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COMMUNITY ATTITUDES TO ROAD SAFETY: COMMUNITY ATTITUDES SURVEY WAVE II

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Abstract

Reark Research was commissioned by FORS to conduct a survey of community attitudes towards road safety. The survey followed a methodology developed in October 1986. This survey replicates core questions, as asked in the first survey. Objectives of the survey were to monitor key community attitudes to various road safety issues and to determine the extent of awareness of the Federal Government programme to upgrade highway links between capital cities.

Keywords

NOTES:

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(3) The Federal Office of Road Safety publishes two series of research report
    (a) reports generated as a result of research done within the FORS are published in the OR series;
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COMMUNITY ATTITUDES TO ROAD SAFETY

Community Attitudes Survey

Wave II

prepared by

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for

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INTRODUCTION

Reark Research was commissioned by the Federal Office of Road Safety (FORS) in April 1987, to conduct a survey of community attitudes toward road safety. The survey followed a methodology developed by FORS in October 1986.

This survey replicates core questions, as asked in October 1986, together with an additional question relating to the upgrading of major highways.

Objectives of the survey were to:

* monitor key community attitudes to assess the importance of road safety to the community, including the relative importance of road safety to other issues of community importance

* determine the extent of awareness of the Federal Government programme to upgrade highway links between capital cities.

This report includes comparative data collected for FORS during October 1986, expressed as Wave I in tabular form.

EXECUTIVE SUMMARY

This report summarises findings from a telephone survey of 1,046 respondents conducted in May 1987, in regard to attitudes to road safety. This survey was similar to that undertaken for FORS during October 1986 (Wave I). This report discusses findings from both surveys, together with questions that were included in Wave II only.

Major findings of this survey were as follows:

* Economic problems and unemployment remained as the issues facing the Australian community of most importance to respondents. Road safety, including drink driving, was considered to be the most important or second most important issue by only a small percentage of respondents.

* The majority of respondents (70%) were aware of upgrading of highway links between capital cities, although there was a good deal of confusion as to which level of Government funds such road programmes.

* Respondents perceived that the major causes of road crashes, in both waves, were drink driving and speed.

  The order of these two factors was, however, different between States and Territories. Respondents in the Northern Territory and Western Australia were most likely to mention drink driving, whilst respondents in New South Wales and Tasmania were most likely to mention speed.

The number of respondents mentioning drink driving as the factor most often leading to road crashes significantly decreased between the two waves, from 34% to 26%.

* The skills and abilities considered most important for safe driving were, in both waves, alertness/reaction time, concentration, and care/patience.

* Speeding was cited by respondents in both waves as the most frequent reason, by far, for motorists being stopped by police. 55% mentioned speeding in Wave II and 57% in Wave I. Other reasons mentioned were random breath testing, dangerous driving, drink driving, and breaking road rules. In both waves, respondents in Tasmania were significantly less likely to mention speeding, yet more likely to mention random breath testing.

* Both waves found widespread support for random breath testing. Agreement was 94% in Wave II and 88% in Wave I. Variations between States and Territories were not significant in Wave II.

* In both waves, all but a handful of respondents indicated that they personally restrict or stop alcohol consumption completely if driving.

One change was apparent between the two waves; the proportion of respondents indicating that they do not drink when driving increased, from 29% to 36%, with a concomitant decrease in those restricting drinking when driving occurred.

Males and those aged 25-39 years' were more likely to say they restrict rather than stop drinking when driving.

* Drivers were most cautious of adult cyclists, heavy vehicles, motorcyclists, car drivers and adult pedestrians. However, the order of these road user categories changed between the two waves. Mentions of other car drivers significantly decreased, from 24% to 15%.

* The majority of drivers drive at a speed which they consider to be safe, irrespective of the legal speed limit. 56% gave that response in Wave II, and 61% in Wave I.

  Of the 510 respondents indicating that they regulate their own speed, half stated that they drive at a speed faster than the legal limit. A further 31% vary speed depending on conditions.

  Males and younger respondents were by far the most likely to drive faster than the legal limit, suggesting the need for targeting media campaigns toward this group.

* 17% of all respondents had been involved in a road crash, as a driver, passenger or other road user, in the past three years. State/Territory variations were not significant.

  Again, crashes were most prevalent amongst males and younger respondents, further manifesting the need for targeting of this sub-group.

THE QUESTIONNAIRE

The questionnaire used for this survey, enclosed as Appendix V, is based on that developed by FORS in October 1986 (Wave I survey). Modifications were made in line with recommendations from Wave I, together with additional questions relating to new issues of importance to FORS.

The final questionnaire for the study included the following new questions:

1. Major Highway Upgrading

Two new questions were included to determine the level of awareness of improvements to capital city highway links:

Q.2a) "Are you aware that the highways which link our capital cities are currently being upgraded?"

Q.2b) Those giving a "yes" response to Q.2a), above, were then asked: "Do you think it (the highway programme) would be funded by the State or by the Federal Government?"

2. Selected Driving Speed

The initial wave asked respondents in Q.13:

> "When you choose a speed at which to drive, if there is no other traffic around, do you generally drive at ... the existing speed limit? or a speed which you consider safe?"

This question was amended to read the legal rather than existing speed limit, and for those stating that they drive at a speed they consider safe, an additional question was asked, viz:

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

3. Restrictions on Newly Licensed Drivers

A question was included in this survey which attempted to assess the level of support for proposed restrictions on newly licensed drivers.

Difficulties with appropriate wording and placement of the question that later became apparent have resulted in excluding it from the current report. The question will be addressed and analysed in the Wave III survey.

4. Road Crashes

Demographic question A was amended to read:

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

Further questioning, in regard to injuries and the number of crashes that each respondent was involved in, were deleted.

5. Frequency of Driving

Demographic question B was amended to read:

> "How often would you use your car?"

- at least one day a week
- 2-3 days a week
- 4-6 days a week
- every day.

6. Deletions

Due to changes in the requirements for this survey, in comparison to Wave I, the following questions were deleted:

(Original) Q.5

"On a journey involving driving in the built up areas of cities and open country roads, where do you think a driver would be at most risk of having a crash?"

(Original) Q.8

"Do you think breath tests for blood alcohol should be taken only for drivers who seem drunk or do you favour breath tests at random among all drivers?"

(Original) Q.11a/b)

"If random breath testing was introduced, would you change your drinking and driving behaviour from that which you have just (before) told me?"

"Is what you have just told me (before) about your drinking and driving behaviour the same as what you would have said before random breath testing was introduced?"

(Original) Dem. 1

"During the past three years have you been in a road crash in which someone was injured?"

SURVEY METHODOLOGY AND TIMING

1. Sample Development

The study involved surveying 1,046 respondents aged 15 years and over by telephone.

The survey was conducted in all States and Territories of Australia, replicating the sample distribution used in Wave I. Minor technical adjustment to that sample distribution was made by reference to estimates of population from the Australian Bureau of Statistics (1981 Census of Population and Housing).

The sample frame for this study was the 1986 White Pages telephone directory.

2. Conduct of the Survey

Reark Research conducted the survey using a Computer Assisted Telephone Interviewing System (CATI), whereby data is automatically entered into a VDU by interviewers. This system includes a telephone number management system, which allows for automatic re-dial of telephone numbers not contacted.

Interviews were conducted from the five mainland capital cities. All interviewers were under the direct control of field supervisors, and the work of each interviewer was subject to a 10% audit to guarantee authenticity.

Fieldwork was conducted between 8 May and 22 May 1987. A summary of driver profiles is included as Appendix I, with a summary of call results being included as Appendix II.

3. Data Processing

Free-response questions were coded after completion of interviewing.

Data was processed in Melbourne by Reark's subsidiary, Computab, using Quantum Software and Convergent Technologies "Mighty Frame" computers. Detailed tabular results were prepared, segmenting data based on the demographic profile of drivers.

Detailed tabulations are contained in a separate document.

DETAILED FINDINGS

Tabular findings are presented for this study, with findings from Wave I also being included for core questions. For comparative purposes, discussion is primarily based on weighted data from Waves I and II.

Data for both waves was weighted for age, sex and location. Tables contained in this report include weighted data from Waves I and II for Australia. Unweighted data is included for each State/Territory and Australia, from Wave II only.

Note that the results are subject to standard error, based on sample size, for both waves. A table of standard error margins is included as Appendix IV, based on an 80% efficient sample.

1. Issues of Importance

All respondents were initially asked which issues facing the Australian community were of most importance to them. Subsequently, they were asked to nominate the issue which is the next most important. Tables 1 and 2 indicate the most important and second most important issues to respondents, with Table 3 adding these two tables together.

The two most important concerns were, in both waves, the economy/economic problems, and unemployment/youth problems. In both waves, first-mentions of both issues were stable at around 20%.

Notable changes between the first and second waves were as follows:

* a decrease in the number of first-mentions of inflation/cost of living, from 13% to 6%

* a decrease in first-mentions of war/nuclear war, from 6% to 2%.

TABLE 1 - COMMUNITY ISSUE OF MOST IMPORTANCE

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

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Economy/economic problems	20	20	17	20	25	21	8	13	14	10	23
Unemployment/youth unemployment	19	20	24	15	25	21	32	31	29	12	12
Inflation/cost of living/taxes	13	6	6	9	5	4	5	7	9	8	6
Drug taking/ trafficking/alcohol abuse	8	7	8	6	8	6	8	7	11	16	4
War/nuclear war/ atomic weapons	6	2	3	3	2	2	5	2	5	4	4
Political parties/ politics	5	7	6	7	7	8	5	6	6	2	4
Road toll/road safety	1	1	1	1	1	1	3	2	1	-	-
Drink driving	1	*	1	-	-	1	1	3	1	-	1
Youth affairs	2	4	3	4	6	1	2	1	4	2	4
Crime/organised crime	2	1	2	-	1	1	3	2	1	6	1
Violence/personal safety	1	1	1	1	2	-	1	-	1	2	-
Sexual attacks	-	1	*	1	1	-	-	1	-	-	-
Union/power strikes	1	2	1	2	1	1	-	1	-	-	1
Pollution/ environment	1	2	1	1	2	1	1	1	2	2	-
Overseas political problems	1	1	2	2	-	1	1	1	1	6	5
Terrorism	-	1	1	-	1	-	-	2	1	-	1
Deteriorating morals	1	2	1	1	3	3	-	1	1	-	1
AIDS	-	1	1	1	1	1	3	2	1	-	-
Family	-	*	1	-	-	1	1	3	1	-	1
Education	-	2	1	1	2	1	1	1	2	2	-
Social Security/ welfare/poverty	-	2	3	3	2	2	5	2	5	4	4
Other	12	1	2	2	-	1	1	1	1	6	5
Don't know/can't say	6	22	23	28	10	29	27	19	14	30	33
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

* less than 1%

TABLE 2 - COMMUNITY ISSUE OF SECOND IMPORTANCE

Q.1b) "What is the next most important issue of concern to you?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Economy/economic problems	12	9	11	6	12	10	11	12	12	10	13
Unemployment/youth unemployment	12	11	11	9	15	9	8	13	15	10	7
Inflation/cost of living/taxes	7	9	7	9	13	7	5	4	7	2	4
Drug taking/ trafficking/alcohol abuse	9	8	9	5	11	1	18	11	9	2	4
War/nuclear war/ atomic weapons	4	6	5	6	5	3	3	8	4	10	6
Political parties/ politics	5	8	6	7	9	9	5	4	2	6	7
Road toll/road safety	2	3	3	3	2	2	3	3	4	4	2
Drink driving	1	1	1	2	1	1	2	1	-	-	1
Youth affairs	2	3	3	3	5	4	2	3	3	2	1
Crime/organised crime	1	2	2	1	2	1	5	4	2	2	1
Violence/personal safety	2	2	1	2	1	-	4	2	-	2	-
Sexual attacks	1	1	1	1	1	-	1	-	1	2	1
Union power/strikes	2	1	1	1	1	-	1	2	2	2	1
Pollution/environment	2	1	2	1	-	3	1	1	4	2	1
Overseas political problems	1	2	2	1	3	3	1	1	2	10	3
Terrorism	1	*	*	-	-	1	-	-	1	-	1
Deteriorating morals	1	3	2	4	1	3	1	-	4	2	2
AIDS	-	-	-	-	-	-	-	-	-	-	-
Family	-	-	-	-	-	-	-	-	-	-	-
Education	-	-	-	-	-	-	-	-	-	-	-
Social Security/ welfare/poverty	-	-	-	-	-		-	-	-	-	-
Other	15	18	20	21	5	30	24	22	11	26	25
Don't know/can't say	19	13	12	17	13	14	5	8	15	6	20
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

* less than 1%

TABLE 3 - ALL ISSUES OF COMMUNITY IMPORTANCE

Q.1a) "What issue facing Australia today is of most importance to you?"

Q.1b) "What is the next most important issue of concern to you?"

	TOTAL (Weighted)	TOTAL (Weighted)	TOTAL (Unweighted)								
	WAVE I	WAVE II	AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Economy/economic problems	32	29	31	26	37	31	19	25	26	20	36
Unemployment/youth unemployment	31	31	35	24	40	30	40	44	44	22	19
Inflation/cost of living/taxes	20	15	13	18	18	11	10	11	16	10	10
Drug taking/ trafficking/alcohol abuse	17	15	17	11	19	7	26	18	20	18	8
War/nuclear war/ atomic weapons	10	8	8	9	7	5	8	10	9	14	10
Political parties/ politics	10	15	12	14	16	17	10	10	8	8	11
Road toll/road safety	3	4	4	4	3	3	6	5	5	4	2
Drink driving	2	1	2	2	1	2	3	2	-	-	1
Youth affairs	4	7	6	7	11	5	3	4	7	5	5
Crime/organised crime	3	3	4	1	4	6	8	7	3	5	2
Violence/personal safety	2	3	2	3	3	-	5	2	2	3	-
Sexual attacks	1	1	2	2	1	-	2	-	1	2	1
Union power/strikes	3	3	2	3	2	-	3	2	2	2	2
Pollution/environment	3	3	3	2	2	4	2	2	6	4	1
Overseas political problems	2	3	4	3	3	4	2	2	3	16	8
Terrorism	2	1	1	-	1	1	2	1	1	-	2
Deteriorating morals	3	5	3	5	4	6	1	1	5	2	2
AIDS	-	1	1	1	1	1	3	2	1	-	-
Family	-	-	1	-	-	1	1	3	1	-	1
Education	-	2	1	1	2	1	1	1	2	2	-
Social Security/ welfare/poverty	-	2	3	3	2	2	5	2	5	4	4
Other	25	30	22	23	5	31	25	23	12	32	30
Don't know/can't say	19	35	35	43	23	33	24	22	29	38	53
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

Variations between the two waves for other issues were minor, and explicable in terms of random error, considering both initial mentions and total mentions.

As in the first wave, road safety/road toll and drink driving were not frequently mentioned as being of major importance to the community, in relation to other issues. First-mentions of each were 1% or less.

Variations across the States/Territories were substantial in a number of cases, yet most of the variation can be explained by random error. However, consistent with Wave I, South Australian respondents were less concerned with economic problems; Tasmanian respondents were particularly concerned with unemployment/youth problems, as were Western Australian and South Australian respondents in the second wave only. Queensland respondents were less concerned with driving and alcohol abuse in both waves.

In summary, few changes were noted between the two waves; perceptions of issues important to the community remained stable.

2. Community Awareness of Highway Upgrading

After being asked to say which community issues they saw as being most important to them, all respondents were asked whether they were aware that major highways linking capital cities were currently being upgraded.

Table 4 indicates that 70% of all respondents were aware of this upgrading. However, awareness varied considerably between States and Territories, from 92% in the ACT to 52% in Western Australia. Awareness was relatively high in the two most populated States, New South Wales (80%), and Victoria (74%).

TABLE 4 - AWARENESS OF HIGHWAY UPGRADING

Q.2a) "Are you aware that the highways which link our capital cities are currently being upgraded?"

	TOTAL (Weighted)	TOTAL (Unweighted)							
	WAVE II	AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%
Yes	70	69	80	74	66	65	52	72	92	62
No	27	29	17	23	28	31	48	28	6	36
Dont't know/can't say	3	3	3	3	5	4	-	1	2	2
Total	100	100	100	100	100	100	100	100	100	100
(Base)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

TABLE 5 - FUNDED BY FEDERAL OR STATE GOVERNMENTS

Q.2b) "Do you think the (highway programme) would be funded by the State or by the Federal Government?"

	TOTAL (Weighted)	TOTAL (Unweighted)							
	WAVE II	AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%
State	26	21	29	26	18	22	31	9	9	18
Federal	45	52	42	43	52	54	44	65	65	63
Both/equal	23	22	19	23	27	21	21	26	26	13
Don't know/can't say	6	4	9	7	3	3	4	-	-	6
Total	100	100	100	100	100	100	100	100	100	100
(Base)	(717)	(717)	(119)	(119)	(111)	(100)	(99)	(81)	(46)	(62)

Note: Sample size based on "yes" responses to Q.2a).

Considering demographic sub-groups, males (74%) were more aware than females (63%), with that difference being significant at 99% confidence level. Those aged 15-16 years were the least likely to be aware of highway upgrading (51%). Awareness was also correlated with education level; higher educated persons were more likely to be aware of upgrading.

Those respondents indicating awareness of highway upgrading were then asked which Government, State or Federal, funded that upgrading. Table 5 indicates that 45% attributed it to the Federal Government, 26% to State Governments, and 23% said that both levels of Government fund that upgrading.

Respondents in the two Territories and Tasmania were more likely than the other States to suggest Federal Government funding. Variations between the States ranged from 65% in Tasmania and ACT, 63% in the Northern Territory, down to 44% in Western Australia, 43% in Victoria and 42% in New South Wales.

Males (56%) were more likely to say that funding emanated from the Federal Government than females (47%).

Those respondents unaware of highway improvement were asked a hypothetical question, that is, assuming that there is a project to upgrade highways linking capital cities, do you think it would be funded by the State or by the Federal Government.

Responses were very similar to those from respondents aware of upgrading. 44% attributed upgrading to the Federal Government, 24% to the State Government, and 24% to both State and Federal Governments.

3. Beliefs Concerning Factors Leading to Road Crashes

In both Waves I and II, all respondents were asked to state what factor most often leads to road crashes. The most frequently mentioned factors were drink driving and speed in both waves, as indicated in Table 6.

TABLE 6 - FACTORS CONSIDERED MOST OFTEN LEADING TO ROAD CRASHES

Q.4a) "What factor do you think most often leads to road crashes?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Drink driving	34	26	34	17	35	32	28	51	30	26	53
Speed	24	27	24	31	22	23	26	16	38	20	12
Careless/negligent driving	11	10	9	9	13	9	12	4	7	10	7
Inattention/lack of concentration	6	3	4	1	3	3	6	5	4	6	2
Driver behaviour/ attitude/impatience	8	5	5	6	5	7	3	6	3	4	5
Driver inexperience/ young drivers	5	6	5	7	5	5	7	3	4	6	4
Insufficient training/ driver training	2	2	2	3	1	1	3	2	1	4	1
Drugs	1	*	*	-	1	-	1	-	-	-	2
Disregard for road rules	1	1	1	1	2	-	-	1	1	-	-
Poor road design/ signage	*	6	5	5	5	8	4	4	4	10	3
Road conditions/ traffic congestion	1	7	5	11	3	9	3	2	2	6	1
Other drivers	*	*	*	1	1	-	-	-	-	-	-
Driver fatigue	*	2	2	3	2	1	3	1	1	2	6
Ignorance of road rules	1	1	1	1	1	-	-	2	1	-	-
Weather conditions	1	*	*	1	1	-	-	-	-	-	-
Vehicle design	*	*	*	-	-	-	-	-	1	-	-
Vehicle maintenance/ lack of maintenance	*	*	*	-	1	-	-	-	-	-	-
Level/lack of police enforcement	-	*	*	-	-	-	-	-	-	-	-
Other road users	1	*	*	-	-	1	-	-	-	-	-
Something else	2	*	*	1	-	-	-	-	-	-	-
Don't know/can't say	*	2	3	3	1	1	5	2	3	6	4
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

* less than 1%

It is evident that the percentage of respondents stating drink driving as the major factor in Wave II was lower than in Wave I (26% versus 34%); this is a statistically significant variation at 99% confidence (based on weighted data).

Substantial variation was evident between the States and Territories in regard to drink driving and speed. As in Wave I, the Northern Territory and Western Australia were the most likely to mention drink driving, and respondents in New South Wales and Tasmania (in Wave II only) most frequently mentioned speed. In New South Wales, drink driving was mentioned less frequently in both waves than any other State, 20% in Wave I and 17% in Wave II.

Table 7 indicates second mentions of factors leading to road crashes, with drink driving and speed, in both waves, being the most prominent. Table 8, which contains first and second mentions, further depicts the prominence of drink driving and speed.

Other factors perceived as contributing to road crashes were carelessness/negligent driving, driver inexperience, driver behaviour/attitude/impatience, and inattention/lack of concentration.

Tables 9 and 10 show an analysis of the most frequently mentioned causes of road crashes by age and sex.

Notable variations between these sub-groups were as follows:

* females (39%) were more likely than males (29%) to cite drink driving the major cause of crashes

TABLE 7 - OTHER FACTORS CONSIDERED TO LEAD TO ROAD CRASHES

Q.4b) "What other factors are there?"

	TOTAL (Weighted)	TOTAL (Weighted)	TOTAL (Unweighted)								
	WAVE I	WAVE II	AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Drink driving	31	33	32	32	27	34	37	26	36	28	29
Speed	28	22	22	19	24	26	23	24	20	22	16
Careless/negligent driving	14	12	12	13	11	14	9	10	10	10	15
Inattention/lack of concentration	11	7	7	7	7	7	8	8	7	-	2
Driver behaviour/ attitude/impatience	11	9	7	7	11	5	9	7	4	6	5
Driver inexperience/ young drivers	15	10	11	15	5	7	18	13	9	6	11
Insufficient training/ driver training	6	4	4	4	3	2	4	8	3	6	5
Drugs	10	4	5	5	4	4	7	4	7	-	5
Disregard for road rules	6	1	2	1	-	3	2	1	2	4	-
Poor road design/ signage	5	7	7	9	6	10	9	4	6	8	9
Road conditions/ traffic congestion	4	11	10	16	5	17	9	4	7	12	9
Other drivers	2	1	1	1	1	1	1	1	1	2	-
Driver fatigue	3	4	5	3	7	4	5	6	1	14	7
Ignorance of road rules	3	2	2	3	1	3	-	5	1	-	1
Weather conditions	2	4	3	5	3	5	3	2	4	2	1
Vehicle design	1	1	1	1	1	1	1	-	1	-	-
Vehicle maintenance/ lack of maintenance	3	3	4	1	2	7	3	4	5	4	5
Level/lack of police enforcement	•	•	-	-	-	-	-	-	-	-	1
Other road users	1	1	1	-	1	1	1	-	2	-	-
Something else	6	-	-	-	-	-	-	-	-	-	-
Don't know/can't say	1	6	5	7	3	2	7	7	4	10	7
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

• less than 1%

Note: Multiple responses accepted.

TABLE 8 - MAJOR FACTORS CONSIDERED TO LEAD TO ROAD CRASHES

Q.4a) "What factor do you think most often leads to road crashes?"

Q.4b) "What other factors are there?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Drink driving	65	59	66	49	62	66	65	77	66	54	62
Speed	51	49	46	50	46	49	49	40	58	42	28
Careless/negligent driving	25	22	21	22	20	23	21	4	17	20	22
Inattention/lack of concentration	18	10	10	8	10	10	14	13	11	6	4
Driver behaviour/ attitude/impatience	19	14	12	13	16	12	12	13	7	10	11
Driver inexperience/ young drivers	20	16	16	22	10	12	25	16	13	12	15
Insufficient training/ driver training	9	6	6	7	4	3	7	10	4	10	6
Drugs	11	4	5	5	5	4	8	4	7	-	7
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

TABLE 9 - MAIN FACTORS CONSIDERED MOST OFTEN LEADING TO ROAD CRASHES

Q.4a) "What factor do you think most often leads to road crashes?"

	MALE		FEMALE		TOTAL (Unweighted)							
	W1	W2	W1	W2	15-16	17-19	20-24	25-29	30-39	40-49	50-59	60+
	%	%	%	%	%	%	%	%	%	%	%	%
Drink driving	38	29	44	39	57	58	40	35	31	35	24	23
Speed	19	24	22	24	8	9	16	17	27	19	25	49
Careless/negligent driving	10	8	10	9	4	18	10	17	6	9	8	4
Inattention/lack of concentration	7	4	7	3	6	2	5	4	2	5	6	2
Driver behaviour/ attitude/impatience	6	5	7	5	2	2	2	5	6	6	7	6
Driver inexperience/ young drivers	7	6	4	4	6	2	4	3	6	7	6	5
Insufficient training/ driver training	3	3	1	1	-	-	-	3	*	2	3	3
Drugs	1	1	1	*	-	-	-	-	2	-	-	-
Other	9	20	4	15	17	9	23	16	20	17	21	8
Total	100	100	100	100	100	100	100	100	100	100	100	100
(Base)	(484)	(533)	(549)	(513)	(49)	(55)	(121)	(127)	(222)	(194)	(118)	(156)

* less than 1%

TABLE 10 - OTHER FACTORS CONSIDERED TO LEAD TO ROAD CRASHES

Q.4b) "What other factors are there?"

	MALE		FEMALE		TOTAL (Unweighted)							
	W1	W2	W1	W2	15-16	17-19	20-24	25-29	30-39	40-49	50-59	60+
	%	%	%	%	%	%	%	%	%	%	%	%
Drink driving	28	29	30	34	27	22	26	29	31	32	39	37
Speed	26	20	27	24	16	16	21	20	25	24	25	19
Careless/negligent driving	14	11	16	12	24	22	17	9	12	11	8	12
Inattention/lack of concentration	8	6	14	7	4	9	7	5	6	5	5	11
Driver behaviour/ attitude/impatience	7	8	9	6	6	7	5	6	5	8	10	9
Driver inexperience/ young drivers	18	12	12	10	8	9	10	13	9	11	11	14
Insufficient training/ driver training	7	5	4	3	-	4	3	2	8	5	5	2
Drugs	8	3	9	7	4	7	7	4	3	5	5	7
(Base)	(484)	(533)	(549)	(513)	(49)	(55)	(121)	(127)	(222)	(194)	(118)	(156)

- mentions of drink driving and speed as leading to road crashes is strongly correlated with age. Younger respondents were much more likely to mention drink driving, whilst older respondents were more likely to mention speed. Note that this trend was consistent in both waves

- the 60 years and over age group were much more likely (49%) to mention speed as a major factor

- the 81 upper white collar workers were much more likely to mention factors other than speed or drink driving, particularly driver attitudes/behaviour (15%), as the major factors.

In summary, opinions about the major cause of road crashes were evenly divided between drink driving and speed.

4. Belief Concerning Most Important Skill for Safe Driving

All respondents were asked to indicate the particular skill or ability which they considered most important for driving safely (Q.5). **Results are depicted in Table 11.**

The findings from both Waves I and II indicate that alertness/reaction time (28% and 30% respectively), concentration (18% and 15%) and care/patience (14% and 10%) were seen as the most important skills. Variations were not significant between the two waves, suggesting that perceptions were stable.

Other skills mentioned with some regularity were defensive driving, vehicle handling/knowledge, commonsense, experience, and adherence to rules.

TABLE 11 - BELIEF CONCERNING MOST IMPORTANT SKILL FOR SAFE DRIVING

Q.5 "What is the most important skill or ability required of a driver to drive safely?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Alertness/reaction time	28	30	32	29	31	35	32	33	25	36	37
Concentration	18	15	15	14	17	13	14	16	19	14	8
Care/patience	14	10	10	10	8	13	13	10	6	12	12
Defensive driving	8	7	7	7	9	7	7	4	9	12	8
Vehicle handling/ knowledge	8	5	6	6	3	5	9	6	7	2	6
Commonsense	5	9	9	5	13	9	3	13	10	10	7
Experience	6	8	7	9	7	11	5	4	8	-	6
Adherence to rules	5	6	5	7	5	5	7	5	4	6	5
Judgement of speed	2	2	3	3	2	2	3	3	7	2	1
Judgement of distance	1	*	*	-	1	1	-	1	1	-	-
Other	5	5	4	7	2	-	7	4	3	4	9
Don't know/can't say	1	7	6	10	5	-	9	5	5	6	10
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

* less than 1%

5. Belief Concerning Reason for Being Stopped by Police

All respondents were asked to indicate why they thought motorists were most often stopped by police. Table 12 displays the findings.

By far the most frequently mentioned reason was speed, at 55%. No significant variations between the two waves were evident. No other reason was mentioned by more than 10% of respondents.

Other reasons mentioned by more than 5% of respondents were random breath tests (10%), dangerous driving (8%), drink driving (8%), and breaking road rules (6%).

Speeding was perceived to be the most common reason in all States and Territories. However, Tasmanian respondents mentioned speeding least often in both waves (35%), and were much more likely to mention random breath testing (34% in Wave I, 28% in Wave II). Both results were statistically significant.

No variations were notable between males and females, and no consistent trends arose across age groupings.

6. Agreement with Random Breath Testing

All respondents were asked to state whether they agree or disagree with the random breath testing (RBT) of drivers. As was the case in Wave I, by far the majority of respondents were in favour of RBT; only 5% disagreed, compared with 11% disagreement in Wave I (see Table 13).

Agreement was high across all State and Territories of Australia. In Wave I, the level of agreement with RBT was significantly lower in Queensland and especially Western Australia. However, this was not the case in Wave II. Agreement with RBT was also strong across all demographic sub-groups.

TABLE 12 - BELIEF CONCERNING REASON FOR BEING STOPPED BY POLICE

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

	TOTAL (Weighted)	TOTAL (Weighted)	TOTAL (Unweighted)								
	WAVE I	WAVE II	AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	
Speeding	57	55	53	54	59	60	51	59	35	60	45
Random breath testing	11	10	11	15	11	5	5	3	28	12	13
Breaking road rules	9	6	7	7	3	9	7	8	5	4	13
Dangerous driving	8	8	9	6	9	8	8	10	7	12	12
Drink driving	6	8	8	4	7	11	10	9	11	4	7
Vehicle defect spot checks	2	3	3	1	2	3	6	3	4	-	3
Unroadworthy vehicle	1	1	2	1	2	-	3	3	3	-	3
Driving on P Plates	*	*	*	-	-	-	-	-	1	-	-
Driving flashy/ unusual car	*	1	*	-	1	-	1	-	1	-	-
To collect revenue	-	4	3	5	4	2	5	4	-	-	-
Other	4	-	-	-	-	-	-	-	-	-	-
Don't know/can't say	1	8	7	11	5	5	9	6	6	8	4
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

* less than 1%

TABLE 13 - BELIEFS CONCERNING BREATH TESTING OF DRIVERS

Q.7 "Do you agree with the random breath testing of drivers?"

	TOTAL (Weighted)	TOTAL (Weighted)	TOTAL (Unweighted)								
	WAVE I	WAVE II	AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Yes	88	94	93	96	97	93	90	88	94	96	89
No	11	5	6	4	3	5	8	11	4	4	11
Don't know/can't say	1	1	1	-	-	2	2	1	1	-	-
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

7. Behaviour Regarding Drinking and Driving

Those respondents who reported holding or having held a licence or permit were asked to describe their behaviour in regard to drinking and driving (see Table 14).

All but a handful of respondents, in both waves, indicated that they restrict their alcohol consumption when driving, either completely or in part. One per cent indicated, however, that they do not restrict drinking when driving.

What has changed between the two waves was the proportion of respondents stating that they don't drink and drive, up from 29% to 36%, and a concomitant decrease in the percentage saying that they restrict drinking when driving, down from 50% to 43%. That variation is statistically significant. It suggests that efforts to eliminate drink driving are working.

Females were significantly more likely than males to state that they do not drink (22% versus 13%, confidence level over 99%), and were also significantly more likely not to drink at all when driving (40% versus 31%). Males were thus more likely to restrict drinking when driving (55% versus 36%), as opposed to not drinking at all.

Age groups more likely to restrict drinking, rather than stopping it altogether, were those aged 30-39 years (56%), and the 25-29 years' age group (53%). Those aged under 20 years were the most likely to claim they do not drink at all when driving.

TABLE 14 - BEHAVIOUR REGARDING DRINKING AND DRIVING

Q.10 "Which of the following statements best describes your attitude to drinking and driving?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Don't drink at any time	19	19	17	21	16	25	17	12	11	12	21
If driving, don't drink	29	36	36	33	40	37	37	37	41	28	29
If driving, restrict drinking	50	43	46	45	41	41	46	49	48	58	50
If driving, don't restrict drinking	1	1	1	1	1	-	1	2	-	1	-
Don't know/can't say	*	1	1	-	2	1	-	1	-	-	-
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(873)	(905)	(905)	(124)	(131)	(135)	(127)	(133)	(122)	(43)	(90)

* less than 1%

8. Drivers' Beliefs Concerning Risks with Other Road Users

The findings have changed somewhat between the two waves (see Table 15). Mentions of adult cyclists increased from 20% to 25%, (though this is not significant), trucks and heavy vehicles increased from 20% to 24%, whilst mentions of car drivers decreased significantly, from 24% to 15%. Mentions of motorcyclists and adult pedestrians remained stable, at 17% and 14% respectively.

As in the first wave, respondents in the ACT were substantially more cautious in regard to adult cyclists, whilst in Wave II, only one of these 43 respondents were most concerned about car drivers. Once again, South Australians demonstrated a deal of caution in regard to motorcyclists, yet this was not so with Victorians; mentions of motorcyclists fell from 26% to 18% in that State.

Respondents in New South Wales and Queensland were most cautious of trucks and heavy vehicles, 25% and 26% respectively, and those results are consistent with the findings in Wave I.

Females were more cautious of adult cyclists than males (29% versus 21%), yet less cautious of car drivers (13% versus 19%). No consistent trends across age sub-groups were evident.

9. Behaviour with Regard to Speed Limits

The 905 respondents with a current licence or permit, or who had previously held a licence, were then asked about their selection of driving speed. Table 16 indicates the results.

The proportion driving at the speed limit was 43% in Wave II and 39% in Wave I, with that variation not reaching statistical significance. In both waves it was evident that the majority of drivers choose a speed which they consider safe, <u>not</u> the legal speed limit.

TABLE 15 - OTHER ROAD USERS TREATED WITH MOST CAUTION

Q.11 "When you are driving, which kind of road user other than children are you most cautious about?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Adult pedestrians	12	14	14	13	14	12	9	20	16	16	19
Adult cyclists	20	25	25	27	19	24	20	29	22	42	28
Motorcyclists	19	17	18	14	18	17	31	17	17	21	12
Car drivers	24	15	16	14	21	16	16	17	20	2	14
Trucks and heavy vehicles	20	24	21	25	21	26	20	14	20	12	20
Taxis	-	3	3	4	4	4	4	1	2	2	3
Don't know/can't say	4	2	2	3	3	1	-	2	2	5	3
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(873)	(905)	(905)	(124)	(131)	(135)	(127)	(133)	(122)	(43)	(90)

TABLE 16 - SELECTION OF DRIVING SPEED

Q.12 "When you choose a speed at which to drive, if there is no other traffic around, do you generally drive at ... ?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
The legal speed limit	39	43	42	42	37	43	51	52	43	28	30
A speed at which you consider safe	61	56	56	57	60	56	48	48	56	67	69
Don't know/can't say	*	1	1	1	2	1	1	-	2	5	1
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(873)	(905)	(905)	(124)	(131)	(135)	(127)	(133)	(122)	(43)	(90)

* less than 1%

Respondents in South Australia were more likely than the average to say they observe the legal speed limit (53% in Wave I, 51% in Wave II), with Western Australian respondents also being likely to say that they observe that limit in Wave II (52%).

Females were significantly more likely to drive at the legal limit than males in Wave II (50% versus 36%), consistent with findings from Wave I. Older respondents (50-59 and 60 or over) were also more likely to drive at the legal limit. Tertiary educated respondents (65%) and upper white collar workers (77%) were the most likely to drive at a speed they consider safe.

The 510 respondents indicating that they drive at self-regulated speed were then asked if that speed would be faster or slower than the legal limit (see Table 17). Note that this question was not asked in Wave I.

The most frequent response was faster than the speed limit (49%), with a further 31% varying speed dependent on conditions. 20% stated that they travel slower than the legal limit.

Speed was strongly correlated with age. Respondents aged 60 years and over were more likely to travel under the speed limit than over it. In total, 40% indicated that they travelled at the legal speed limit, 9% at over that limit, and 24% at under the legal limit. In contrast, 41% of respondents aged under 30 years suggested that they travel above the speed limit, whilst only 5% indicated that they drive below that speed. A further 38% stated that they travel at the speed limit.

In summary, males under 30 years of age were the most likely to consistently exceed the speed limit.

TABLE 17 - FASTER OR SLOWER SPEEDS

Q.13 "Would that be faster or slower than the legal speed limit?"

	TOTAL (Weighted)	TOTAL (Unweighted)								
	WAVE II	AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%
Faster	49	50	54	49	43	57	44	40	62	63
Slower	20	22	15	18	22	25	27	35	17	11
Depends on conditions	31	27	31	33	34	18	28	24	21	21
Don't know/can't say	*	1	-	-	-	-	2	1	-	5
Total	100	100	100	100	100	100	100	100	100	100
(Base)	(510)	(510)	(71)	(79)	(76)	(61)	(64)	(68)	(29)	(62)

* less than 1%

APPENDIX I

Driver Profile and Respondent Profile

DRIVER PROFILE

Respondents were asked whether they held or had held a licence or permit and if so, which types were held. This data is presented in Table 18.

Further questions were asked to assess the proportion of respondents that had been involved in a road crash in the last three years, together with demographic questions.

Overall, 84% of respondents held a licence or permit at the time of interview, with a further 3% having held one in the past. State variations were minor. More males held a licence than females (88% versus 80%), a significant result. No meaningful variations existed across age sub-groups, although only 72% of those 60 years' and over held a licence.

Of those respondents having held a licence/permit, or who held one or more at the time of interview, the majority (88%) held a car licence.

As was the case in Wave I, heavy vehicle licences were most prevalent in Queensland, Western Australia and Northern Territory. Motorcycle licences were most frequent in the Northern Territory in both waves.

Table 19 describes the proportion of respondents having been involved in a road crash in the last three years. Overall, 17% have been involved, either as a passenger, driver or other road user.

Although there were variations between the States, from 24% in Western Australia, to 14% in Queensland, ACT and the Northern Territory, these variations were not significant.

Males were more likely to have been involved in a crash (20%), compared with 14% of females, although once again, that variation was not significant. Substantial variations, however, were evident between age sub-groups. Of those aged 17-24 years, 32% had been involved in a crash in the past three years, and that variation is significant at over 99% confidence Those aged 30 years and over were much less likely to have been involved in a crash, 13% of those aged 30-49, 9% of those 50-59 years, and 11% of those 60 and over.

TABLE 18 - LICENCES HELD

Q.8a) "Do you personally have a current driver or motorcycle licence or permit?"

Q.8b) "Have you ever had a driver or motorcycle licence?"

Q.8c) "What licence or licences do you hold/have you held?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Have current licence	81	84	84	81	85	86	82	82	85	86	89
Not current/held previously	3	3	2	2	3	3	2	3	4	-	1
Never held	16	14	13	17	13	11	16	15	12	14	10
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)
Licences Held											
Car-Learners permit	3	4	4	5	2	2	4	12	1	2	3
Car-provisional	4	3	2	2	6	2	-	1	4	-	-
Car-ordinary licence	91	88	90	83	88	96	90	86	94	93	97
Heavy Vehicle licence	14	13	14	14	4	19	14	20	7	12	19
Tractor licence	4	2	2	-	1	7	2	3	2	-	2
Motorcycle-Learners	1	*	*	-	-	1	-	-	1	-	-
Motorcycle-provisional	*	*	*	-	1	-	-	2	-	-	1
Motorcycle licence	8	9	11	7	7	12	12	7	10	16	24
(Base)	(873)	(905)	(905)	(124)	(131)	(135)	(127)	(133)	(122)	(43)	(90)

Note: Multiple responses accepted

* less than 1%

TABLE 19 - INVOLVEMENT IN A CRASH

Demographic I

"And finally, have you ever been involved in a road crash as a driver or road user in the past 3 years?"

	TOTAL (Weighted) WAVE II	TOTAL (Unweighted)								
		AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%
Yes, involved in a crash in last 3 years	17	17	19	17	14	17	24	14	14	14
No, not involved in a crash in last 3 years	83	83	81	83	86	83	76	86	86	86
Total	100	100	100	100	100	100	100	100	100	100
(Base)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

RESPONDENT PROFILE

Respondents were asked to give their age, occupation and highest level of education attained. This data is presented in Table 20.

The demographic characteristics of the sample for this study were very similar to that used in Wave 1, in October 1986.

The Distribution of respondents across the different occupational groups was as follows:

	%
Upper White Collar	3
Medium White Collar	12
Lower White Collar	36
Upper Blue Collar	25
Medium Blue Collar	13
Lower Blue Collar	10
Not stated	1
Total	100

TABLE 20 - RESPONDENT AGE, OCCUPATION AND EDUCATION

Demographics C,E,G

"Which of the following age groups do you fall into?"

"And what is your occupation?"

"And what is the highest level of education you have reached?"

	TOTAL (Weighted) WAVE I	TOTAL (Weighted) WAVE II	TOTAL (Unweighted) AUST	NSW	VIC	QLD	SA	WA	TAS	ACT	NT
	%	%	%	%	%	%	%	%	%	%	%
Age (years)											
15-16	4	5	5	7	5	3	5	6	1	8	4
17-19	7	5	5	1	7	8	5	5	4	4	9
20-24	11	12	12	9	12	12	14	12	11	4	14
25-29	11	13	12	16	11	8	12	11	11	16	17
30-39	20	23	22	18	19	24	18	23	23	30	24
40-49	14	19	19	15	23	14	16	22	16	24	22
50-59	14	12	11	13	13	16	11	8	12	8	7
60 and over	18	16	15	19	11	16	20	12	23	6	3
Total	100	100	100	100	100	100	100	100	100	100	100
Occupation											
Still at school	6	5	6	6	5	4	6	8	1	8	8
Tertiary or other student	3	3	3	2	5	1	4	4	4	2	3
Full-time home duties	18	18	18	20	10	24	23	21	17	16	9
Retired/pensioner	14	16	13	13	11	15	16	13	22	6	2
	1	2	3	1	3	5	1	2	4	2	4
Working	57	56	57	57	66	50	50	53	51	66	74
Refused	1	-	-	-	-	-	-	-	-	-	-
Total	100	100	100	100	100	100	100	100	100	100	100
Education Level											
Primary	7	7	8	6	3	10	13	4	9	8	8
Secondary	55	56	56	55	59	58	56	51	59	38	60
Trade/TAFE	17	16	15	17	14	13	17	18	17	8	15
Tertiary	19	19	20	19	23	17	13	22	15	46	17
Something else	2	2	1	3	1	2	1	4	-	-	-
Total	100	100	100	100	100	100	100	100	100	100	100
(Base)	(1033)	(1046)	(1046)	(149)	(150)	(151)	(152)	(156)	(138)	(50)	(100)

APPENDIX II

Field Summary of Calls and Achievement Rates

FIELD SUMMARY OF CALLS AND ACHIEVEMENT RATES

	TOTAL (No.)	QLD & NT (No.)	NSW & ACT (No.)	VIC & TAS (No.)	SOUTH AUST (No.)	WEST AUST (No.)
Completed interviews	1,046	251	199	288	152	156
Terminated	26	3	6	9	2	6
Refusals	393	68	86	117	46	76
Quota full/discarded	594	105	85	185	161	58
Total contacts	2,099	427	326	599	361	296
Nil contact (including recorded messages)	647	165	201	157	87	37
Total attempts	2,657	592	527	756	448	333

Note: Calls were made from the following Reark offices:

Office	State/Territories
Brisbane	Queensland and Northern Territory
Sydney	New South Wales and ACT
Melbourne	Victoria and Tasmania
Adelaide	South Australia
Perth	Western Australia

APPENDIX III

Recommendations for Future Surveys

RECOMMENDATIONS FOR FUTURE SURVEYS

1. General

The questionnaire frequently uses the word "driver" to describe motorists. "Driver" tends to eliminate riders of motorcycles. It is suggested that in the first question mentioning "driver", that respondents be advised that this word extends to users of other road vehicles.

2. Individual Questions

Q.1a/b) - Both waves conducted to date indicate that the order of first mentioned issues of importance (Q.1a) and others mentioned (Q.1b) are very similar. This suggests that there is little need to ask Q.1b), as it only supports findings of Q.1a).

In regard to drug taking/trafficking/alcohol abuse, it is questioned whether trafficking should be coded with personal abuse of drugs/alcohol. **Rather, trafficking should be coded with organised crime.**

Mentions of violence/personal safety and sexual attacks were few in both waves. They could readily be coded together.

Q.4a/b) - As with Q.1a/b), first and other mentions of antecedents of road crashes were very similar, and there is little need to ask for other mentions.

Q.10 - The word "attitude" is inappropriate in this context. Rather, we are talking about behaviour.

Q.11 - What is not known from this question is whether caution is exercised for the benefit of the respondent or the other road user. It is suggested that this be asked as Q.11b).

APPENDIX IV

Table and Graph of Standard Error Margins

STANDARD ERROR OF A PROPORTION

95% Sampling Tolerance

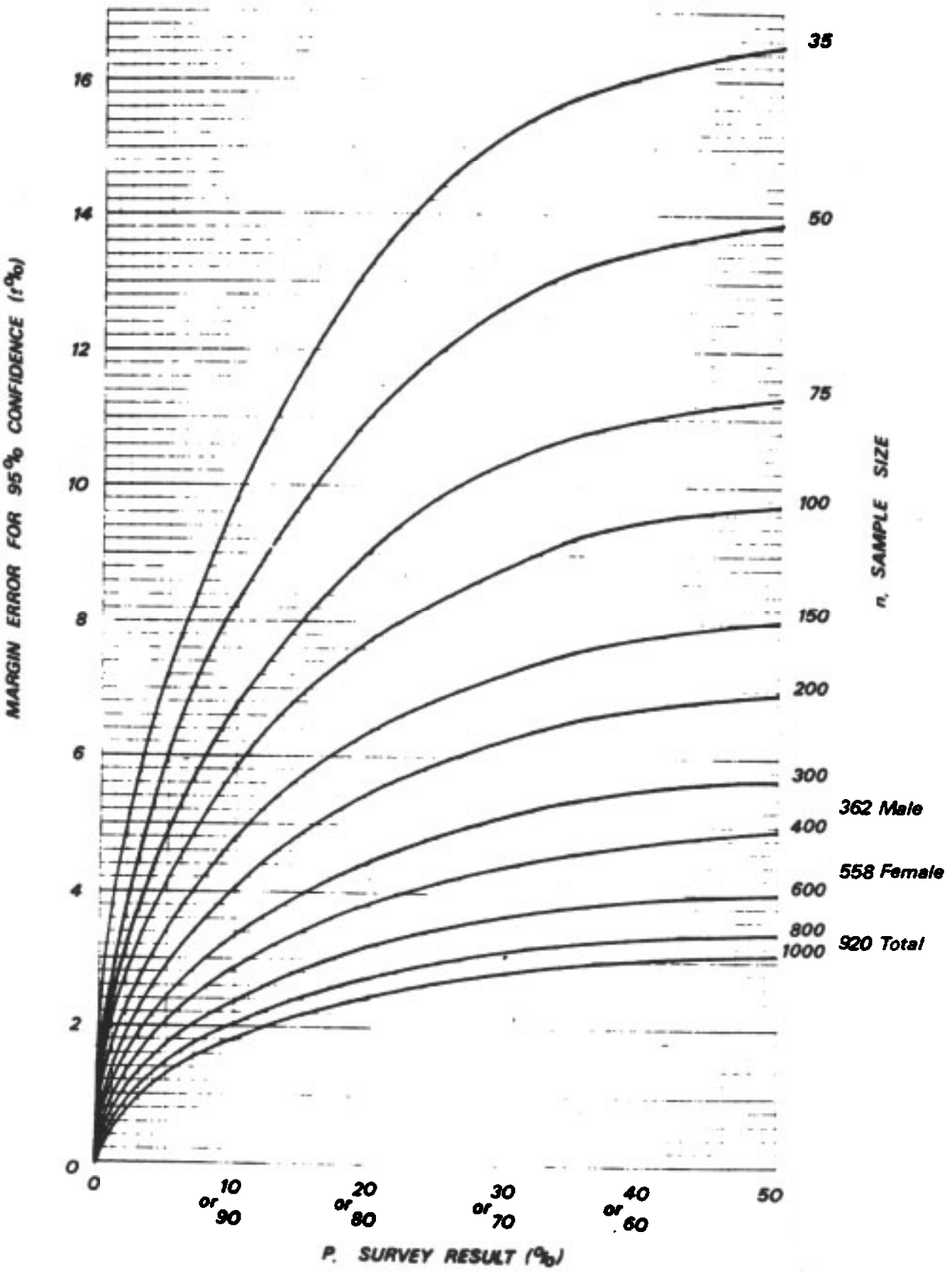
Assumes Sampling Plan 80% as Efficient as a Single Random Sample

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.

MARGIN ERROR CURVES FOR 95% CONFIDENCE

$$\text{Margin Error} = 1{\cdot}96\sqrt{\frac{(100-P)\,P}{n}}$$



APPENDIX V

Questionnaire

Reark Research Pty. Ltd.,
88-90 Foveaux Street,
SURRY HILLS. N.S.W. 2010.

COMMUNITY ATTITUDES TO ROAD SAFETY

Ref: CS-1747-MT/AB/
May, 19

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 the male/female aged 15 years or over, whose birthday is closest to todays date and who is home now.

IF LOOKING FOR QUOTA ASK:

May I speak with a male/female aged (...) who is home now. Re-introduce if necessary.

Q.1a) What issue facing the Australian community today is of most importance to you?

Q.1b) What is the next most important issue of concern to you?

INTERVIEWER NOTE:

RECORD FIRST MENTION ONLY IN MOST IMPORTANT COLUMN IN GRID OPPOSITE

INTERVIEWER NOTE:

RECORD SECOND MENTION ONLY IN NEXT IMPORTANT COLUMN IN GRID OPPOSITE

	Q.1a) MOST IMPORTANT	Q.1b) NEXT MPORTANT
Unemployment/youth unemployment	01	01
Youth affairs	02	02
Drug taking/drug trafficking/alcohol abuse	03	03
Inflation/cost of living/taxes	04	04
The economy/economic problems	05	05
Political parties/politicis/government	06	06
Crime/organised crime	07	07
Violence/personal safety	08	08
Sexual attacks	09	09
Union power/strikes/industrial problems	10	10
Road toll/road safety	11	11
Drink driving	12	12
Pollution/environmental issues	13	13
War/nuclear war/atomic weapons	14	14
Overseas political problems	15	15
Terrorism	16	16
Deteriorating morals/society's morals	17	17
Something else *(Please sepcify)*	18	18
(Don't know/can't say)	19	19

Q.2a) Are you aware that the highways which link our capital cities are currently being upgraded?

Yes	1
No	2
(Don't know)	3

Q.2b) (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	1
Federal	2
Both/Equal	3
(Don't know)	4

Q.4a) 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 IN MOST OFTEN FACTOR COLUMN IN GRID OPPOSITE

Q.4b) What other factors are there?

INTERVIEWER NOTE:

RECORD UP TO TWO OTHER MENTIONS ONLY IN OTHER FACTORS COLUMN IN GRID OPPOSITE

	Q.4a) MOST OFTEN FACTOR	Q.4b) OTHER FACTORS
Speed/excessive speed/inappropriate speed	01	01
Drink driving	02	02
Drugs	03	03
Driver attitudes/behaviour/impatience	04	04
Driver inexperience/young drivers	05	05
Older drivers	06	06
Inattention/lack of concentration	07	07
Careless/negligent driving	08	08
Driver training/insufficient training	09	09
Driver fatigue	10	10
Disregard of road rules	11	11
Ignorance of road rules	12	12
Road design/poor road signage	13	13
Road conditions/traffic congestion	14	14
Weather conditions	15	15
Vehicle design	16	16
Vehicle maintenance/lack of maintenance	17	17
Level/lack of police enforcement	18	18
Other road users	19	19
Something else *(Please specify)*	20	20
None others	21	21

Q.5 What is the most important skill or ability required of a driver to drive safely?

DO NOT AID - CODE ONE MENTION ONLY

Vehicle handling/knowledge of vehicle	01
Judgement of speed	02
Judgement of distance	03
Alertness/awareness/reaction time	04
Concentration	05
Experience	06
Care/consideration of other road users/patience	07
Adherence to road rules	08
Ability to predict/forecast traffic movement/defensive driving	09
Commonsense	10
Something else *(Please specify)*	11
(Don't know/can't say)	12

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

CODE ONE MENTION ONLY

DO NOT AID

Random breath testing	01
Drink driving	02
Driving erratically/carelessly/dangerously	03
Speeding/excessive speed	04
Breaking road rules	05
Vehicle defect spot check	06
Unroadworthy vehicle	07
Driving on P-plates	08
Driving flashy/unusual car	09
Something else *(Please specify)*	10

Q.7 Do you agree with the random breath testing of drivers? If necessary:

Breath testing for alcohol?

Yes	1
No	2
Don't know what random breath testing is	3
(Don't know/can't say)	4

Q.8a) Do you personally have a current driver or motor cycle licence or permit?

Yes ...(Ask Q.8c)...	1
No ...(Ask Q.8b)...	2

Q.8b) Have you ever had a driver or motor cycle licence?

Yes ...(Ask Q.8c)...	1
No ...(Go to Demographics C)...	2

Q.8c) PHRASE APPROPRIATELY:

What licence or licences do you hold/have you held?

Car - learners permit	1
- provisional licence/P-plate	2
- drivers licence (class 1)	3
Heavy vehicle licence	4
Tractor licence	5
Motorcycle - learners permit	6
- provisional licence	7
- motorcycle licence (class K)	8

Q.10 Which of the following statements best describe your attitude to drinking and driving? (Read out) CODE ONE ONLY

I don't drink at any time	1
If I am driving, I don't drink	2
If I am driving I restrict what I drink	3
If I am driving I don't restrict what I drink	4
(Don't know/can't say)	5

).11 When you are driving, which kind of road user other than children are you most cautious about? (Read out)

READ OUT IN ORDER OF ROTATION STARTING WITH ASTERISK (*) - CODE ONE MENTION ONLY

Adult pedestrians	1
Adult cyclists	2
Motor cyclists	3
Taxis	4
Car drivers	5
Trucks and buses	6
(Don't know/can't say)	7

).12 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?	1
(Go to Q.13) ... A speed which you consider safe?	2
(Don't know/can't say)	3

Q.13 Would that be faster or slower than the legal speed limit?

Faster	1
Slower	2
(Depends on conditions)	3
(Don't know/can't say)	4

)EMOGRAPHICS:

). PHRASE APPROPRIATELY. IF MORE THAN ONE LICENCE OR PERMIT, ACCEPT FOR LONGEST.

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

Up to three years	1
More than three years	2

). How often would you drive your car?

At least one day a week	1
2 - 3 days a week	2
3 - 6 days a week	3
Every day	4
(Never)	5

). Into which of the following age groups do you fall into?

15 - 16 years	1
17 - 19 years	2
20 - 24 years	3
25 - 29 years	4
30 - 39 years	5
40 - 49 years	6
50 - 59 years	7
60 years and over	8

). SEX: RECORD AUTOMATICALLY

Male	1
Female	2

). And what is your usual occupation?

Still at school	1
Tertiary or other student	2
Full time home duties	3
Retired/pensioner	4
Unemployed	5
Working (Probe for position and	6

F. And what is the highest level of education you have reached? *(Read out)*

Primary school only.....	1
Secondary school.....	2
Trade qualifications/TAFE course....	3
Tertiary qualification.....	4
Something else *(Please specify)*.....	5

G. And the post code where you live?

RECORD FOUR DIGIT NUMBER

H. And finally, have you been involved in a road crash as a driver, passenger or road user in the last 3 years?

Yes.....	1
No.....	2

RESPONDENT NAME:

TELEPHONE NUMBER:

INTERVIEWER NAME:

LOCATION:

DATE: ----------/----------/87