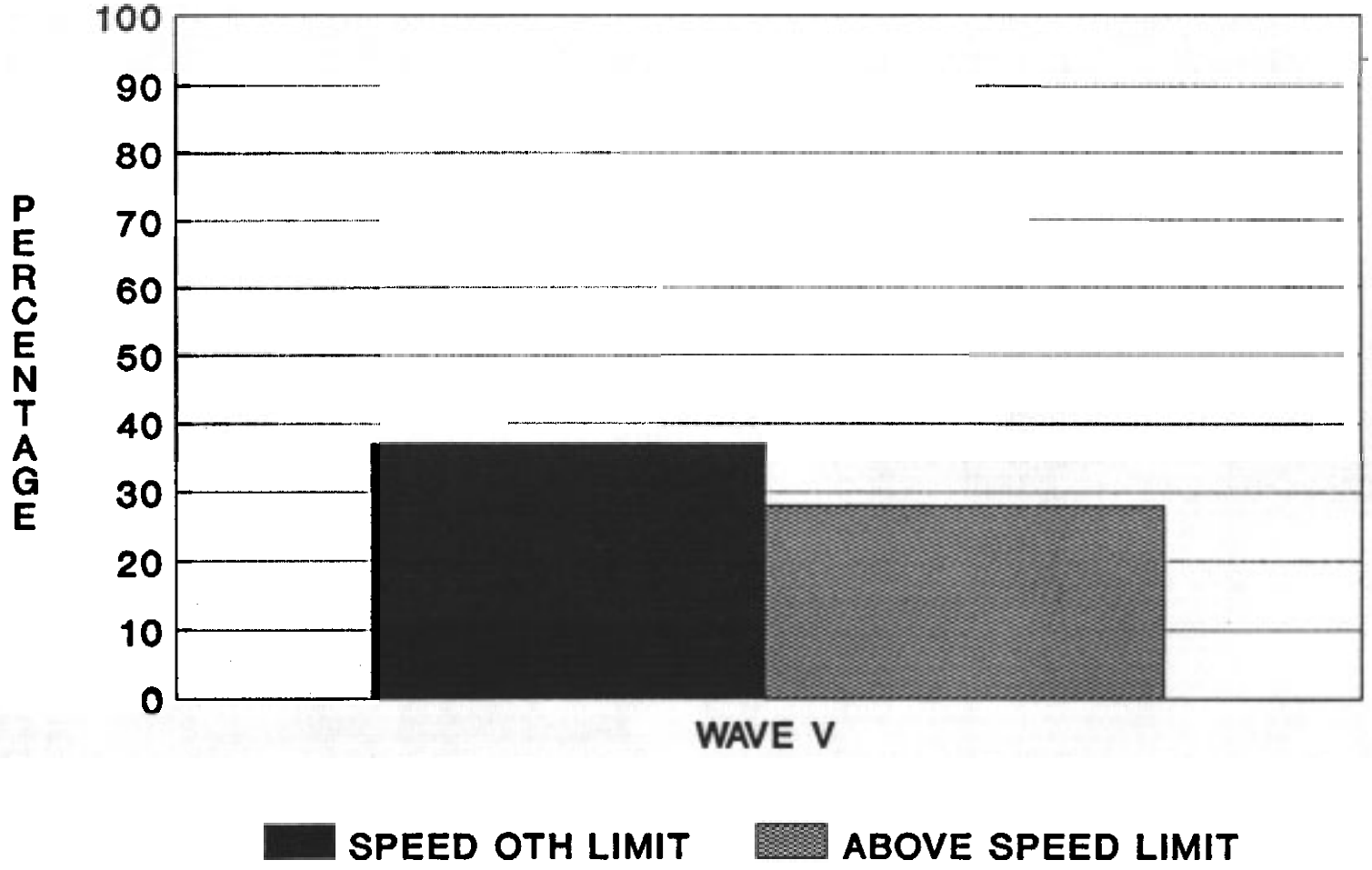
* Respondents aged 20-29 years were significantly less likely to report travelling at the legal speed limit

* Respondents from Tasmania and South Australia were significantly more likely to report travelling at the legal speed limit (70% vs an average of 60%)

* Females were significantly more likely to report travelling at the legal speed limit than males (70% vs 53%).

As in previous Waves, many of those respondents who indicated that they drive at a speed other than the speed limit, drive above the legal limit (see Figure 19).

FIGURE 19: PROPORTION WHICH DRIVE ABOVE LEGAL LIMIT



77% of respondents who said that they travelled at a speed other than the legal limit also said that that speed was faster than the speed limit. That is, a total of 28% of all respondents reported driving at a speed faster than the legal limit (see Figure 19).

The following variations between demographic subgroups were found:

* Age was negatively correlated with reports of travelling faster than the legal speed limit. All respondents aged 15-19 years who reported travelling at a speed other than the limit, also reported travelling faster than the legal limit compared to <80% for all other respondents

* There was some variability between states, with respondents from Tasmania being significantly less likely to report that they travel above the speed limit than respondents from the ACT (63% vs 96%)

* Respondents with primary education were significantly less likely to report travelling faster than the speed limit than all other respondents (37% vs 79%).

No other variations among demographic subgroups were significant.

5.16 Usage of seat belts - front and back seats

In the fourth and fifth Waves only, all respondents were asked how often they wear a seat belt, as a driver or passenger in both the front and back seat.

A significant difference was found between reported usage of seat belts in the front and back seats. This is consistent with results found in Wave IV (see Figure 20).

A total of 92% of respondents reported that they always wear a seat belt in the front seat compared to 76% in the rear seat.

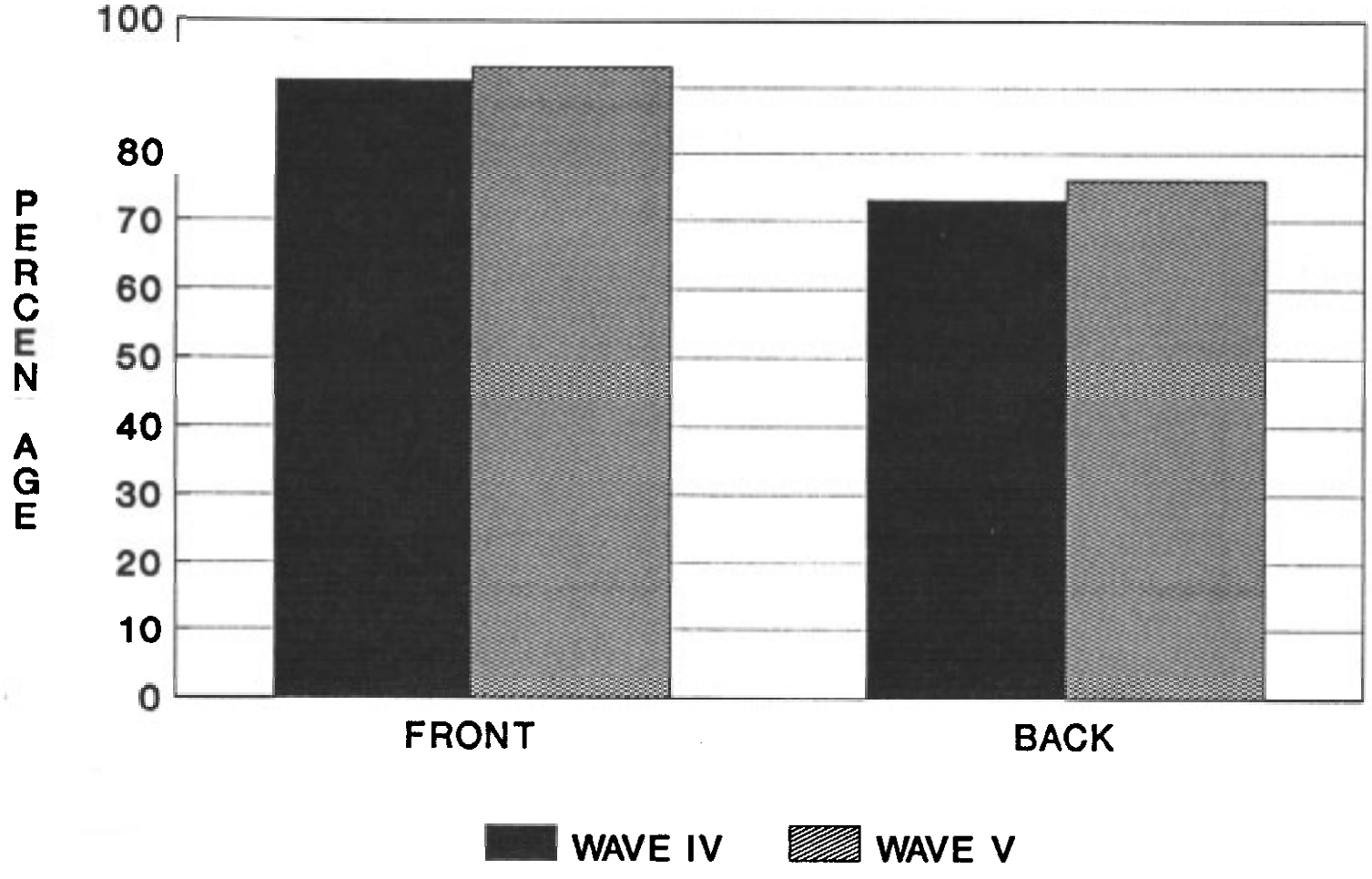
The following variations in front seat belt wearing rates were found:

* Respondents aged 15-16 years indicated a compliance rate that was significantly lower than all other groups (64% vs 92%)

* Respondents with primary education reported wearing a seat belt "always" while in the front seat significantly less than all other respondents (82% vs 92%)

* Respondents who indicated that they were opposed to random breath testing (in question 7) were also significantly less likely to report wearing a seat belt "always" in the front seat than respondents who supported random breath testing (93% vs 79%).

FIGURE 20: USAGE OF SEAT BELTS - FRONT AND BACK SEATS



The following variations in rear seat belt wearing rates were found:

* Respondents aged 15-29 years were significantly less likely to report wearing a seat belt "always" while in the rear seat than those aged 30 years and over (65% vs 82%)

* Respondents in the ACT were significantly more likely to report wearing a rear seat belt "always" than those from Tasmania, Queensland, or the Northern Territory (85% vs <70%)

* Respondents with tafe or trade qualifications were significantly less likely than tertiary qualified persons (69% vs 80%) to indicate that they wear a seat belt "always" while in the rear seat of a car

* Females were significantly more likely to indicate that they "always" wear a seat belt while in the rear seat than males (82% vs 71%).

In summary, front seat wearing rates have remained significantly higher than rear seat wearing rates. Older drivers and females are also more likely to report higher wearing rates for both the front and back seats.

6. Recommendations for future surveys

To address current road safety interests the following changes to the questionnaire are suggested:

Q.9
The use of the word "accidents" in question 9 should be changed to "crashes".

Two new questions could be included asking respondents:

1. "Would you support the introduction of compulsory bicycle helmet wearing for cyclists of all ages?"

and

2a. "When driving in the car with young children, seven years and under, in the front seat do you place them in child restraints:

a) always
b) almost always
c) sometimes
d) never"

If respondents respond d) they will be asked to explain why not.

If respondents respond a), b), or c) they will they be asked:

"Would this restraint be:

a) an inertia reel
b) a static belt
c) special child restraint
d) other"

If respondents reply c) or d) they will be asked "which type of restraint do you use?"

2b. "When driving in the car with young children, seven years or under, in the back seat do you place them in child restraints:

a) always
b) almost always
c) sometimes
d) never"

If respondents respond d) they will be asked to explain why not.

If respondents respond a), b), or c) they will they be asked:

"Would this restraint be:

a) an inertia reel
b) a static belt
c) special child restraint
d) other"

If respondents reply c) or d) they will be asked

"which type of restraint do you use?"

APPENDIX 1: THE QUESTIONNAIRE

COMMUNITY ATTITUDES TO ROAD SAFETY

CS-2745-MD

Introduction
Good (...) My name is (...) from REARK RESEARCH and at the moment we are talking to people throughout Australia about ISSUES OF PUBLIC CONCERN. May I speak with male/female aged 15 years or over, whose birthday is closest to today's date and who is home now.

IF LOOKING FOR QUOTA ASK:
May I speak with a male/female who is home now. Re-introduce if necessary.

Q1a
What issue facing the Australian community today is of most importance to you? (READ OUT)

INTERVIEWER NOTE: RECORD FIRST MENTION ONLY

Politics
The environment
Road crashes
War and Terrorism
Unemployment
The economy
Crime and violence
Other (Specify)

Q1b
What is the next most important issue of concern to you? (READ OUT)

INTERVIEWER NOTE: RECORD SECOND MENTION ONLY

Politics
The environment
Road crashes
War and terrorism
Unemployment
The economy
Crime and violence
Other (Specify)

Q2a
Are you aware that the HIGHWAYS WHICH LINK OUR CAPITAL CITIES are currently being upgraded?

Yes
No
(Don't know)

Q2b

PHRASE APPROPRIATELY

(Assuming that there is a project of this nature) Do you think it is (would be) funded by the State or by the Federal government?

State
Federal
Both/equal
(Don't know)

Q4a
This survey is being conducted on behalf of the Federal Office of Road Safety.

What factor do you think most often leads to road crashes?

INTERVIEWER NOTE: RECORD FIRST MENTION ONLY

Speed/excessive speed/inappropriate speed
Drink driving
Drugs (other than alcohol)
Driver attitudes/behaviour/impatience
Driver inexperience/young drivers
Older drivers
Inattention/lack of concentration
Carelessness/negligent driving
Driver training/insufficient training
Driver fatigue
Disregard of road rules
Ignorance of road rules
Road design/poor road signs
Road conditions/traffic congestion
Weather conditions
Vehicle design
Vehicle maintenance/lack of maintenance
Level/lack of police enforcement
Other road users
Other (Specify)
(Don't know)

Q4b
What other factors are there?

INTERVIEWER NOTE: RECORD UP TO TWO MENTIONS

Speed/excessive speed/inappropriate speed
Drink driving
Drugs (other than alcohol)
Driver attitudes/behaviour/impatience
Driver inexperience/young drivers
Older drivers
Inattention/lack of concentration
Carelessness/negligent driving
Driver training/insufficient training
Driver fatigue
Disregard of road rules
Ignorance of road rules
Road design/poor road signs
Road conditions/traffic congestion
Weather conditions
Vehicle design
Vehicle maintenance/lack of maintenance
Level/lack of police enforcement
Other road users
Other (Specify)
(Don't know)

Q5
What is the most important skill or ability required of a driver to drive safely?

DO NOT AID - RECORD ONE MENTION ONLY

Vehicle handling/knowledge of vehicle
Judgement of speed
Judgement of distance
Alertness/awareness/reaction time
Concentration
Experience
Care/consideration of other road users/patience
Adherence to road rules
Ability to predict/forecast traffic movement/defensive driving
Commensense
(Don't know/can't say)
Other (Specify)

Q6
For what reason do you think motorists are most often stopped by the police?

DO NOT AID - RECORD ONE MENTION ONLY

Random breath testing
Drink driving
Driving erratically/carelessly/dangerously
Speeding/excessive speed
Breaking road rules
Vehicle defect spot check
Unroadworthy vehicle
Driving on P-plates
Driving flashy/unusual car
(Don't know/can't say)
Other (Specify)

Q6a
50% of fatal road crashes occur in rural areas. Why do you think this is so?

Speed too fast for conditions
Different conditions in country/rural areas (ASK Q6b)
Unfamiliarity with country/rural roads
Incorrect use of overtaking procedures
Poor lighting
Long stretches of road
Not wearing seat belts
Drink driving
Poor roads
Tiredness/fatigue
Other (Specify)
(Don't know)

Q6b
And what conditions would that be?

Poor lighting
Long stretches of road
Poor roads
Other (Specify)
(Don't know)

Q7a
Do you agree with the random breath testing of drivers? IF NECESSARY: Breath testing for alcohol?

Yes
No
Don't know what breath testing is
(Don't know/can't say)

Q7b

Have YOU been random breath tested in the last six months?

Yes
No
(Don't know)

Q7c

A speed limiter is a device which restricts the speed of a vehicle. Heavy vehicles are now required by law to have speed limiting devices fitted. Would you support or oppose the fitting of speed limiting devices to all motor vehicles (including cars)?

Support
Oppose
(Don't know)

Q8a

Do you personally have a current driver or motorcycle licence or permit?

Yes (GO TO Q8c)
No (CONTINUE)

Q8b

Have you ever had a driver or motor cycle licence?

Yes (CONTINUE)
No (GO TO Q16a)

Q8c

PHRASE APPROPRIATELY:

What licence or licences do you hold/have you held?
Car - learners permit
- provisional licence P/Plate
- drivers licence
Heavy vehicle licence
Bus licence
Motorcycle - learners permit
- provisional licence
- motorcycle licence
Taxi or hire car licence

Q9
Young drivers (17 to 25 years old) are twice as likely to be killed in road crashes occurring late at night with a number of passengers, than are older drivers. These accidents often involve alcohol. Given this, which of the following restrictions do you think would reduce deaths amongst young drivers?

a)
Not allowing any drinking of alcohol before driving or in other words, zero blood alcohol content when on the road?

Yes
No

b)
Restricting them from driving late at night i.e. after 11pm

Yes
No

c)
Restricting them from carrying their friends as passengers?

Yes
No

Q10
Which of the following statements best describes your attitudes to drinking and driving? **(READ OUT)**

I don't drink at any time
If I am driving, I don't drink
If I am driving, I restrict what I drink
If I am driving, I don't restrict what I drink
(Don't know/can't say)

Q11
When you are driving, which kind of road user other than children are you most cautious about? (READ OUT) (ROTATE)

Adult pedestrians
Adult cyclists
Motor cyclists
Taxis
Car drivers
Trucks and buses
(Don't know/can't say)

Q11a
Overall, do you think that motorcyclists are difficult to see in the daytime?

Yes
No
(Don't know)

Q11b
Which group of PEDESTRIANS do you think are most "at risk"?
(READ OUT - ONE RESPONSE ONLY)

Children
Teenagers
Adults (up to 60 years)
Elderly (60 plus years)
Other
(Don't know)

Q11c
Elderly people (aged 60 plus) are particularly at risk as pedestrians. As a DRIVER, what action do you take if there are older pedestrians about?
(DO NOT READ OUT)

Slow down near clubs, shops, bus stops
Slow down (Unspecified)
Take extra care on wet nights, at dusk
Take extra care on wide, busy streets/major roads
Take extra care (Unspecified)
Other (Specify)
(Don't know)

Q11d
And as a DRIVER what action do you take if there are young children about?
(DO NOT READ OUT)

Slow down near schools, school crossings, parks, shops, play/sports grounds
Slow down in residential/built up areas
Slow down (Unspecified)
Take extra care/caution on busy roads/major roads/intersections
Take extra care/caution (Unspecified)
Watch out for them/keep a close eye on them
Other (Specify)
(Don't know)

Q12
When you choose a speed at which to drive, if there is no other traffic around, do you generally drive at ... (READ OUT)

The legal speed limit? (GO TO Q16)
A speed other than the speed limit (CONTINUE)
(Don't know/can't say) (GO TO Q16)

Q13
Would that be faster or slower than the legal speed limit?

Faster
Slower
(Depends on conditions)
(Don't know/can't say)

Q16a
When travelling in a car how often do you wear a seat belt in the front seat either as a driver or passenger?
Would that be... (READ OUT)

Always
Nearly always (i.e. 90% if the time)
Most occasions
Sometimes
Not very often
Never
(Don't know)

Q16b
And in the rear seat would you wear a seat belt? (READ OUT)

Always
Nearly always (i.e. 90% if the time)
Most occasions
Sometimes
Not very often
Never
(Don't know)

DEMOGRAPHICS:

A
PHRASE APPROPRIATELY, IF MORE THAN ONE LICENCE OR PERMIT, ACCEPT THE LONGEST

How long have you had/did you hold your drivers licence or permit?
Would it be...(READ OUT)

Up to three years
More than three years

B
How often would you drive your car?

At least once a week
2-3 days a week
4-6 days a week
Every day
(Never)

C
Into which of the following age groups do you fall?

15 - 16 years
17 - 19 years
20 - 24 years
25 - 29 years
30 - 39 years
40 - 49 years
50 - 59 years
60 years and over

D
Sex: (RECORD AUTOMATICALLY)

Male
Female

E
And what is your usual occupation?

Still at school
Tertiary or other student
Full time home duties
Retired/pensioner
Unemployed
Working

ASK F1 AND F IF WORKING IN E OTHERWISE GO TO G

F1
Would that be...? (READ OUT)

Full time
Part time

F
What is your position

G
And what is the highest level of education you have reached?
(READ OUT)

Primary school only
Secondary school
Trade Qualifications/TAFE course
Tertiary qualification
Other (Specify)

H
And the post code where you live?
RECORD FOUR DIGIT NUMBER

I
Have you been involved in a road crash as a driver, passenger or road user in past three years?

Yes
No
(Don't know)

RECORD RESPONDENT NAME

RECORD TELEPHONE NUMBER

RECORD INTERVIEWER NAME

RECORD LOCATION

RECORD DATE

APPENDIX 2: TABLE OF STANDARD ERRORS

STANDARD ERROR OF A PROPORTION

95% Sampling Tolerance

Assumes Sampling Plan 80% as Efficient as a Single Random Sample

Sample Proportion	Sample Size 1000 ±%	500 ±%	400 ±%	300 ±%	200 ±%	150 ±%	100 ±%
5/95%	1.5	2.2	2.4	2.8	3.5	4.0	4.8
10/90%	2.1	3.0	3.4	3.9	4.8	5.4	6.6
15/85%	2.5	3.5	4.0	4.5	5.7	6.4	7.8
20/80%	2.8	4.0	4.5	5.1	6.3	7.2	8.8
25/75%	3.0	4.3	4.8	5.5	6.8	7.7	9.5
30/70%	3.2	4.5	5.1	5.8	7.3	8.2	10.0
35/65%	3.3	4.7	5.3	6.1	7.5	8.6	10.5
40/60%	3.4	4.9	5.4	6.3	7.7	8.8	10.7
50/50%	3.5	5.0	5.5	6.4	7.8	9.0	11.0

Confidence Interval is ± the given sample proportion. The above table is provided as a guide to maximum expected error variances for probability samples employed with reasonable cluster sizes. Experience suggests that actual error variances are smaller than the above theoretical values.