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The Federal Office of Road Safety

Community Attitudes to Road Safety

Community Attitudes Survey Wave 10

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COMMUNITY ATTITUDES TO ROAD SAFETY:
Community Attitudes Survey Wave 10

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Abstract

The tenth in a series of national surveys on community attitudes to road safety was conducted in May/June 1997 on behalf of the Federal Office of Road Safety. This report contains a summary of results from the survey and, where appropriate, provides comparative findings in relation to previous surveys. Issues examined include: perceived causes of road crashes, exposure to random breath testing, attitudes to drink driving, attitudes to speed, perceptions of police enforcement, reported usage of seat belts and involvement in road crashes.

Keywords

COMMUNITY ATTITUDES, ENFORCEMENT, PERCEPTIONS, ROAD SAFETY, SPEED, SURVEY, ALCOHOL

NOTES:

(1) FORS research reports are disseminated in the interests of information exchange.
(2) The views expressed are those of the author(s) and do not necessarily represent those of the Commonwealth Government.

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1. EXECUTIVE SUMMARY

1.1. Survey Methodology and Aim

This document reports the findings from a national survey of 1,298 people representative of the general public aged 15 years and over, conducted in June 1997. The survey is Wave 10 in a series of similar national studies conducted since October 1986 for the Federal Office of Road Safety, designed to monitor key community attitudes toward road safety issues. The previous survey in the series, Wave 9, was conducted 12 months earlier.

1.2. Major Findings

- Wave 10 has again confirmed speed and drink driving as the two principal road safety issues in the community mind. Each of these two issues is spontaneously mentioned by more than half of the population as a major contributor to road crashes. Speed, however, is increasingly singled out as the primary factor. Nearly forty percent of the population now identify speed as the main cause of road crashes.
- This high degree of recognition of the dangers posed by excessive speed is accompanied by a widespread acceptance of current speed regulations, a low tolerance towards excessive speeds and community support for the introduction of a 50 km/hr speed limit in urban residential areas. A perception of increased police efforts towards enforcement of speed limits is evident for the majority of the population.
- Apart from speed and drink driving, other factors felt spontaneously by close to one in four people to contribute to road accidents are lack of concentration and driver fatigue. Up to one in five blame driver carelessness, poor attitudes and inexperience.
- The main topics addressed in detail in this research are speed and alcohol. The findings are summarised below in more depth. On a separate issue, however, covered in both Waves 9 and 10, there continues to be strong support for legislation requiring people to carry their licence at all times when driving a motor vehicle.
- Wave 10 again included questions on seat belts. Reported usage remains high for front seat travel, at 95%, while 88% claim that they buckle up in the back.

Speed

- Past measures have reported a third of Australians nominating speed as the principal factor leading to road crashes. The Wave 10 figure has risen to close to four in ten (39%). Overall, some 63% of the population mention speed as a key contributor, increasing from 57% last year. Despite this growing recognition, there continues to be a sizable minority in the community who admit they regularly exceed existing speed limits.

- In line with Wave 9 findings, four in every five drivers in Wave 10 say they exceed the speed limit by 10 km/hr or more at least occasionally, with 12% claiming to do so on most occasions. One in five (18%) admit to being booked for speeding in the last two years, close to one in ten (8%) in the last six months. This shows an increasing trend but is in contrast to the findings that most drivers say their driving speeds have remained unchanged since two years ago and that an increasing and sizable minority (nearly three in ten) now claim they are travelling at lower speeds than before.
- The inclination to exceed the legal speed limit is still greatest among males and younger drivers. Encouragingly, however, the survey findings continue to show that there is community recognition of the dangers associated with speed. This latest survey has witnessed an increase in the number of males referring to speed as a cause of road crashes. While the age group 15 to 24 years is still the least likely to consider speed to be a factor, more than half (53%) are now acknowledging this danger. This is a rise on the 44% figure reported last year for this age group.
- Further, four in every five people agree with the proposition that an accident at 70 km/hr will be a good deal more severe that one at 60 km/hr. Three in five agree that a 10 km/hr rise in driving speed will significantly increase the likelihood of being involved in an accident.
- Awareness of speed enforcement efforts is high and increasing, with two people in three noticing an increase in police activity over the past two years.
- Community support for current speed regulations staying at or close to their current levels is again evident in this latest survey, with nine in ten agreeing that speed limits are generally set at reasonable levels. Four in five people believe that the 60 km/hr limit in urban zones should be enforced, with a maximum tolerance of 5 km/hr. Similarly, 85% of people favour enforcement of 100 km/hr rural speed limits with a tolerance of 10 km/hr or less.
- A 50 km/hr urban residential speed limit is supported by just over half of the population (55%), with a further 10% having no objection to the reduced limit. Positive support for a 40 km/hr urban residential speed limit remains at only one in four people.

Alcohol

- Drinking before driving continues to be ranked second to excessive speed in terms of its perceived contribution to road crashes. The proportion of people mentioning drink driving as the main cause of road crashes is steady at 15%, compared with nearly forty percent nominating speed. When all factors mentioned spontaneously are examined, however, three out of five recognise alcohol consumption as a contributing factor. This is very similar to a year ago.
- An encouraging finding from this most recent research is that while the older community members had been less likely than other age groups to cite drink driving as a major factor in road crashes, reference to the potential effect of alcohol when driving is now consistently high across all age groups.

- Random breath testing activities on Australian roads have a very high level of support (98%). This testing also has high exposure, with 70% having seen it in operation in the past 6 months. One in four (a rise this year) say they have personally been tested in that time. Almost half of the community feel they are witnessing more RBT activity than two years ago. Males continue to report both a higher awareness of RBT activity and a higher incidence of testing than do females. Awareness is more pronounced in the capital cities than in non-metropolitan areas.
- The majority of licence holders claim they exhibit a responsible attitude towards drinking and driving. However, while Wave 8 in 1995 witnessed a marked attitude in favour of abstaining from drinking when driving, rather than restricting their alcohol consumption, findings since then have indicated a trend towards a more even distribution across these two behaviour traits - back to the Wave 6 (1993) figure. The proportion of licence holders who never drink has remained unchanged at one in twenty for at least the past four years.
- Use of self-operated breath testing machines in a pub or club in the last six months is still uncommon among drivers, at only 8%. However, nearly six in ten licence holders in Wave 10 who ever drink and drive say that, given the opportunity, they would be likely to test their breath to decide whether or not to drive. This represents a growing interest in the concept, the greatest enthusiasm displayed by young female licence holders.
- A new question in Wave 10 investigated support for extension of a zero blood alcohol limit to all drivers. Four in ten support this initiative, among whom a quarter exhibit strong approval. There is currently opposition to this idea among half of the community.
- A reasonable level of knowledge of recommended alcohol consumption guidelines is again evident in Wave 10, particularly among those who drink when driving. Most people state the first hour guideline within one drink and correctly state just one per hour thereafter. Females are less likely than males to be aware of these guidelines though they do tend to give more conservative responses.
- Most beer drinkers display a reasonable, though less than perfect, understanding of the term "standard drink" when asked to estimate the number of drinks in a 375 ml stubby or can of full strength beer. Seven in ten either correctly specify one and a half or, more conservatively, estimate it at two or more standard drinks. Wine drinkers, on the other hand, still tend to under-estimate the number of standard drinks in a bottle of wine, two thirds nominating six standard drinks or less.

This document describes the research that was conducted and provides a more detailed analysis of the results for Wave 10. Further information can be obtained through the Federal Office of Road Safety in Canberra.

2. INTRODUCTION

This is the tenth survey in this series commissioned by the Federal Office of Road Safety (FORS), monitoring community attitudes toward various aspects of road safety. The coverage is national. Fieldwork was conducted by telephone from the TAVERNER Research Company office in Sydney during the period 3 May to 4 June 1997.

The ten survey Waves have been conducted almost annually since 1986, as follows:

- Wave 1 - October, 1986 Printed as FORS Report CR 52
- Wave 2 - June, 1987 Printed as FORS Report CR 73
- Wave 3 - May, 1988 Printed as FORS Report CR 74
- Wave 4 - February, 1989 Printed as FORS Report CR 85
- Wave 5 - November, 1990 Printed as FORS Report CR 74
- Wave 6 - August, 1991 Printed as FORS Report CR 101
- Wave 7 - October, 1993 Printed as FORS Report CR 135
- Wave 8 - May/June, 1995 Printed as FORS Report CR 159
- Wave 9 - May/June, 1996 Printed as FORS Report CR 167
- Wave 10 - May/June, 1997 Printed as FORS Report CR 171

The surveys have always taken place by telephone, covering all States and Territories. Sampling has been based on a stratified probability design in order to gain sufficient interviews to represent each State and Territory in the findings. For Waves 1-6, respondents were selected on an age/sex/area quota basis using traditional telephone fieldwork methodology.

FORS noted after Wave 6 (1993) that the apparent response rate had been well under 40% of sampled dwellings. This was not considered high enough to ensure the responding sample and the reported findings were sufficiently representative of the community. FORS invited recommendations on how improvement in the response rate might be implemented.

A revised method introduced for Wave 7[1] resulted in a response rate estimated at 67% of dwellings selected. After taking account of dwellings where there was no answer after at least 9 contact attempts or where no eligible respondent was available for interview during the survey period, the effective response rate rose to over 82%. This was a substantial improvement and is probably as high as may reasonably be achieved by any survey where response is voluntary. The response rate varied by state and region, with smaller density locations providing higher response rates than the large cities.

[1] *The essence of the change was to send an advance letter under Ministerial letterhead and to increase the number of call attempts to 9 or more. There were also other refinements which included recalls to refusals and to people with limited English speaking ability. A change to the in-home respondent selection process introduced non-substitution between household members, following random computer identification of one person to be interviewed.*

For Waves 8, 9 and 10, FORS retained this approach to maximising both the response level and the control over respondent selection. In all of these more recent Waves, TAVERNER Research Company continued to introduce more refinements to the respondent selection process within each dwelling contacted, seeking to reduce yet further the traditional over-representation in surveys of females and older persons, at the expense of the young and males under 60 years, in the raw sample data.

Even though the issue of over and under representation of particular sample categories can be largely corrected through application of population weighting, as used in all previous waves of this monitor, FORS accepted the researchers' suggestion of varying the chance of selection during fieldwork. A multi-stage method was used in the sample selection for Waves 8, 9 and 10, explained in some more detail in the next section. The end result has been a continuing improvement in the raw sample age/sex representation both nationally and within each State and Territory.

This Wave 10 survey has maintained the higher response rate and improved sample reliability that was achieved with Waves 7 through 9. The survey design is far more rigorous than the standard adopted in most other studies of this kind and is both practical and effective.

3. SURVEY METHODOLOGY

3.1 Summary

A modified Kish-grid sampling approach, adapted at Wave 7 for use on the telephone and preceded by an advance letter to dwellings selected for inclusion in the survey, was again used. An integral feature of the design was probability, non-substitution selection of the person in the dwelling who would be asked to answer the questions. Prior to Wave 7, sampling had been based on an age/sex quota selection method which, although generally accepted in commercial research and more economical to conduct, has much less validity.

In the 1993 (Wave 7) survey of this series, changes were introduced so that every household had an equal chance of selection and every member within each household also had an equal chance of being interviewed. This lead to some over-representation of females in most age groups and under-representation of the 15-24 years age group, particularly males, which was corrected through population weighting in the analysis.

For Wave 8, TAVERNER Research Company introduced a two-step variation to the sampling in an attempt to improve the overall representation of these groups. Waves 9 and 10 again adopted this general approach, with further refinement.

As a first step, the researchers limited the mailing of the advance letter to a level that would yield some 75-80% of respondents selected on a probability basis. At contact with each dwelling, the respondent selection process increased the chance of males and young people being included in the raw sample. The over-riding principle, however, was that interviewer bias should be eliminated in respondent selection. Hence, the control rested with the computer program selecting the respondent.

At contact with the dwelling, the interviewer listed all household members by sex and by age. The computer program selected the person to interview. Only that person could be interviewed. Work stations were programmed to increase the chance of a "harder to find" age or sex being selected.

This special programming sought to ensure that whenever there was a young person aged 15-24 in the home, the chance of that age group being selected was doubled. Similarly, a 35% increase in the chance of a male being selected was also introduced for all dwellings. This formula was developed by the researchers from the experience of Waves 7 - 9. Age/sex achievement within region was monitored against the June 30, 1994 Australian Bureau of Statistics population estimates.

After exhaustion of the initial mailed sample, including follow up of refusals and non-English speaking contacts, the balance of the fieldwork used a controlled quota achievement method within each State and Territory. More letters were dispatched and households were then systematically called by telephone in order to complete the minimum numbers of interviews in each region.

On contact, only those age/sex categories with unfilled quotas were listed in the grid and the same probability selection process pertained as for the initial stage. The over-riding principle continued to be that interviewers still had no influence over whom to interview in any dwelling. At the contacted households which could not yield any of the needed age/sex groups, no interview took place. This in no way affected the reliability of the sampling because of the uniquely independent inclusion of the different age/sex categories.

Interviewers acted strictly in line with a laid down procedure on a dwelling by dwelling basis, so that selection remained systematic across the community at large and, later, within the needed age/sex categories. This maintained the systematic, independent, stratified sampling process which ensured that sampling error was minimised. Dwellings and respondents were selected in a representative manner and the overall findings retained the integrity of probability selection.

This sampling method led to the respondent numbers ending up close to the desired size and distribution across the country. However, because of the need to achieve minimum quotas by age/sex within region, a beneficial by-product of this approach has been an unintentional overall increase in sample size. This has progressively risen from 1,000 in pre-1995 Waves to a high in Wave 10 of 1,298 respondents.

The data collected in this survey have been presented to FORS in raw numbers and also weighted to the national and State by State household statistics estimated by the Australian Bureau of Statistics as at 30 June, 1994. This report is based on the weighted statistics, representing the Australian population aged from 15 years.

3.2 Sample Coverage and Source

All States and Territories of Australia were covered by the sample, using the stratified, regional probability distribution adopted in this series of Community Attitude Surveys since 1995. This sample design ensured at least 100 interviews in any reported region.

The sample achievement is shown in Appendix III. TAVERNER Research Company estimated a sample yield from each region prior to fieldwork commencement and reached or exceeded targets in all cases. Because of the non-substitution design within dwellings and the requirement to maximise the sample response rate (yield), TAVERNER continued to interview in some regions even though the desired total number of interviews was achieved before achievement of minimum age/sex quotas.

For that reason, the survey reports on 1,298 completed interviews instead of the planned sample size of up to 1,250.

After exclusion of the sample component that could be classed as out of scope (unobtainable number, no answer after 9 calls, household member away for survey period), the effective national response rate rose to 79% participation overall. Dwelling addresses and their telephone numbers were systematically selected from the electronic Australia-on-Disk White Pages directory.

3.3 Interviewing and Processing

Following dispatch of an initial 1,700 advance letters, TAVERNER Research Company interviewers contacted dwellings over the period 3 May to 4 June, 1996. The questionnaire, described below and included under Appendix I, was administered with the selected respondents using the OzQuest Computer Assisted Telephone Interviewing (CATI) system under the direct control of TAVERNER telephone interviewing supervisors. Average interview length was 14.2 minutes.

The data collected by the interviewers was entered directly into the computing system in the TAVERNER offices. The sampling and survey responses were monitored progressively. Detailed tabulations were then prepared in both raw number format and weighted to the national population distribution. All interviewing was conducted at least in accordance with the guidelines of the Interviewer Quality Control scheme (IQCA), introduced to Australia under the auspices of the Market Research Society of Australia (MRSA) and the Association of Market Research Organisations (AMRO). TAVERNER Research Company has IQCA accreditation.

4. TOPICS AND QUESTIONNAIRE

The topics covered in Wave 10 were nominated by FORS. In most cases, questions that had been asked in recent waves were repeated. Two new questions were added.

The following issues affecting road safety were covered in this survey. Questions covered awareness, attitudes and behaviour.

4.1 Questions that were the same as Wave 9

- factors believed to lead to road crashes
- perception of any change in random breath testing (RBT) activity in the last two years
- whether police RBT has been seen in the last six months and incidence of personally being breath tested in that period
- whether .05 Blood Alcohol Concentration (BAC) would affect the ability to act safely as a pedestrian
- past and present licence holding
- frequency of driving or riding a motor vehicle
- attitude to drinking and driving
- usage of breath testing machines in the last six months and likelihood of use if there was an opportunity
- knowledge of current alcohol consumption guidelines for first hour and each hour after that, for men and women
- alcoholic beverages mainly drunk
- knowledge of standard drinks in a stubby or a can (375 ml) of full strength beer and a bottle (750 ml) of wine
- perception of changes in the number of people booked for speeding compared to two years ago
- incidence of being booked for speeding in the last two years and in the last six months
- whether personal driving speed has changed in the last two years and frequency of driving 10 km/hr or more over the speed limit
- tolerated speeds in urban 60 km/hr zone without being booked
- tolerated speeds in rural 100 km/hr zone without being booked
- attitudes to particular speed related issues
- opinions on reducing the current speed limit to 50 or 40 km/hr in residential areas
- attitudes toward the law applicable to some Australian States requiring people to carry their licence at all times while driving a motor vehicle, and knowledge as to whether this law applies to their own State/Territory
- wearing of seat belts, back and front
- perception of changes over the last two years in the number of people being booked for failing to wear occupant restraints
- personal experience of a road accident in the past three years and degree of severity.

4.2 New topics introduced for Wave 10

- agreement or disagreement with random breath testing
- agreement or disagreement with zero blood alcohol for all drivers

The questionnaire and the wording used in this Wave 10 survey is enclosed as Appendix I. Where Wave 10 questions have been repeated in previous waves of this monitor, as far back as Wave 6, comparative findings have been shown in Appendix II.

5. SAMPLE CHARACTERISTICS

For comparison of weighted and unweighted numbers analysed in this survey, examples of respondent characteristics are presented below. The main effects of weighting were from bringing the 15 regions into line, rather than any age/sex adjustments.

CHARACTERISTICS %	UNWEIGHTED %	WEIGHTED %
Base:	1,298	14,009 ('000)
Age: (15 years and over)		
15-16 years	3	4
17-19 years	5	5
20-24 years	8	10
25-29 years	8	10
30-39 years	20	20
40-49 years	19	18
50-59 years	15	12
60-69 years	11	10
70 and over	10	11
Sex:		
Male	51	49
Female	49	51
Occupation:		
Student	10	11
Home duties	8	7
Employed	59	59
Retired	21	20
Unemployed	3	3
Highest Education Level:		
Up to secondary/at school	63	63
Trade/TAFE	12	12
Tertiary	25	25
Driver Characteristics:		
Licence Held		
Have current licence or permit	88	88
Previous holder	2	2
Never held	9	10
Length of Time Licence Held		
Up to 3 years	7	8
3-5 years	5	7
6-10 years	8	10
Over 10 years	71	65
Never held	9	10
Penalised for Speeding:		
Last 6 months	6	7
Last 2 years	17	16

NB: Some sub-totals in columns do not add up to exactly 100% eithe due to rounding or because multiple responses were allowed.

DETAILED FINDINGS

6. ROAD CRASHES 12

7. ALCOHOL AND DRINK DRIVING 16

8. SPEED 32

9. LAW REQUIRING DRIVERS TO CARRY THEIR LICENCE 46

10. OCCUPANT RESTRAINTS 48

11. INVOLVEMENT IN A ROAD ACCIDENT 51

6. ROAD CRASHES

6.1 Factors Contributing to Road Crashes

Respondents were initially asked:

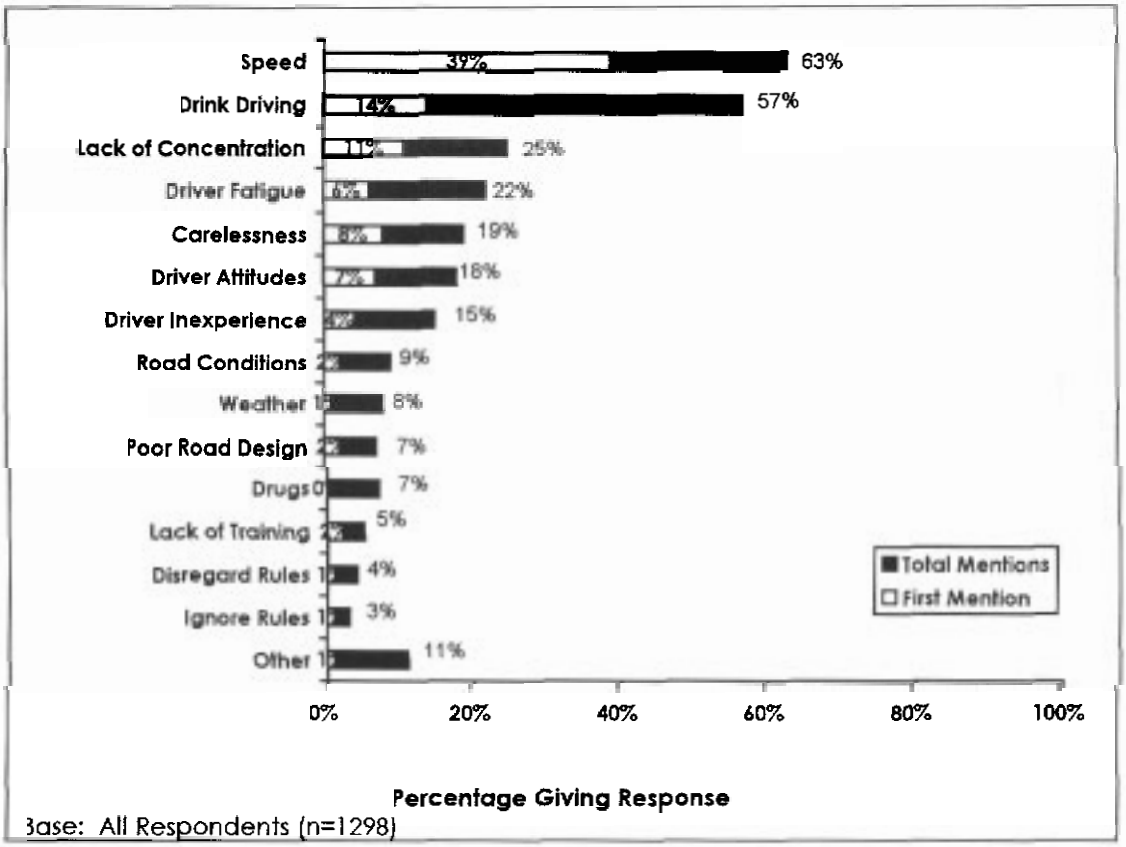
"What factor [and then "What other factors..."] do you think most often leads to road crashes?"

Wave 10 of research into community attitudes to road safety again showed that speed (mentioned spontaneously by 63% of the community) and drink driving (57%) are the main factors most often believed to contribute to road crashes (figure 1).

Mention of speed as a cause of road crashes has been increasing over the past few years. It is currently the most often mentioned factor, particularly so when people are asked to nominate the main contributor. Spontaneous reference to drink driving peaked in 1993 (Wave 7) and, despite a reduction in Wave 8 (1995), that too has consistently increased again.

Figure 1 illustrates the pattern of response for this latest survey. Appendix II compares figures across the measures since Wave 6 in 1991.

Figure 1: Factors Contributing to Road Crashes



Base: All Respondents (n=1298)

Lack of concentration (25%) again ranked third and mention of driver fatigue has also remained steady over the last three waves (22% in Wave 10). Carelessness and driver attitudes feature at the next level (19% and 18% respectively), along with driver inexperience (15%). Road conditions (9%), weather (8%) and road design (7%) are next though have declined in mention since 1991 (Wave 6). Drugs, other than alcohol, was also mentioned by 7% this year.

With the exception of Wave 7, when mention of drink driving peaked at 64%, the pattern of response over recent years has shown roughly one third of the community nominating speed as the one single factor that most often leads to road crashes, compared with less than half that number initially referring to drink driving. However, while first mention of drink driving has remained steady in this latest measure, nomination of speed is now approaching the 40% mark (34% a year ago).

Females and the over 60s age group continue to be significantly more likely than other population groups to nominate speed as the main factor, while 15 to 24 year olds are still more likely to mention drink driving.

Speed is nominated as the main factor in most States and Territories, particularly in Queensland, New South Wales, Tasmania and the ACT. Approximately half of all people surveyed in those states give speed as their first mention. The exception is once again the Northern Territory, where that community is equally likely to mention either drink driving or speed first. Queensland is the least likely region to mention drink driving first.

When all factors thought by the population to lead to road crashes are examined, females are significantly more likely than males to nominate both speed and drink driving. In line with previous waves, while a majority of males do refer to these factors, they are more likely than females to raise the issues of road design, road conditions, driver inexperience and lack of training.

As noted above, mentions of both speed and drink driving have tended to increase over time. The proportion of males nominating speed has increased from 51% in Wave 9 to 58% this year.

People in the 15 to 24 year age group are still the least likely to suggest speed as a factor leading to road crashes. However the latest figure of 53% among that young group mentioning the dangers of speed represents a significant increase on the 44% recorded last year.

Table 1 illustrates "all mentions" of speed and drink driving, by sex and age of respondent.

Table 1: Perception of Speed and Drink Driving as Factors that Contribute to Road Crashes: All Mentions, by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Speed	63%	58%	67%	53%	65%	62%	69%
Drink Driving	57%	53%	61%	62%	57%	57%	51%
Base	1298	657	641	212	364	441	281

Table 2 below shows "all mentions" of speed and drink driving by State/Territory. Total mentions of both of these key factors has increased across most of the nation since last year.

There has been a significant increase in the propensity to nominate speed in New South Wales, Queensland, the Northern Territory and the ACT. While people from the ACT were far less likely than those from other states to attribute road crashes to excessive speed last year, they represent one of the groups most frequently nominating that element in Wave 10.

Drink driving was again most likely to be mentioned in the Northern Territory, nearly four in every five (78%) referring to this factor. Seven in ten people in Tasmania (67%) and the ACT (70%) mentioned drink driving in this latest measure, representing a significant increase from the last year's figures, 51% and 60% respectively.

Conversely, people from Victoria and Western Australia made fewer references to speed and drink driving as factors contributing to road crashes. They showed a greater tendency to refer to issues of driver inattention, carelessness and driver fatigue.

Table 2: Perception of Speed and Drink Driving as Factors that Contribute to Road Crashes: All Mentions, by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
Speed	63%	71%	50%	72%	52%	57%	67%	52%	69%
Drink Driving	57%	59%	54%	48%	65%	55%	67%	78%	70%
Base	1298	241	195	188	159	154	153	103	105

Wave 10 shows a significant increase over Wave 9 in the numbers of non-metropolitan people who mention excessive speed and drink driving as contributors to road crashes. Both of these causes are now mentioned more often in country than in city areas. In line with last year, those in capital cities more readily cite driver attitudes and carelessness than do those people living in the less densely populated areas.

The latest results for all main factors named as causes of road crashes, comparing people from capital cities and non-capital city areas, are shown below in Table 3.

Table 3: Factors Contributing to Road Crashes: All Mentions by Capital/Non-Capital City Areas

	TOTAL	CAPITAL CITY/NON-CAPITAL CITY	
		Capital City	Non-Capital City
Speed	63%	59%	68%
Drink Driving	57%	55%	60%
Lack of concentration	25%	25%	24%
Driver Fatigue	22%	18%	28%
Carelessness/Negligence	19%	24%	12%
Driver Attitudes/Impatience	18%	21%	13%
Driver inexperience	15%	15%	14%
Road Conditions	9%	9%	9%
Drugs (other than alcohol)	7%	7%	7%
Disregard of rules	4%	5%	2%
Ignorance of rules	3%	4%	2%
Base	1298	779	519

7. ALCOHOL AND DRINK DRIVING

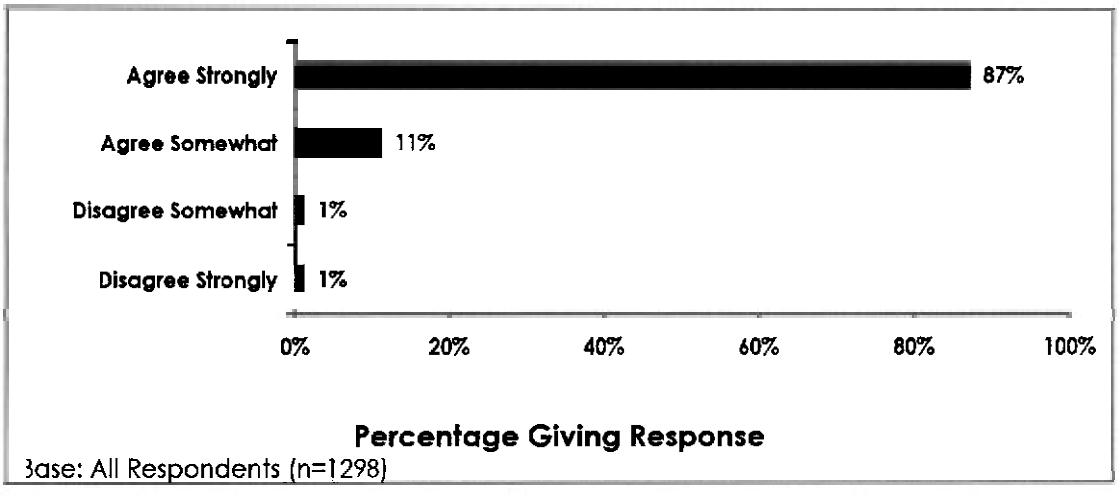
7.1 Support for Random Breath Testing (RBT)

All respondents were asked:

"Do you agree or do you disagree with the random breath testing of drivers?"

As shown in Figure 2, agreement with RBT is almost universal (98%). This is the same high level as occurred as far back as 1990. The proportion of people who strongly support this initiative is 87%, representing an increase on the 81% recorded when this question was last asked, in Wave 7. Support for RBT is virtually absolute across the country.

Figure 2: Support for Random Breath Testing of Drivers



Base: All Respondents (n=1298)

Within this framework of overall high support for RBT, females are significantly more likely to voice strong support (91%) than males (83%). Young males and young females are equally supportive of RBT with a high 90% in strong agreement. This is shown in Table 4.

Table 4: Support for Random Breath Testing of Drivers: by Age within Sex

		MALES BY AGE GROUP				FEMALES BY AGE GROUP			
	TOTAL	15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Agree Strongly	87%	90%	85%	79%	77%	90%	90%	93%	90%
Base	1298	110	174	237	136	102	190	204	145

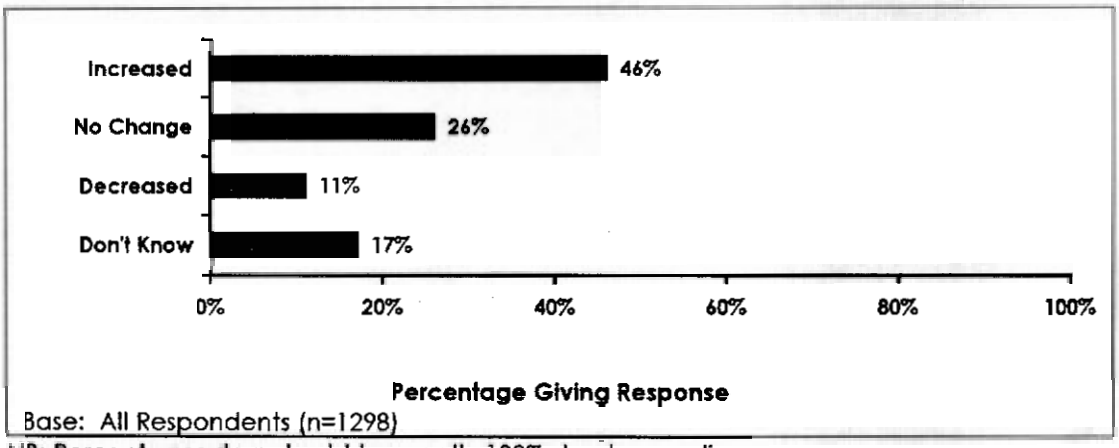
7.2 Perception of RBT Activity in the Last Two Years

All respondents were then asked:

> *"In your opinion, in the last 2 years, has the amount of random breath testing being done by police increased, stayed the same, or decreased?"*

People continue to believe that the amount of RBT activity has increased rather than decreased. The number perceiving an increase in Wave 10 is significantly higher than in Wave 9 (46% compared with 39% last year). A feeling of no change in RBT activity is again evident among one quarter of the community. These results are presented below in Figure 3. The table in Appendix II illustrates these results over time.

Figure 3: Perception of RBT Activity in the Last Two Years



Base: All Respondents (n=1298)

NB: Percentages do not add to exactly 100% due to rounding.

Younger people were again the more likely to perceive an increase in RBT activity; a high 60% of those in the 15 to 24 year age bracket hold the opinion that the police have been more active in this regard. This is an increase on the 47% figure last year. Females and people over 60 continue to display the least awareness of whether there has been a change in RBT activity (Table 5). A relatively high 19% of males in the age bracket 40 to 59 years indicated a perception in Wave 10 of a decline in RBT police activity.

Table 5: Perception of RBT Activity in the Last Two Years: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Increased	46	45	47	60	43	44	40
Stayed the Same	26	30	22	20	36	22	23
Decreased	11	12	10	7	11	15	8
Don't know	17	13	21	13	9	19	28
Total	100	100	100	100	100	100	100
Base	1298	657	641	212	364	441	281

NB: Some columns do not add up to exactly 100% due to rounding.

While Waves 8 and 9 showed a pronounced belief of increased RBT activity in Western Australia and the Northern Territory, this latest research now shows the highest proportion with this opinion to be in South Australia and Tasmania. This represents a particularly marked turnaround among people from Tasmania, where in recent years a relatively high proportion felt RBT activity had actually declined.

Any perception that RBT activity has decreased over the past two years was more prevalent in Queensland than elsewhere in this latest measure (Table 6). This viewpoint was least likely in South Australia.

Table 6: Perception of RBT Activity in the Last Two Years: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	46	41	47	37	73	52	69	44	44
Stayed the Same	26	27	30	27	15	25	15	33	32
Decreased	11	12	7	19	3	8	10	9	14
Don't Know	17	20	17	18	9	15	6	15	11
Total	100	100	100	100	100	100	100	100	100
Base	1298	241	195	188	159	154	153	103	105

NB: Some columns do not add up to exactly 100% due to rounding.

7.3 Exposure to RBT Activities in the Last Six Months

All respondents were asked:

> *"Have you seen police conducting random breath testing in the last six months?", ...and then*
> *"Have you personally been breath tested in the last six months?"*

Seven in ten in Wave 10 recall seeing RBT in operation in the last six months, while 25% report being tested over the same period. These figures maintain the steady increase in exposure to RBT since Wave 7 (Appendix II).

Males continue to be significantly more likely than females to recall seeing recent police RBT activity and to report having been personally tested in the last six months. Recall of RBT in operation in the last six months and personally being tested are again a function of respondent age. Those aged 60 years and over are significantly less likely than the younger groups to recall a recent sighting of RBT activity or to have been tested.

Table 7 illustrates these findings. Females in the older age group are least likely to have actually been tested (2%), compared to a high 43% of males aged 15 to 24, in the past six months.

Table 7: Exposure to RBT Activity in the Last Six Months: by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Seen in operation	70%	73%	66%	82%	78%	67%	50%
Personally tested	25%	32%	18%	32%	29%	24%	11%
Base	1298	657	641	212	364	441	281

Visibility of RBT in the last six months continues to be lowest in Queensland, with half the respondents unaware of police RBT during this period. Visibility of RBT in action has been noticed by over 70% in all other regions with the exception of Western Australia (65%). The highest reported incidence of personally being tested in the last six months occurred in the ACT (32%, which is in line with last year) and Tasmania. Queensland had the lowest incidence (Table 8).

Table 8: Exposure to RBT Activities in the Last Six Months: by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
Seen in operation	70%	74%	74%	52%	76%	65%	77%	73%	81%
Personally tested	25%	25%	30%	15%	21%	29%	32%	20%	32%
Base	1298	241	195	188	159	154	153	103	105

The Wave 10 results show a significant change in Tasmania since last year, with reported observation of RBT operations increasing from 52% to 77%, and the incidence of testing up from 17% to 32%. There is also some evidence of increased RBT exposure in South Australia.

Comparing metropolitan and non-metropolitan residents, awareness of recent RBT activity was again marginally more pronounced in the cities (72% versus 66%).

When responses are examined among people who say they have consumed alcohol when driving, awareness of past 6 month RBT police activity reaches a high 77%, with 32% reporting a personal breath test in that time.

7.4 Support for Universal Zero Blood Alcohol Limit

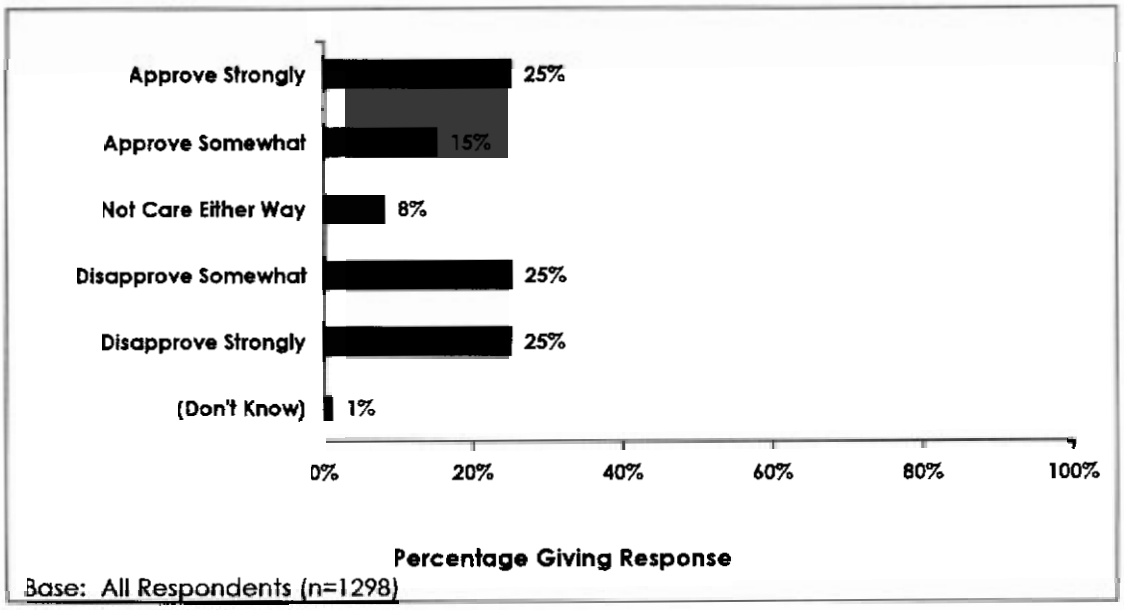
Respondents were informed that, while the legal alcohol limit for most drivers is "point O five", the limit for young drivers in their first three years, as well as truck and other professional drivers, is effectively zero. They were then questioned on their support for the idea of extending this zero limit to all drivers:

> *"Some people have suggested that the zero limit should be extended to ALL drivers. How would you feel about extending the zero limit to all drivers?"*

As shown in Figure 4, approval for this suggestion measured 40%. Strong approval was evident among one quarter of the community. Currently,

however, half the community appear not to support this initiative, strong disapproval registering 25%.

Figure 4: Support for Extension of Zero Level Blood Alcohol Limit to All Drivers



Base: All Respondents (n=1298)

Consistent with the finding that females are more likely than males to consider drink driving to be a major cause of road crashes, females are also more inclined to support this zero alcohol initiative. A high 37% of females compared to just 13% of males approve of the idea strongly. Support tends to be most pronounced at the two age extremes among females. Overall, the 25 to 39 year age group displays least enthusiasm for the concept, particularly the males (Table 9).

Table 9: Support for Extension of Zero Level Blood Alcohol Limit to All Drivers: by Sex and Age within Sex

	TOTAL MALES %	MALES BY AGE GROUP 15-24 %	25-39 %	40-59 %	60+ %	TOTAL FEMALES %	FEMALES BY AGE GROUP 15-24 %	25-39 %	40-59 %	60+ %
Approve Strongly	13	14	6	15	21	37	41	22	43	48
Approve Somewhat	11	13	11	10	11	19	26	23	11	17
Not Care Either Way	8	13	8	5	9	8	11	8	6	8
Disapprove Somewhat	30	34	28	32	28	20	12	25	24	14
Disapprove Strongly	37	25	47	38	29	14	7	20	15	11
Don't Know	0	1	0	0	1	3	4	2	2	2
Total	100	100	100	100	100	100	100	100	100	100
Base	657	110	174	237	136	641	102	190	204	145

NB: Some columns do not add up to exactly 100% due to rounding.

Support for a zero level blood alcohol limit for all drivers was significantly more pronounced in New South Wales, where 47% expressed approval compared with 42% disapproving. More people tended to disapprove than approve of the idea in the remainder of the nation. Disapproval was most evident in Western Australia (64%).

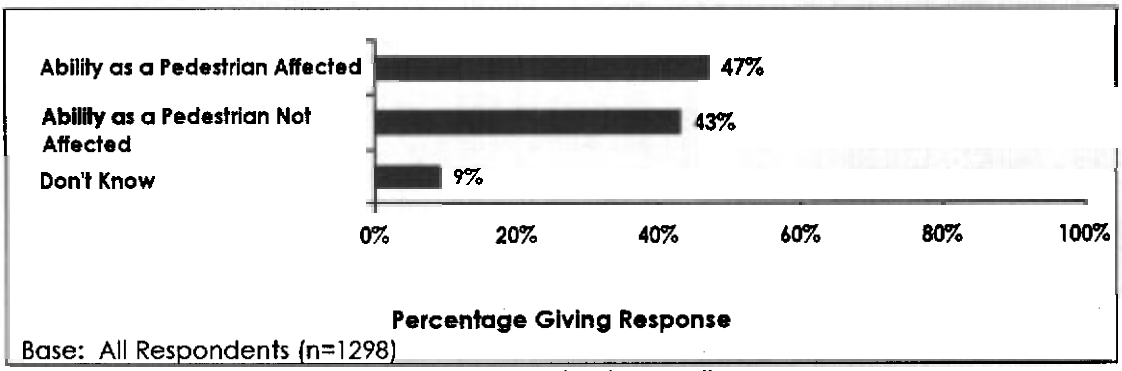
7.5 Perceived Effect of Blood Alcohol Concentration of .05 on Ability to Act Safely as a Pedestrian

Respondents were asked:

"Do you think that a blood alcohol reading of .05 would affect your ability to act safely as a pedestrian in any way?

As illustrated in Figure 5 below, half the community continue to accept that their ability as a pedestrian would be affected by a blood alcohol reading (BAC) of .05.

Figure 5: Perceived Effect of a BAC of .05 on Ability to Act Safely as a Pedestrian



Base: All Respondents (n=1298)

NB: Percentages do not add to exactly 100% due to rounding.

As for previous waves, females are significantly more likely to believe that a BAC of .05 would affect pedestrian ability (55% against 39% of males). Unlike previous waves, there was no variation of significance by respondent age or across the States or Territories in Wave 10.

However, perceptions of the effect of a .05 BAC on pedestrians again varied according to whether or not the person drank alcohol, and the type of alcoholic beverage mainly consumed (Table 10).

Table 10: Perceived Effect of a BAC Level of .05 on Pedestrians: by Type of Alcoholic Beverage Mainly Consumed

	TOTAL %	ALCOHOL CONSUMED		
		Beer %	Wine %	Do not drink %
Ability would be affected	47	41	48	55
Ability would not be affected	43	56	44	25
Don't know	9	4	7	20
Total	100	100	100	100
Base	1298	513	399	308

NB: a) Some columns do not add up to exactly 100% due to rounding.
b) The 'Beer', 'Wine' and 'Do not drink' subgroups do not include people who mainly drink alcohol other than beer or wine. Therefore the subtotal of these three groups does not add up to the overall total.

As illustrated in Table 10, over half (55%) of non-drinkers feel that their ability to act safely as a pedestrian would be affected by a BAC of 05. Those who do drink alcohol are less inclined to believe a .05 BAC would impair their ability as a pedestrian, particularly beer drinkers. Nearly one in five non-drinkers, however, could not give an opinion on this matter. These findings are consistent with Wave 9.

7.6 Attitudes to Drinking and Driving

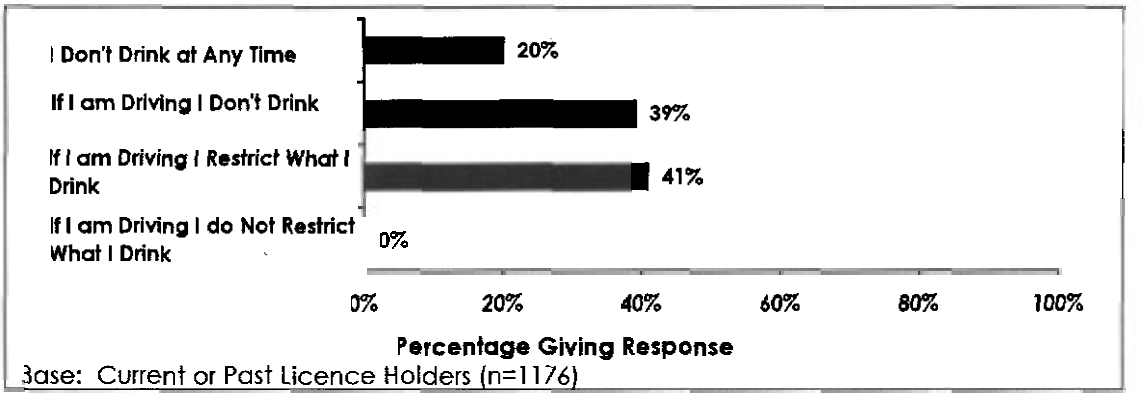
All respondents who had ever held a licence were asked:

"Which of the following statements best describes your attitude to drinking and driving? Would that be...:

- *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 do not restrict what I drink."*

Figure 6 shows the response recorded for the total sample of licence holders.

Figure 6: Attitudes Toward Drinking and Driving



Base: Current or Past Licence Holders (n=1176)

While the majority of people display a responsible attitude towards drinking and driving, Wave 8 had seen a marked attitude shift from previous measures towards abstaining from drinking when driving, rather than restricting alcohol consumption. Findings since then have shown a more even distribution across these two alternative approaches to alcohol and driving.

In Wave 9, 63% of past or current licence holders maintained they did not drink either at all or when driving. The Wave 8 figure was 64% while the Wave 7 (1993) survey had found that only 55% did not drink and drive. In this latest survey, the figure is 59%.

Table 11 below shows that attitudinal differences toward drinking and driving are still evident between males and females, and according to age, viz:

- females who had ever held a licence were more likely than the males to respond: *"I do not drink at any time"* (26% against 15% of males).
- females were more likely to respond: *"If I am driving, I do not drink"* (46% against 32% of males), while males were more likely to indicate that they *restrict* what they drink (53% against 28% of females).
- 15 to 24 year olds were again most likely to nominate the statement: *"If I am driving, I do not drink"* (51%). Overall, 86% of females in this youngest age group could be classified as "non drinkers" when it comes to driving (23% say they don't drink at any time and 63% don't drink if driving) compared with 59% of males of this age (19% never drink and 40% don't drink if driving). However the 23% of young females saying they don't drink at any time represents a decline on the 34% recorded last year. The total proportion of "non drinkers" among these younger males (59%) has also declined (from 67% in Wave 9).
- past or current licence holders aged 25 through to 59 years continue to be more likely than the younger and older age groups to say: *"If I am driving, I restrict what I drink"*. Although the majority across the full community would be classified as "non drinkers" in this context (not drinking at any time or not drinking when driving), when responses are further examined by sex within age we found that three in five males in this 25-59 age bracket report drinking when driving.

Table 11: Attitudes Toward Drinking and Driving: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
I don't drink at any time	20	15	26	21	12	16	38
If I am driving I do not drink	39	32	46	51	40	38	29
TOTAL: Non drinkers who have ever held a licence	**59**	**47**	**72**	**72**	**53**	**55**	**67**
If I am driving I restrict what I drink	41	53	28	28	47	45	32
If I am driving I do not restrict what I drink	*	*	0	0	*	0	*
Total	100	100	100	100	100	100	100
Base	1176	621	555	154	353	426	243

Base: Current or Past Licence Holders (n=1176) * - less then .5%
NB: Some columns do not add up to exactly 100% due to rounding.

Licence holders in the ACT and the Northern Territory (each 57%) were again more likely than those in the remaining States to indicate that they restrict their alcohol intake when driving. While Wave 9 reported a higher tendency in the capital cities (39%) than in the non-metropolitan areas (32%) to restrict alcoholic drinks when driving, rather than abstain altogether, Wave 10 revealed a figure of around 40% for both capital and non capital locations.

7.7 Self-Operated Breath Testing Machines

People who have ever held a licence and drink alcohol were informed that some hotels and clubs have installed self-operated breath testing machines to allow patrons to test their blood alcohol level before driving their vehicle.

They were asked:

"Have you used one of these machines in the last 6 months?"

Wave 10 found 8% claiming to have used one in that time period, a figure in line with Wave 8 (7%) and Wave 9 (6%).

The highest usage is again the 15 to 24 age group (14%). Wave 9 had identified an increasing usage of these machines in hotels and clubs by young women compared with Wave 8. As shown below in Table 12, young females now represent by far the largest group making use of these devices, followed by males aged 25-39.

Table 12: Use of a Self Operated Breath Testing Machine in the Last Six Months: by Age within Sex

	TOTAL	MALES BY AGE GROUP				FEMALES BY AGE GROUP			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Used machine	8%	8%	12%	6%	4%	22%	4%	6%	1%
Base	953	68	153	212	101	57	156	153	53

Base: Licence Holders who Ever Drink (n=953)

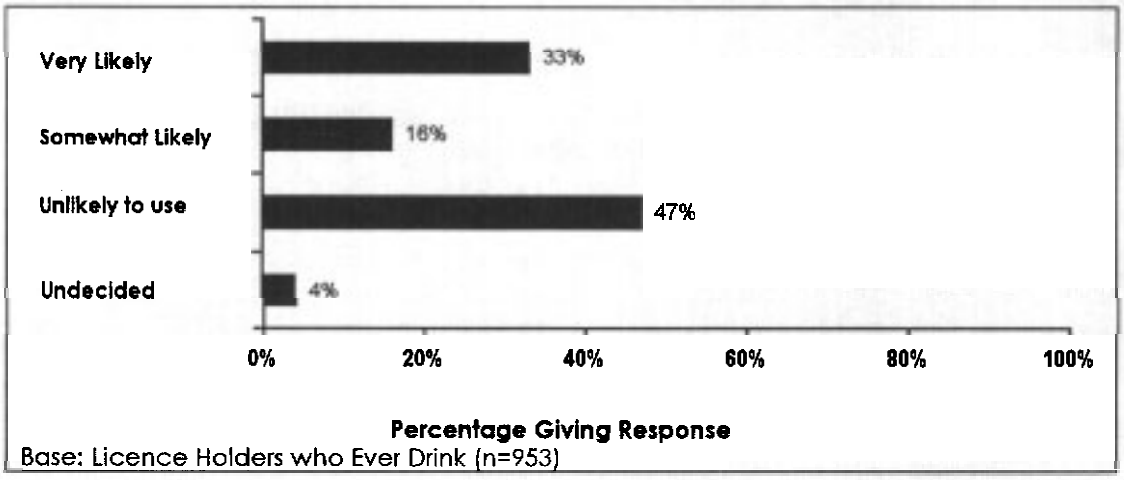
This limited usage occurs for all States and Territories, particularly in Queensland.

Respondents were then asked:

"If you had the opportunity, how likely would you be to test your breath to decide whether or not to drive?"

Overall, 33% of licence holders who ever drink alcohol indicated they would be "very likely" to take the opportunity to use a breath testing machine, with a further 16% "somewhat likely." This total of 49% represents an increase in perceived likelihood compared with last year's survey result of 42% reporting interest in the facility. Findings for Wave 10 are shown in Figure 7 below.

Figure 7: Likelihood of Using a Self-Operated Breath Testing Machine



Base: Licence Holders who Ever Drink (n=953)

Interest in using such a device among licence holders *who ever drink when driving* measured 38% "very likely", with a further 19% "somewhat likely". This total of 57% represents a solid increase on last year's overall interest level among this subgroup of only 47%.

Young licence holders who ever drink remain the group most interested in the use of self operated breath testing machines, with 65% of the 15 to 24 year old group expressing a likelihood of using such a device. In line with previous years, this intention drops off significantly with age, although indications among people aged 60 years and over are more encouraging this year (38% likely to use compared with 27% in Wave 9). Table 13 illustrates these latest findings by age group. It should be noted that within the 15 to 24 age category, the overall 65% likelihood measure was made up of 53% of males and 78% of females.

Table 13: Likelihood of Using a Self Operated Breath Testing Machine: by Age

	TOTAL %	AGE			
		15-24 %	25-39 %	40-59 %	60+ %
Likely to use	49	65	51	44	38
Unlikely to use	47	31	47	52	55
Undecided	4	5	2	3	7
Total	100	100	100	100	100
Base	953	125	309	365	154

Base: Licence Holders who Ever Drink (n=953)
NB: Some columns do not add up to exactly 100% due to rounding.

The only significant variation in likelihood of use across the individual States and Territories, or between capital and non capital city locations, was in the Northern Territory where 66% of licence holders who drink expressed interest - against the national figure of 49%.

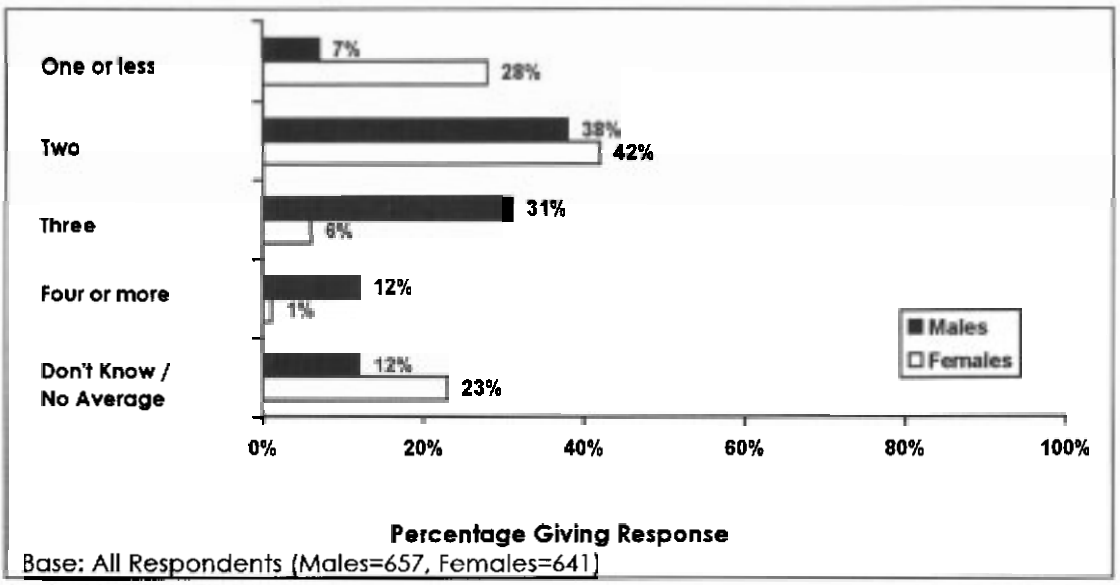
7.8 Alcohol Consumption Guidelines

All respondents were informed that there are guidelines stating that a person of their sex can drink so many standard drinks in the first hour and then so many each hour after that, to stay under the .05 BAC limit. They were then asked:

"How many standard drinks do they say a (say sex of the respondent) can have in the first hour to stay under .05?",.....and then,
"How many drinks each hour after that will keep you under .05?"

Figure 8 illustrates the pattern of response in relation to the first hour of drinking. The published guidelines actually stipulate two standard drinks for men and one for women, in the first hour.

Figure 8: Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour: by Sex



Base: All Respondents (Males=657, Females=641)

Overall, 7% of males nominated only one standard drink in the first hour and 38% suggested two drinks as their answer. A further 31% stated three standard drinks. One in ten males (12%) nominated more than three standard drinks in the first hour to stay under the limit of .05, while another 12% were unable to provide an answer. This pattern of response from males is consistent with findings from Waves 8 and 9.

Similarly, the response from females follows the same pattern as over the past waves. Two in every five females (42%) nominated two standard drinks in the first hour as the current guideline for women, with 28% correctly stating one drink. Three drinks were stated by just 6%, and 23% answered that they were not familiar with such guidelines. Nomination of one drink has gradually increased from 23% in Wave 8 to the latest figure of 28%, while the proportion stating two drinks has ranged from 36% (Wave 8) to a high of 44% (Wave 9) over the last three studies.

Both males and females under 40 years of age were again more likely than those in older age groups to nominate the correct guideline, or to answer with a more conservative estimate. Older respondents across both sexes were also the least likely to be able to provide an answer. These findings are illustrated in Table 14.

Table 14: Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour: by Sex and Age within Sex

	TOTAL MALES %	MALES BY AGE GROUP				TOTAL FEMALES %	FEMALES BY AGE GROUP			
		15-24 %	25-39 %	40-59 %	60+ %		15-24 %	25-39 %	40-59 %	60+ %
One or less	7	16	6	4	7	28	47	30	23	14
Two	38	58	47	26	24	42	45	51	43	28
Three	31	19	32	38	31	6	2	8	9	4
Four +	12	2	11	17	11	1	0	1	1	1
Don't know	11	5	4	12	26	22	6	12	23	49
No average	1	1	0	2	1	1	0	0	1	2
Total	100	100	100	100	100	100	100	100	100	100
Base	657	110	174	237	136	641	102	190	204	145

NB: Some columns do not add up to exactly 100% due to rounding.

A marked increase in correct awareness of the guidelines was evident for Wave 10 among males aged 15 to 24 years, the nomination of two standard drinks increasing from 40% last year to 58%. While the proportion of females correctly saying one drink has remained steady, the "don't know" figure has declined in this latest wave. The number responding with two drinks has increased from 34% in Wave 9 to 45% this year.

For the last three waves, despite small sample bases, males in Victoria, South Australia, and Tasmania have consistently displayed a greater tendency to overstate the number of drinks that can be consumed in the first hour in order to stay within the .05 limit. A relatively high incidence of replying "don't know" was evident in the Northern Territory in this latest wave. Table 15 shows the results for Wave 10.

Table 15: Alcohol Consumption Guidelines: Number of Standard Drinks in the First Hour (Males): by State and Territory

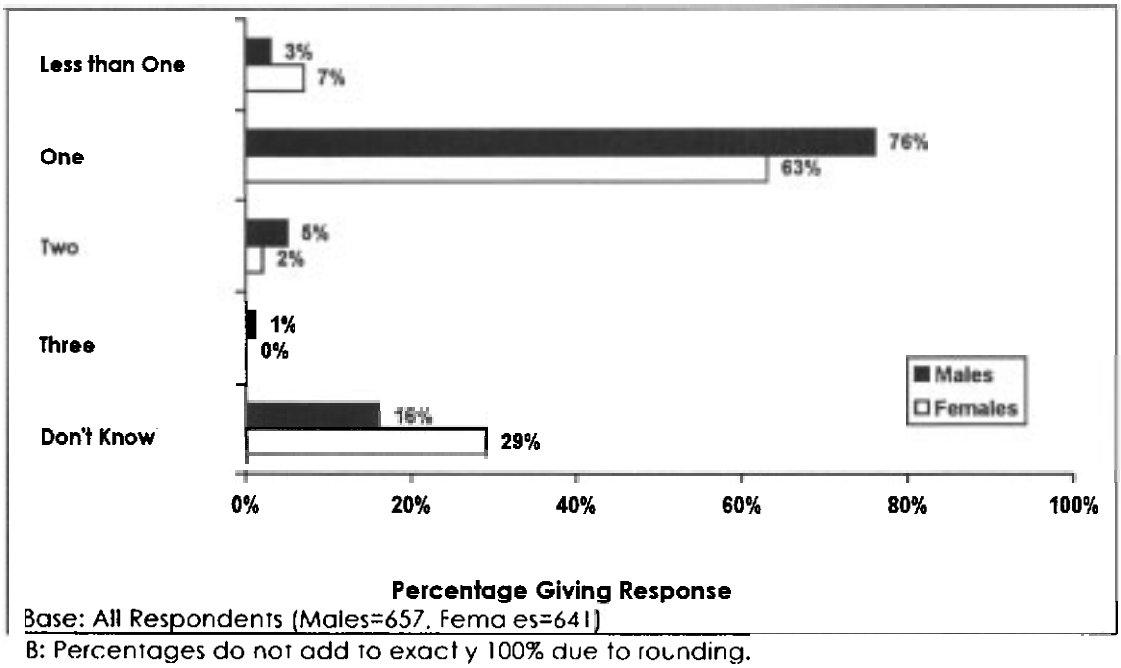
	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
One or less	7	11	6	3	2	13	1	4	3
Two	38	42	22	52	34	45	28	38	58
Three	31	33	33	26	26	25	45	26	34
Four or more	12	5	22	5	24	11	15	8	2
Don't know	11	9	16	11	13	5	10	22	2
No average	1	0	0	3	1	2	1	1	0
Total	100	100	100	100	100	100	100	100	100
Base	657	123	104	99	80	76	72	49	54

Base: Male Respondents (n=657) - caution should be exercised when making comparisons between states due to small sample bases.
NB: Some columns do not add up to exactly 100% due to rounding.

Once again, the majority of females across all regions nominated two or less drinks as the guideline.

When asked about the specified consumption rate after the first hour, the majority of males (76%) and females (63%) correctly said one drink per hour. These figures are back in line with those recorded in Wave 8, following a decline last year. Figure 9 shows the pattern of opinion by both sexes regarding the consumption rate after the first hour to stay within .05 BAC.

Figure 9: Alcohol Consumption Guidelines - Number of Standard Drinks after the First Hour: by Sex



Base: All Respondents (Males=657, Females=641)

B: Percentages do not add to exactly 100% due to rounding.

Similar to the findings relating to the first hour, correct awareness of the guidelines after that hour tended to be most pronounced among younger age groups, with high "don't know" figures recorded among older people and women. Nomination of one drink per hour after the first hour was high across all States and Territories.

Encouragingly, as before, the guidelines are best known among people who have indicated they drink and drive, the group for whom it is particularly important to be aware. Among these people, 79% of both males and females were within one drink of the number specified by the guidelines for the first hour, while most (85% of males and 78% of females) correctly stated one drink or less for each hour thereafter (see Table 16). These figures are consistent with recent waves.

Both drinking drivers and licence holders who drink but not drive after drinking showed similar understanding of guidelines. However, non drinkers were much less likely to attempt an answer.

Table 16: Alcohol Consumption Guidelines: First Hour and Each Hour After: by whether they Drink when they Drive, within Sex

	SEX			
	Males		Females	
1st hour	Don't Drink/ Not if Driving %	Drink if Driving %	Don't Drink/ Not if Driving %	Drink if Driving %
One or less	9	5	30	28
Two	33	42	41	51
Three	29	32	6	6
Four	6	7	*	1
Five	3	7	*	*
No average	1	1	*	1
(Don't know)	18	5	23	13
TOTAL:	100	100	100	100
Each Hour After 1st	%	%	%	%
Less than one	3	3	6	7
One	68	82	64	71
Two	6	5	1	1
Three	*	*	*	0
No average	1	1	*	2
(Don't know)	22	9	28	19
TOTAL:	100	100	100	100
Base	283	337	370	184

Base: Ever Held a Licence (n=1174)
NB: Percentages in some columns do not add exactly to 100% due to rounding.

7.9 Main Type of Alcoholic Beverage Consumed

All respondents who ever drink and who have ever held a licence were asked:

"What types of alcoholic beverages do you mainly drink?"

Beer and wine continue to be the most popular alcoholic beverages that licence holders mainly drink. Half the licence holders who drink (50%) consume beer and four in ten (41%) wine. Full strength beer is still considerably more popular than light beer. Around one in four (27%) mainly drink spirits or mixed drinks.

Beer is still by far the preferred drink among males, particularly full strength beer among both the 15-24 and the 25-39 age groups. However, the CAS 10 figures do suggest an increased trend among males toward drinking light beer.

Women licence holders who drink most commonly enjoy wine (58%) or mixed drinks (35%). Those women between 40 and 59 years of age reported the highest incidence of drinking wine, while close to half of all younger female licence holders who drink mentioned mixed drinks or spirits as their main alcoholic beverage (Table 17).

Table 17: Types of Alcoholic Beverages Consumed: by Age within Sex

	TOTAL	MALES BY AGE GROUP				FEMALES BY AGE GROUP			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Full strength beer	33	69	62	34	38	18	14	8	20
Light beer	22	23	25	46	35	7	7	8	18
Net: Beer	50	80	76	72	69	21	21	15	35
Wine / Champagne	41	3	24	36	34	36	56	73	59
Mixed drinks / spirits / liqueurs	27	31	23	13	20	58	32	29	27
Alcoholic cider	1	3	1	2	-	*	2	1	1
Don't drink	4	2	3	2	*	6	7	2	8
Base	953	68	153	212	101	57	156	153	53

Base: Ever Held a Licence and Ever Drink (n=953)
NB: Multiple responses allowed.

7.10 Awareness of Standard Drinks Contained in 375 ml of Full Strength Beer and a 750 ml Bottle of Wine

Two sub-groups of respondents were formed from the information about the main type of beverage consumed:

- those who drink mainly beer (50%), and
- those who drink mainly wine (41%).

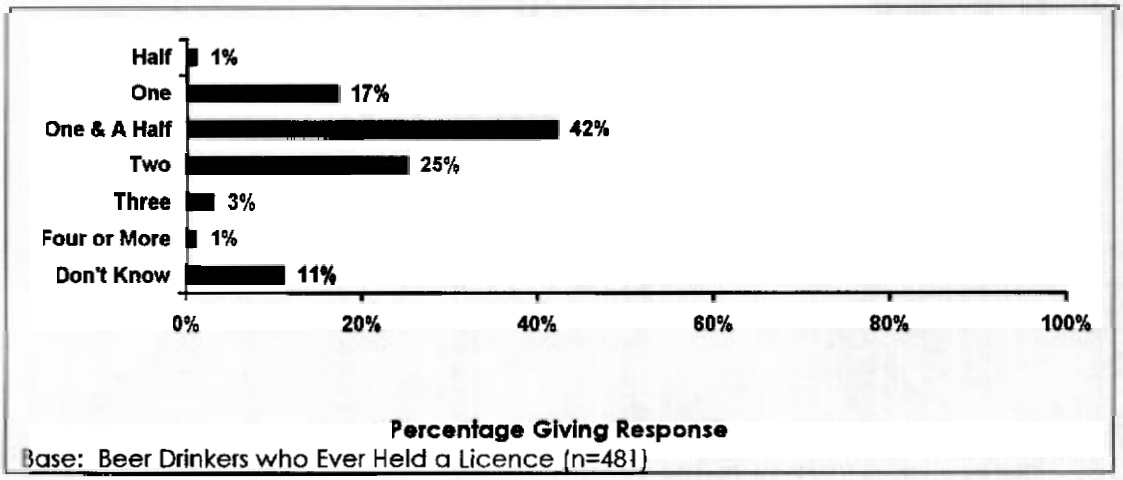
These groups are not mutually exclusive. Respondents could be included in both groups if they reported regularly drinking both wine and beer.

Beer drinkers, both full strength and light, who have ever held a licence, were asked:

> *"How many standard drinks do you think are contained in a stubby or a can (375 ml) of full strength beer?"*

Two in five (42%) gave the correct answer of "one and a half". The more conservative estimate of "two" was the next most frequent response (25%). Overall, 18% of beer drinkers under-estimated the number of standard drinks in 375 ml of full strength beer (see Figure 10).

Figure 10: Perceived Number of Standard Drinks in a Stubby or Can of Full Strength Beer



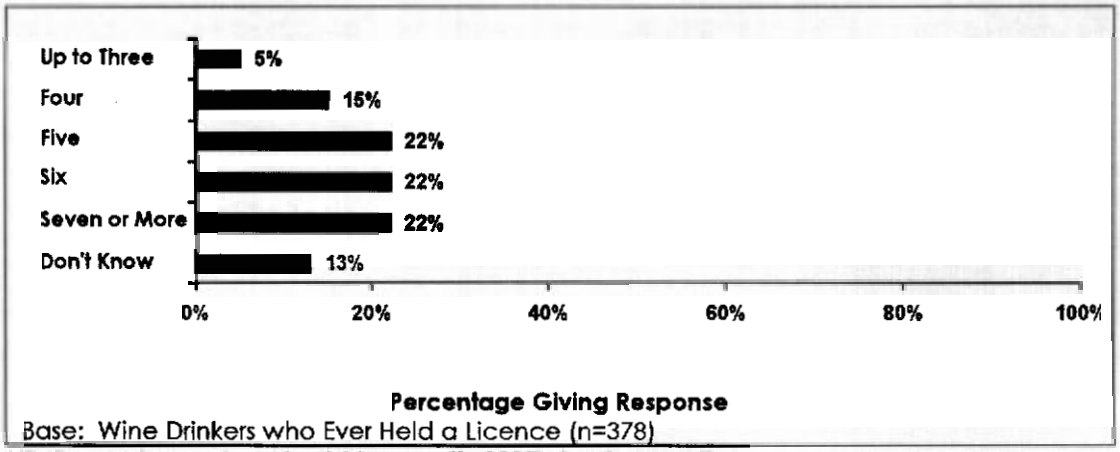
Base: Beer Drinkers who Ever Held a Licence (n=481)

Wine drinkers who ever drink and who have ever held a licence were asked:

"How many standard drinks do you think are contained in a bottle (750 ml) of wine?"

In line with recent years, the tendency was to under-estimate the correct number. While a 750 ml bottle of wine contains approximately seven standard drinks, two-thirds (65%) of these wine drinkers nominated six or less (Figure 11).

Figure 11: Perceived Number of Standard Drinks in a 750 ml Bottle of Wine



Base: Wine Drinkers who Ever Held a Licence (n=378)

'B. Percentages do not add to exactly 100% due to rounding.

Small bases preclude further analyses for most of the sub-groups, though no obvious differences are apparent.

8. SPEED

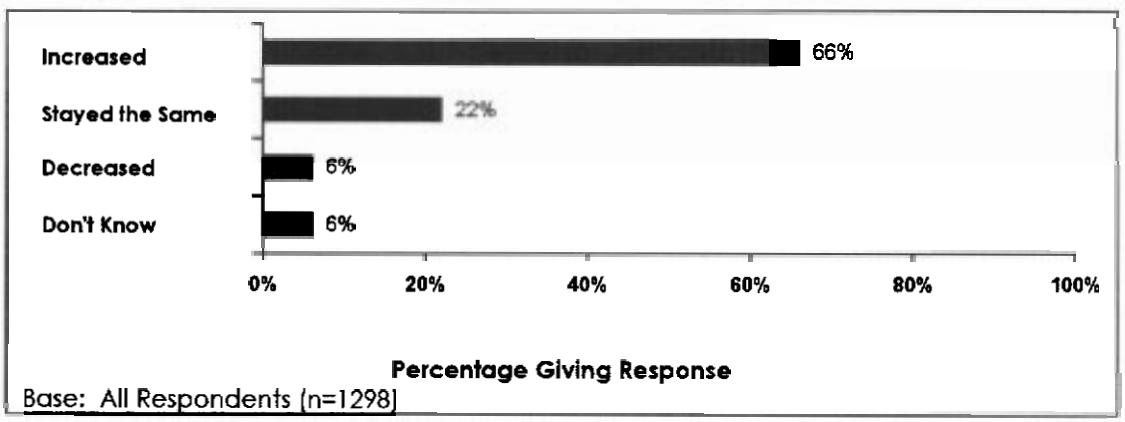
8.1 Perception of Changes in Speed Enforcement in the Last Two Years

All respondents were asked:

> *"In your opinion, in the last two years, has there been a change in the amount of speed enforcement carried out by police? Has the amount of speed enforcement increased, stayed the same or decreased?"*

Wave 10 witnessed a rise in the number of people perceiving an increase in the amount of speed enforcement carried out by police in the last two years. Overall, 66% felt there had been an increase, up from 57% last year. One in five (22%) felt the amount of enforcement was unchanged and only 6%, the same as in Wave 9, believed enforcement of speed limits had actually decreased in the period. A further 6% were undecided (Figure 12).

Figure 12: Perception of Changes in Speed Enforcement in the Last Two Years



Base: All Respondents (n=1298)

While last year saw the 25 to 39 year age group as the most inclined to report an increase in the enforcement of speed limits over the last two years, this belief is now more strongly held within the youngest, 18-24 years, age group - among both males and females. As shown below in Table 18, and consistent with Wave 9, males from 15 through to 59 years have a strong perception of increased speed enforcement by police.

Table 18: Perception of Changes in Speed Enforcement in the Last Two Years: by Age within Sex

	TOTAL	MALES BY AGE GROUP				FEMALES BY AGE GROUP			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Increased	66	79	68	72	53	74	67	59	58
Stayed the same	22	16	26	19	28	16	26	19	20
Decreased	6	1	5	6	10	5	6	10	6
Don't know	6	4	1	3	9	5	1	11	15
Total	100	100	100	100	100	100	100	100	100
Base	1298	110	174	237	136	102	190	204	145

NB: Some columns do not add up to exactly 100% due to rounding.

Among people who had been booked for speeding in the last two years, the perception of increased speed enforcement activity by police measured 74%, rising to 79% among those booked in the past six months, against the overall national average of 66%.

Regional variations in beliefs about the amount of speed enforcement were again evident in this latest survey. An increased perception of greater speed enforcement was evident across most states, compared with last year, while that opinion remained steady in the ACT and was marginally lower in the Northern Territory.

In line with recent years, the perception of an increase in speed enforcement by police continues to be particularly pronounced in South Australia (81% this year) and Tasmania (80%). It was also above the average among people in Victoria and Western Australia (71% each) (Table 19).

Table 19: Perception of Changes in Speed Enforcement in the Last Two Years: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	66	64	71	57	81	71	80	47	55
Stayed the Same	22	22	19	27	13	20	12	46	33
Decreased	6	6	5	10	2	6	3	4	7
Don't Know	6	8	5	5	4	4	4	3	5
Total	100	100	100	100	100	100	100	100	100
Base	1298	241	195	188	159	154	153	103	105

NB: Some columns do not add up to exactly 100% due to rounding.

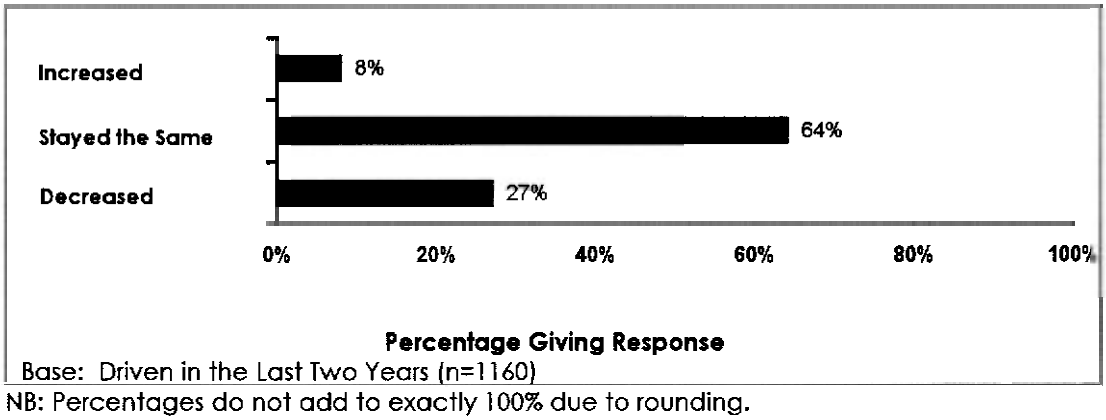
8.2 Reported Changes in Driving Speed in the Last Two Years

All licence holders who had driven in the last two years were then asked:

"In the last 2 years has your driving speed generally increased, stayed the same, or decreased?"

A majority (64%) reported that their driving speed has remained unchanged over the last two years. Considerably more drivers said they had decreased (27%) rather than increased (8%) their speed (Figure 13). These findings are similar to Waves 8 and 9.

Figure 13: Reported Changes in Driving Speed in the Last Two Years



Base: Driven in the Last Two Years (n=1160)

NB: Percentages do not add to exactly 100% due to rounding.

While recent waves have shown males to be significantly more likely than females to report that their driving speeds have decreased in the last two years, no variation occurred this year between the sexes. Among males in Wave 10, 28% claimed a decrease in speed compared with 34% last year; among females, 26% claimed a decrease in speed this year compared with 24% in Wave 9.

Also similar to last year, drivers aged 15 to 24 years were more inclined than others to say they had increased their general speed (17%).

Encouragingly, and similarly to last year, close to two in five (37%) of those who were booked for speeding in the last two years said that they had decreased the speed at which they now drive.

More people in the Northern Territory (14%) reported increasing their driving speed than in other regions, while the largest percentage claiming to have decreased their speed in the last two years occurred in Tasmania (38%). Table 20 below shows the variation in response across the regions.

Table 20: Reported Changes in Driving Speed in the Last Two Years: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	8	9	9	7	4	10	3	14	6
Stayed the same	64	64	64	65	66	60	57	62	62
Decreased	27	27	25	28	29	28	38	23	32
Don't know	1	1	1	1	0	2	2	2	0
Total	100	100	100	100	100	100	100	100	100
Base	1160	214	173	168	140	140	134	94	97

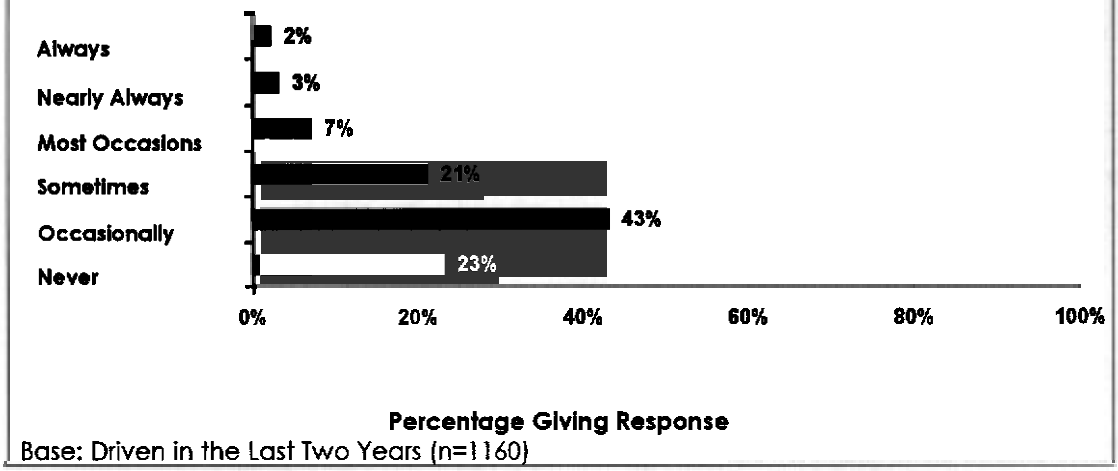
Base: Driven in the Last Two Years (n=1160)
NB: Some columns do not add up to exactly 100% due to rounding

8.3. Frequency of Driving at 10 km/hr or More Over the Speed Limit

Licence holders who had driven in the last two years were also asked:
"How often do you drive at 10 km/hr or more over the speed limit?"

As illustrated in Figure 14, close to one in four (23%) claimed that they "never" exceed the posted speed limit by 10 km/hr or more. A further 43% answered that they drive 10 km/hr or more over the speed limit "just occasionally". One third (33%) admitted to driving 10 km/hr or more over the speed limit at least "sometimes". Overall, 12% expressed that tendency more often than "sometimes". These figures have remained steady over recent waves.

Figure 14: Frequency of Driving at 10 km/hr or More Over the Speed Limit



Base: Driven in the Last Two Years (n=1160)

Males continue to report a greater tendency than females to exceed the speed limit by 10 km/hr or more *"at least sometimes"*. As illustrated in Table 21 below, 28% of females maintained they never exceed the speed limit by this amount, compared with only 18% of males.

Age again appears to be a factor influencing how fast people say they drive. The figures in Table 21 show that drivers under 40 are the most likely to say they exceed the speed limit by 10 km/hr or more. Two in every five drivers (43%) aged 60 years and over said they never drive 10 km/hr or more above the limit.

Table 21: Frequency of Driving at 10 km/hr or More Over the Speed Limit: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Always/Most Occasions	12	16	9	17	13	14	6
Sometimes	21	23	19	29	24	20	10
Just Occasionally	43	43	43	35	48	43	41
Never	23	18	28	17	14	23	43
Don't know	1	1	1	2	1	1	2
Total	100	100	100	100	100	100	100
Base	1160	617	543	153	351	423	233

Base: Driven in the Last Two Years (n=1160)
NB: Some columns do not add up to exactly 100% due to rounding.

Despite the earlier comment that two in five drivers who had been booked for a speeding offence in the last two years claimed they had reduced their driving speeds, they were still more likely than those not booked in the last two years to state that they often exceed the designated speed limit by 10 km/hr or more. In line with last year's findings, 26% of those booked in the last two years for speeding, and 33% of those booked in the last six months, indicated they exceed the speed limit by 10 km/hr or more on most or all occasions.

One in five drivers from the Northern Territory (22%) again said they exceeded the speed limit by at least 10 km/hr on most occasions or always. This is higher than for any other State or Territory. While last year witnessed 27% of those from the ACT with this tendency, the ACT figure has dropped to 15% in Wave 10. The lowest likelihood to exceed the speed limit was expressed in Tasmania and South Australia.

Frequency of driving was again an indicator of this propensity to exceed the speed limit. Some 42% of those who drove 50 km or more three or more times a week said they exceeded the limit by 10 km/hr or more at least *"sometimes"*, compared with the average for all drivers of 33%.

8.4 Incidence of Being Booked for Speeding

Respondents who have ever held a licence were asked:

"Have you personally been booked for speeding in the last 2 years?"
and if so,
"Have you personally been booked for speeding in the last 6 months?"

Close to one in ten (8%, compared with 5% last year) who had ever held a licence reported a speeding infringement notice in the last six months, with 18% booked in the last two years.

Table 22 shows male drivers were significantly more likely than females to have been booked for speeding in the last two years (21% against 14%), though last six months figures were more comparable between the sexes (9% among males and 7% among females). Drivers in the youngest age group reported a higher incidence of having been booked in the last two years, particularly young males (37%).

Table 22: Incidence of Being Booked for Speeding: by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Booked in Last Two Years	18%	21%	14%	29%	17%	18%	9%
Booked in Last Six Months	8%	9%	7%	12%	7%	7%	6%
Base	1176	621	555	154	353	426	243

Base: Ever Held a Licence (n=1176)

Western Australian drivers (14%) in Wave 10 reported the highest incidence of having been booked for speeding in the last six months, ahead of Victoria, South Australia and ACT (all 11%) as shown in Table 23. Lowest was the Northern Territory at only 1%. Highest incidence in Wave 10 of being booked in the last two years was in Western Australia (27%), Victoria (26%) and the ACT (25%). NSW was lowest, at just 10%.

Table 23: Incidence of Being Booked for Speeding : by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
Booked: Last Two Years	18%	10%	26%	15%	19%	27%	19%	14%	25%
Driven but Not Booked: Last Two Years	81%	88%	73%	84%	80%	71%	79%	86%	75%
Booked: Last Six Months	8%	5%	11%	4%	11%	14%	7%	1%	11%
Driven but Not Booked: Last Six Months	91%	93%	88%	96%	87%	84%	91%	99%	89%
Base	1176	218	175	169	142	144	137	94	97

Base: Ever Held a Licence (n=1176)

The reported incidence of being booked for speeding again tended to be a function of travel frequency. Those who drove 50 kilometres or more at least three times a week were by far the most likely to claim they had been booked for speeding in the past two years (27%).

8.5 Tolerated Speeds for 60 km/hr and 100 km/hr Speed Zones

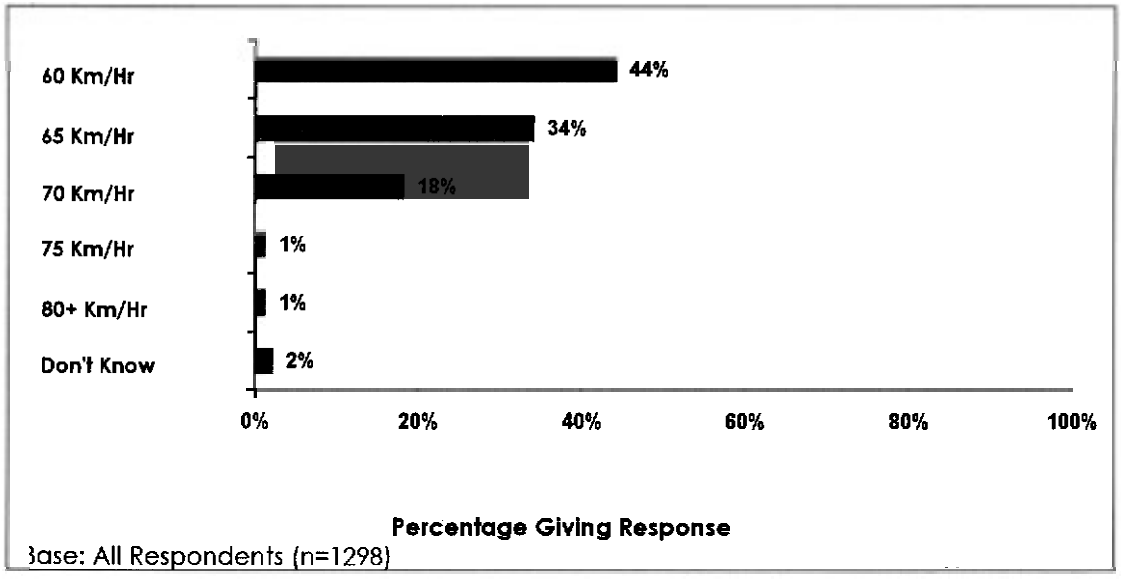
All respondents were asked:

"Now thinking about 60 km/hr speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?" and then,

"Now thinking about 100 km/hr speed zones in rural areas, how fast should people be allowed to drive without being booked for speeding?"

Figure 15 shows that over two in five (44%) believed that 60 km/hr limits should be enforced. A further 34% would tolerate exceeding the limit by 5 km/hr. Close to one in five respondents (18%) expressed the view that 70 km/hr would be acceptable in current 60 km/hr speed zones. Only 2% felt that speeds above 70 km/hr should be permitted. These findings represent no change in opinion from last year.

Figure 15: Maximum Speed Tolerated in a 60 Km/Hr Urban Speed Zone



Base: All Respondents (n=1298)

Females were once again significantly more likely than males to express the opinion that 60 km/hr should be enforced (47% against 40%).

Recent years have witnessed a greater tolerance of higher speeds in current 60 km/hr zones among younger people, particularly those aged 15 to 24 years. While most people aged under 60 years would in fact consider a speed of 65 km/hr or more to be acceptable, the suggested maximum speeds have declined among the younger age groups.

The proportion of 15 to 24 year olds nominating a speed of 65 km/hr or more as acceptable dropped from 76% in 1995 (Wave 8) to 62% in 1996 and, this year to 59%. The proportion who felt that 70 km/hr or more should be allowed declined from 40% in 1995 to 30% last year and then to 22% in this latest research. Table 24 illustrates the latest figures according to respondent sex and age.

Table 24: Maximum Speed Tolerated in a 60 km/hr Urban Speed Zone: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
60 km/hr	44	40	47	38	40	45	54
65 km/hr	34	36	31	37	37	33	29
70 km/hr	18	20	16	20	21	18	11
75+ km/hr	2	2	2	2	*	2	2
Don't Know	2	2	3	2	2	2	4
Total	100	100	100	100	100	100	100
Base	1298	657	641	212	364	441	281

Base: All Respondents (n=1298)
NB: Some columns do not add up to exactly 100 % due to rounding.

Support for the strict enforcement of a 60 km/hr zone limit has increased marginally across the majority of States and Territories, to a figure of between 40% and 50%. Western Australia is the one exception, with only 32% nominating a 60 km/hr maximum. These figures are shown in Table 25. Overall, people living in areas outside capital cities were again more likely to support strict enforcement of 60 km/hr urban zones (50% against 40% of capital city residents).

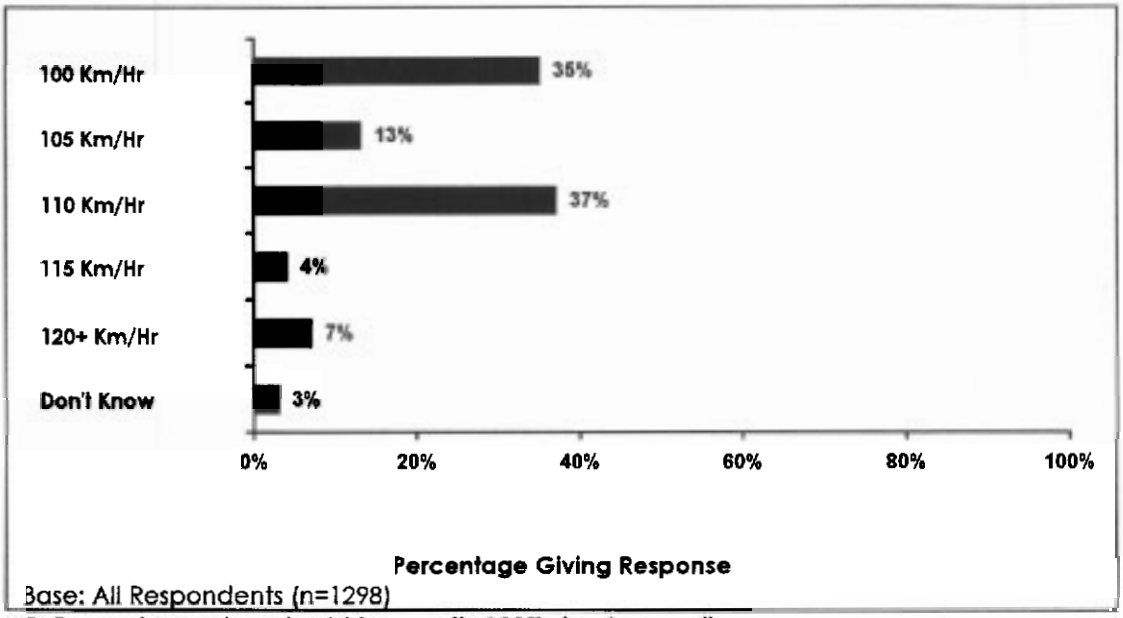
Table 25: Maximum Speed Tolerated in a 60 km/hr Urban Speed Zone: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
60 km/hr	44	48	43	45	40	32	45	46	49
65 km/hr	34	33	35	35	38	29	35	37	34
70 km/hr	18	13	20	17	18	33	17	13	16
75+ km/hr	2	3	1	1	2	3	1	2	0
Don't Know	2	3	2	3	2	4	2	2	2
Total	100	100	100	100	100	100	100	100	100
Base	1298	241	195	188	159	154	153	103	105

NB: Some columns do not add up to exactly 100% due to rounding.

Respondents were also asked to nominate the maximum acceptable speed for a 100 km/hr designated rural zone. Figure 16 shows that just over a third (35%) support strict enforcement of 100 km/hr in Wave 10, with a further half (50%) suggesting a speed up to 110 km/hr. These figures are in line with last year.

Figure 16: Maximum Speed Tolerated in a 100 Km/Hr Rural Speed Zone



Base: All Respondents (n=1298)

NB. Percentages do not add to exactly 100% due to rounding.

Females were again significantly more likely than males to express the view that 100 km/hr should be enforced (44% against 25%). Preference for maintaining a strict 100 km/hr speed limit tended to be most pronounced among older respondents, particularly among females aged 60 years and over (62%). Table 26 illustrates opinion across sex and age groups. The overall pattern of response is similar to the Wave 9 findings.

Table 26: Maximum Speed Tolerated in a 100 km/hr Rural Speed Zone : by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
100 km/hr	35	25	44	34	26	32	53
105 km/hr	13	15	12	13	14	13	13
110 km/hr	37	42	32	35	45	40	23
115 km/hr	4	7	2	7	6	4	*
120+ km/hr	7	8	6	9	6	7	5
Don't Know	3	3	4	2	2	4	7
Total	100	100	100	100	100	100	100
Base	1298	657	641	212	364	441	281

NB: Some columns do not add up to exactly 100 % due to rounding.

A speed limit of 110 km/hr or over was suggested by 48% nationally, with support for speeds in excess of 110 km/h significantly higher in the Northern Territory and Western Australia. Insistence on the 100km/hr limit was strongest in NSW (41%), as shown in Table 27.

Table 27: Maximum Speed Tolerated in a 100 km/hr Rural Speed Zone: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
100 km/hr	35	41	35	35	27	22	36	35	23
105 km/hr	13	13	16	12	15	9	11	12	15
110 km/hr	37	33	34	41	47	43	46	27	45
115 km/hr	4	4	5	5	2	6	3	5	7
120+ km/hr	7	5	7	6	8	13	2	16	5
Don't Know	3	4	3	2	2	6	1	5	4
Total	100	100	100	100	100	100	100	100	100
Base	1298	241	195	188	159	154	153	103	105

IB: Some columns do not add up to exactly 100% due to rounding.

Unlike the findings for 60 km/hr urban zones, no significant variations occurred across capital city and country locations in support for strict enforcement of 100 km/hr in rural areas.

8.6 Attitudes to Speed Related Issues

All respondents were given five statements on speed issues and were asked to express agreement or disagreement with each one. The statements were:

"Fines for speeding are mainly intended to raise revenue."

"I think it is okay to exceed the speed limit if you are driving safely."

"Speed limits are generally set at reasonable levels."

"If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident."

"An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr."

Figure 17 shows the level of agreement (*"agree strongly" or "agree somewhat"*) with each statement, from the highest level of overall agreement through to the lowest. Most respondents (90%) agreed that speed limits are generally set at reasonable levels. Two in every five (40%) indicated strong agreement in this regard. These findings are consistent with last year.

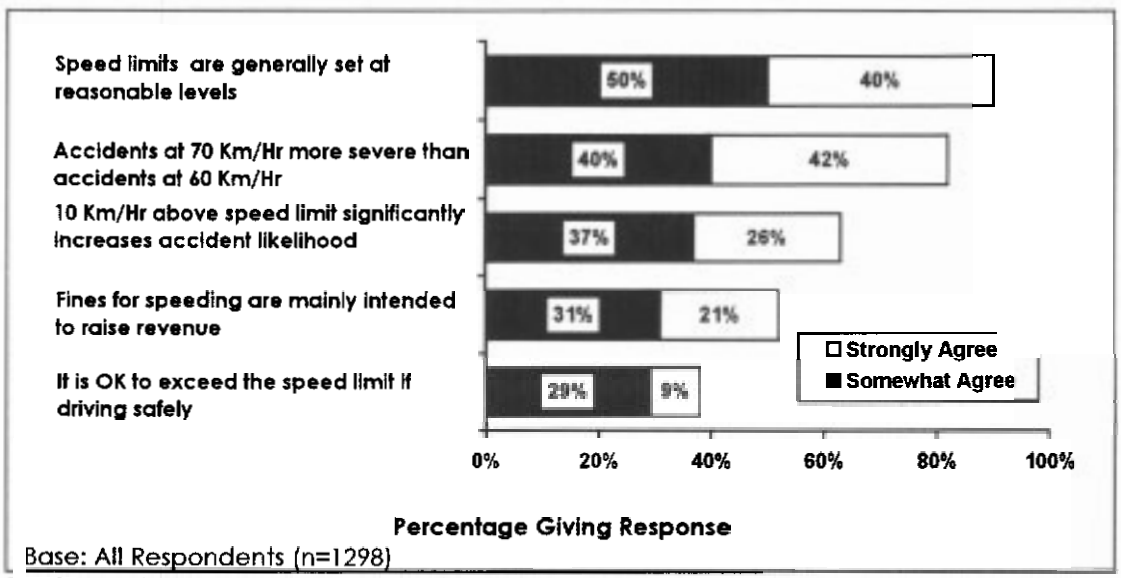
Again in line with last year, four in every five (83%) also supported the proposition that an accident at 70 km/hr would be a lot more severe than an accident at 60 km/hr. Some 42% strongly agreed.

While past measures have witnessed more evenly divided opinion on the suggestion that *"If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident"*, overall agreement with this statement measured 63% this year (the "strongly agree" figure was 26%). This has increased from 55% in Wave 8.

In line with previous years, half the population (52%) agreed with the statement, *"Fines for speeding are mainly intended to raise revenue"*. Strong agreement was expressed by 21%.

The statement *"I think it is okay to exceed the speed limit if you are driving safely"* was supported by 37% (compared with 33% last year). Only one in ten (9%) strongly agreed with this statement. While last year witnessed a figure of 36% expressing strong disagreement with this statement, it declined to 29% in Wave 10.

Figure 17: Agreement with Statements on Speed Related Issues



Base: All Respondents (n=1298)

B: Percentages may not always add exactly, due to rounding

As shown in Table 28, males were again more likely to express agreement overall with the following statements:

> "Fines for speeding are mainly intended to raise revenue" (24% of males strongly agreeing compared with 17% of females), and
> *"I think it is okay to exceed the speed limit if you are driving safely"* (41% of males agreeing compared with 31% of females, though strong agreement was similar between the sexes at 8% for males and 9% for females).

The attitude gap between the sexes has diminished on these statements, with more females agreeing with them this year than in Wave 9.

Females were again this year more inclined than males to agree with the statements:

"Speed limits are generally set at reasonable levels" (44% of females strongly agreeing compared with 36% of males), and

"If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident" (31% indicating strong agreement against 21% of males).

Table 28: Agreement with Statements on Speed Related Issues: by Sex

	TOTAL	SEX	
		Male	Female
Speed limits are generally set at reasonable levels	90%	88%	92%
An accident at 70km/hr will be a lot more severe than at 60 km/hr	83%	84%	82%
10 km/hr above speed limit increases accident likelihood	63%	57%	68%
Fines for speeding are mainly intended to raise revenue	52%	56%	48%
It is okay to speed if you are driving safely	37%	41%	33%
Base	1298	657	641

Males in the age bracket 40 to 59 years were the most likely to indicate overall agreement (63%), and strong agreement (31%) in particular, with the statement that fines for speeding are mainly intended to raise revenue. This age group overall was also most likely to express disagreement with the propositions that an increased speed of 10 km/hr leads to a greater likelihood of an accident (42%) and that speed limits are generally set at reasonable levels (15%).

Drivers who regularly travel 50 kilometres or more at least three times a week were also once again significantly more likely to believe strongly that speeding fines are primarily used to raise revenue. They were less likely than others to agree that an increase in driving speed of 10 km/hr would significantly increase the likelihood of an accident, and that speed limits are generally set at reasonable levels.

This pattern of opinion was also evident among those who had been booked for speeding in the past and among beer drinkers. These latter population subgroups were also the more likely to support the idea that it is okay to exceed the speed limit if driving safely.

Variations in opinion concerning the above propositions again occurred across the States and Territories. Residents of South Australia and Tasmania were the most inclined to express agreement with the statement that:

- " fines for speeding are mainly intended to raise revenue" (close to 70%) and also to reject the proposition that
- "..it is okay to exceed the speed limit if driving safely" (73% and 69% respectively).

Queensland people were the most inclined to show strong agreement with:

- "If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident" (34%), and
- "An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr" (51%).

8.7 Lowering the Current Speed Limit in Residential Areas

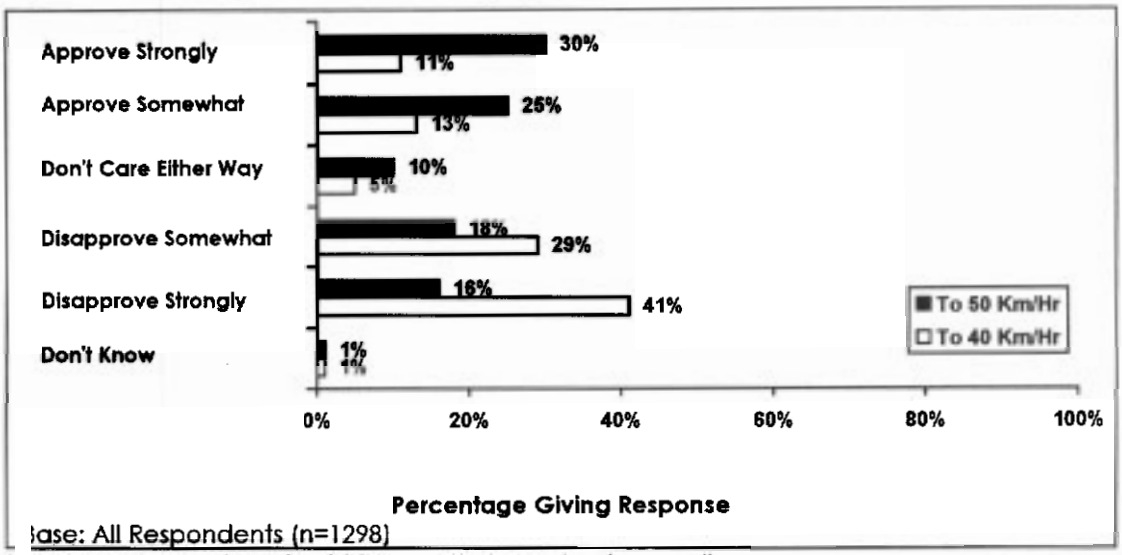
All respondents were read the following statement:

> *"Some road safety authorities believe that the speed limit in residential areas should be lowered from **60 km/hr** to **50** or **40 km/hr**. This would only apply to local streets and minor roads, not arterial roads or highways."*

They were then asked: *"How would you feel about a decision to lower the speed limit in residential areas to 50 km/hr?"* A little later, they were asked how they would feel about lowering the speed limit in residential areas to 40 km/hr.

The majority of the community (55%) approve of lowering the residential speed limit to 50 km/hr, with a further 10% not concerned either way. In contrast, the proposition of a 40 km/hr speed limit elicited only 24% support (Figure 18). These figures represent a slight decline on past indications, approval being 61% and 31% respectively last year.

Figure 18: Feelings about Lowering Speed Limit in Residential Areas



Base: All Respondents (n=1298)
3. Percentages do not add to exactly 100% due to rounding.

In line with last year, females were more in favour of lowering the residential speed limit to 50 km/hr (60%) than were males (51%). As noted also last year, this represents a marked turnaround in opinion among males since Wave 8 when 68% supported this initiative compared with 56% of females. Approval continues to be more pronounced among older people, with the disapproval figure highest, at 40%, among 15 to 24 year olds. Findings by age group and by sex are shown in Table 29 below.

Table 29: Feelings About Lowering the Residential Speed Limit to 50 km/hr: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Approve strongly	30	26	34	20	29	33	36
Approve somewhat	25	25	26	28	24	26	25
TOTAL APPROVE	**55**	**51**	**60**	**48**	**53**	**59**	**61**
Not care either way	10	11	9	11	12	9	8
Disapprove somewhat	18	19	17	19	17	18	16
Disapprove strongly	16	18	14	21	16	13	13
Don't know	2	1	1	0	1	1	1
Total	100	100	100	100	100	100	100
Base	1298	657	641	212	364	441	281

NB: Some columns do not add up to exactly 100% due to rounding.

While the majority of people nationally, continue to show support for lowering the speed limit in residential areas to 50 km/hr, some resistance is again evident in Western Australia, with 24% strongly disapproving. Opinion also appears to be divided on the matter this year in the ACT, as Table 30 shows:

Table 30: Feelings About Lowering the Residential Speed Limit to 50 km/hr: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Approve strongly	30	28	38	30	24	24	29	29	17
Approve somewhat	25	27	23	25	28	25	28	27	24
TOTAL APPROVE	**55**	**55**	**62**	**54**	**52**	**49**	**57**	**55**	**41**
Not care either way	10	14	9	7	10	4	11	2	13
Disapprove somewhat	18	19	14	17	22	21	19	19	26
Disapprove strongly	16	12	15	21	16	24	12	22	20
Don't know	1	1	*	1	1	2	0	1	1
Total	100	100	100	100	100	100	100	100	100
Base	1298	241	195	188	159	154	153	103	105

NB: Some columns do not add up to exactly 100% due to rounding.

Although the majority of people across all population sub-groups were against the idea of 40 km/hr in residential areas, females were more in favour than males (28% compared with 19%). Older people, particularly the 60s and over age group, tended to be more in favour than the younger groups.

9. LAW REQUIRING DRIVERS TO CARRY THEIR LICENCE

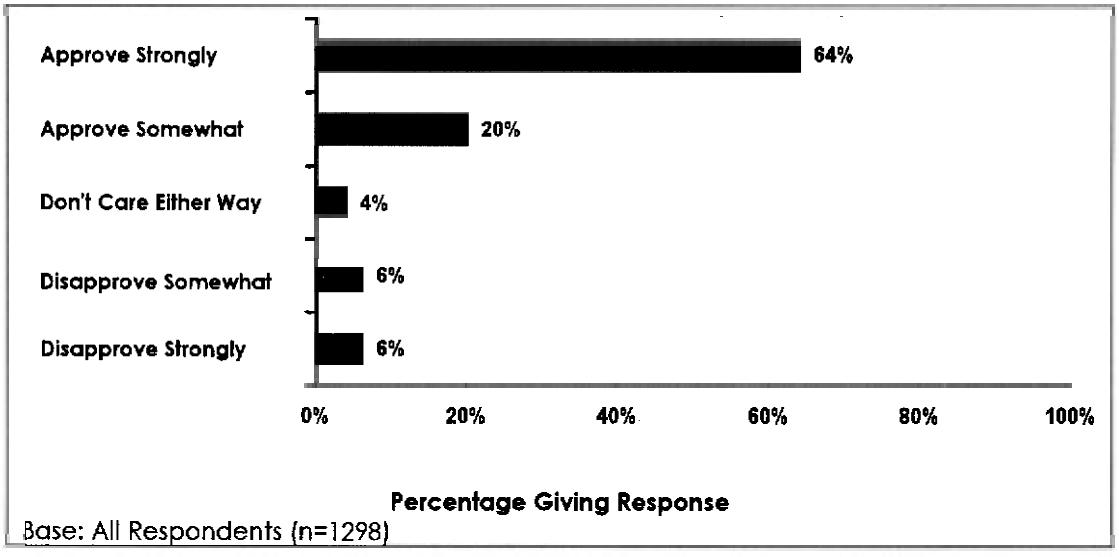
Two new questions were added to the survey, centering on attitudes and awareness of legislation requiring drivers to carry their licence. All respondents were informed that in some Australian states it is compulsory to carry a driver's licence at all times when driving. They were then asked:

"How do you feel about this law which requires people to carry their licence at all times when driving any motor vehicle?"... and

"To the best of your knowledge, does (respondent's state/territory) have a law requiring people to carry their licence at all times, when driving a motor vehicle?"

As illustrated in Figure 19, two in three (64%) strongly support this requirement being law, with total approval measuring 84% and a further 4% not caring either way. These findings are consistent with Wave 9 last year.

Figure 19: Feelings about a Law Requiring Drivers to Carry Licence at All Times



Base: All Respondents (n=1298)

Support was again particularly pronounced among females (89% compared with 79% of males) and the older age groups, although approval did reach 80% among younger respondents. Across all States and Territories, highest approval was again expressed in New South Wales (91%), where such legislation is in fact current.

Under present State and Territory road laws, New South Wales is the only jurisdiction which has a strict licence carriage requirement. However, similar to the findings last year, most people believe that such a law already exists in their particular region. This includes nine in ten people in both New South Wales and Victoria and nearly eight in ten in the ACT.

Opinion tended to be much more divided as to whether a law exists in the other locations, with some significant "don't know" mentions arising, particularly in the Northern Territory. Approval of the law was high regardless of respondents' belief of whether such legislation exists in their state. These findings are illustrated in Table 31.

Table 31: Opinion of Whether their State/Territory Has a Law Requiring Drivers to Carry Licence at All Times: by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
YES	75%	93%	90%	53%	54%	41%	48%	56%	77%
NO	14%	1%	5%	28%	27%	42%	35%	15%	11%
Don't know about law	11%	6%	5%	19%	18%	17%	16%	29%	12%
Yes - approve	66%	84%	76%	45%	49%	33%	37%	47%	63%
Yes - disapprove	7%	6%	11%	5%	3%	5%	8%	8%	5%
No law - approve	9%	1%	4%	19%	18%	25%	22%	13%	7%
No law - disapprove	3%	0%	*	8%	6%	13%	10%	2%	2%
Don't know - approve	9%	6%	3%	15%	15%	14%	13%	26%	7%
Don't know - disapprove	1%	0%	1%	3%	3%	1%	4%	3%	5%
Base	1298	241	195	188	159	154	153	103	105

NB: Some columns do not add up to exactly 100% due to rounding. * less then 0.5%

10. OCCUPANT RESTRAINTS

10.1 Incidence of Wearing Seat Belts

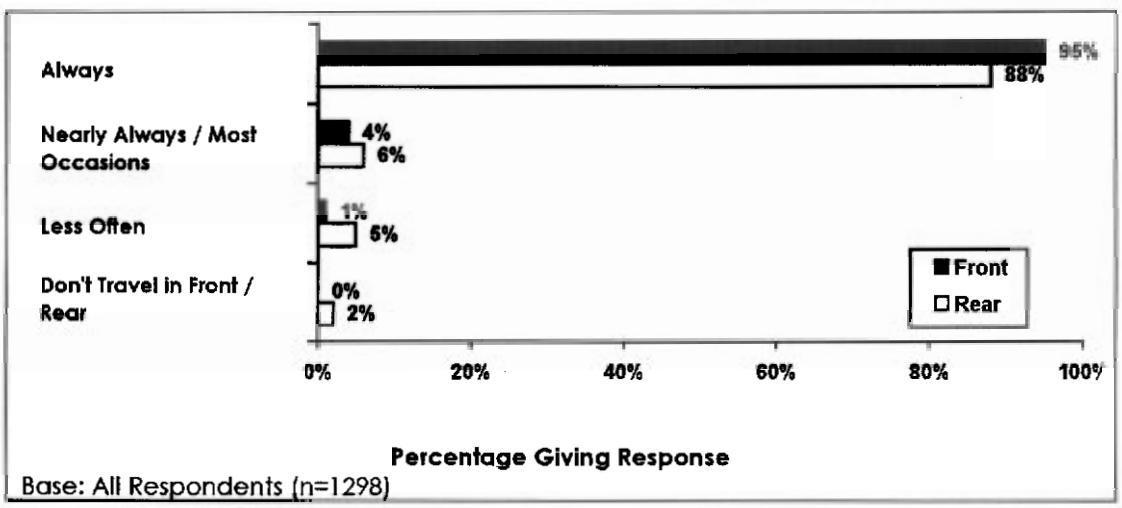
All respondents were asked:

> *"When travelling in a car how often do you wear a seat belt in the front seat, either as a driver or as a passenger? Would that be always, nearly always, most occasions, sometimes, just occasionally, or never?"*

The same was then asked about rear seat belt wearing.

As in Wave 9 and consistently at a similar level over the past few years, 95% of people claim they always wear a seat belt in the front seat, with a further 4% claiming they usually do so. Fewer people (88%) always wear a seat belt when travelling in the rear seat. Over nine in ten say they wear a seat belt in the rear seat at least on most occasions. Figure 20 illustrates the reported use of seat belts in the front and rear of a car. These figures are consistent with findings from recent waves.

Figure 20: Incidence of Wearing Seat Belts: Front and Rear Seats



Base: All Respondents (n=1298)

As before, females are significantly more likely than males to answer that they always wear a seat belt in both the front (97% against 93%) and rear seats (92% against 84%). There were no variations of significance according to location in this latest survey.

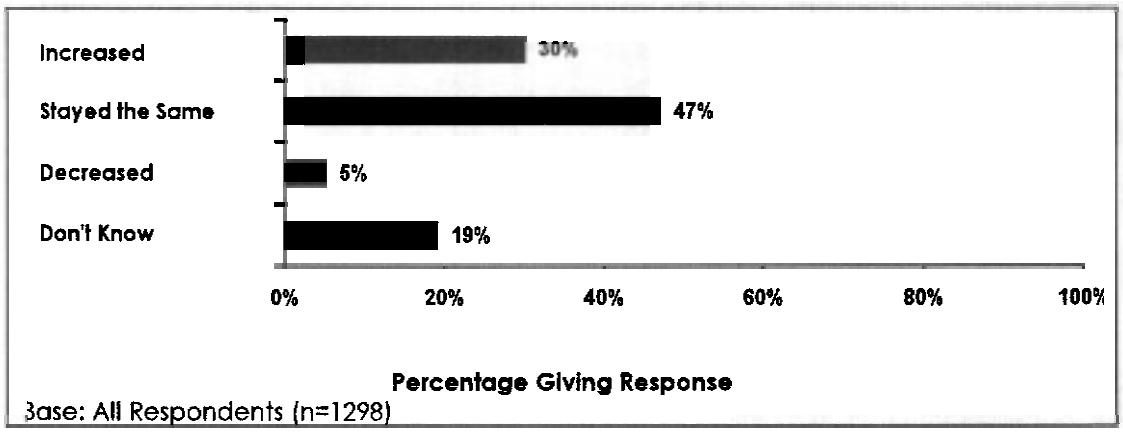
10.2 Occupant Restraint Enforcement

Respondents were then asked:

> *"In your opinion, in the last 2 years has there been a change in the amount of seat belt enforcement carried out by police? Has the amount of seat belt enforcement increased, stayed the same or decreased?"*

The majority expressed the view that the level of seat belt enforcement has either increased (30%) or remained at the same level (47%) compared with two years ago. Only 5% believed enforcement had decreased. Some 19% were unable to offer an opinion (Figure 21). The proportion of people perceiving an increase in seat belt enforcement has been declining, from the figure of 37% in Wave 8 and 33% in Wave 9 to 30% this year.

Figure 21: Occupant Restraint Enforcement in the Last Two Years



Base: All Respondents (n=1298)

Unlike previous years, when females and people in the two age extremes were more likely to have perceived an increase in occupant restraint enforcement, no such variations of significance emerged in Wave 10.

Residents of the Northern Territory (48%) were again the most likely to indicate that the amount of seat belt enforcement by police had increased in the last two years. The figure recorded in Tasmania, at 45%, was also high this year (Table 32).

Table 32: Occupant Restraint Enforcement in the Last Two Years: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	30	35	23	29	28	28	45	48	15
Stayed the Same	47	40	54	46	50	48	38	42	56
Decreased	5	5	3	8	3	6	1	3	3
Don't Know	19	19	20	16	20	18	15	7	26
Total	100	100	100	100	100	100	100	100	100
Base	1298	241	195	188	159	154	153	103	105

NB: Some columns do not add up to exactly 100% due to rounding.

People living outside the capital cities were also marginally more likely than others to have perceived an increase in seat belt wearing enforcement (34% against 28%).

11. INVOLVEMENT IN A ROAD ACCIDENT

All respondents were asked:

"Thinking about all forms of road use over the past 3 years, have you been directly involved in a road accident? This could be as a driver, passenger, cyclist, pedestrian or as any other form of road user in the past three years?"

One in five people (20%) indicated they had been involved in some road accident in the past 3 years, the likelihood declining with respondent age. Some 27% of those in the 15 to 24 year age group reported direct involvement compared with 11% among the 60s and over group (Table 33).

Table 33: Involvement in a Road Accident in the Past Three Years: by Age and Sex

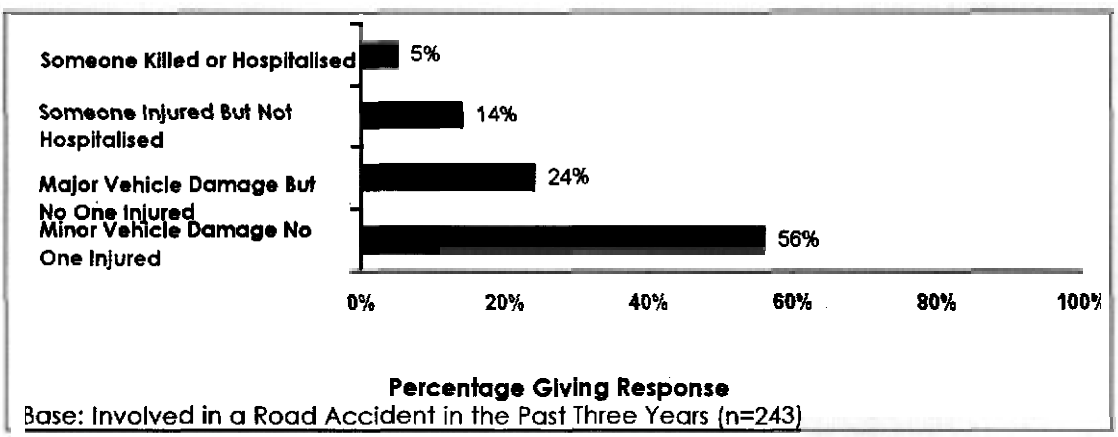
	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Yes	20%	19%	20%	27%	26%	15%	11%
Base	1298	657	641	212	364	441	281

Residents of capital cities were again more likely to have been involved in an accident in the past three years than those in non-metropolitan areas (23% compared with 14%).

Those who reported having been involved in a road accident during the past three years were subsequently asked about the severity of the accident. The majority of accidents (80%), similar to Waves 8 and 9, involved vehicle damage but no injury to people. A further 14% reported an injury which did not require hospitalisation.

The remaining 5% were more serious. These figures, shown in Figure 22, suggest that approximately one in a hundred of the adult population was involved in a serious road accident in the last three years, which is the same level as reported last year.

Figure 22: Severity of Accident in the Past Three Years



Base: Involved in a Road Accident in the Past Three Years (n=243)

B. Percentages do not add to exactly 100% due to rounding.

Appendix I: The Questionnaire

FINAL

Time call answered: _____ _____

Good (....). My name is (....) from the TAVERNER market research company. I am calling about the letter sent last week from the Department of Transport, inviting someone in your home to take part in a survey about roads and traffic.

IF NECESSARY:

Did you see that letter?

IF NO:

The Department of Transport conducts regular surveys into public opinion and your home has been selected at random to be included in this year's survey.

OFFER TO SEND ANOTHER LETTER IF RESPONDENT WILL NOT ANSWER FURTHER - OBTAIN FULL ADDRESS.

We need to speak to one person in each household and it is very important that we randomly select that person.

How many people living in your home are aged 15 years and over? | *No.* |

IF ONLY ONE, INTERVIEW THAT PERSON

IF TWO OR MORE, ASK:

To help me select the person for this interview, please tell me the name of each of those (..number..) people starting with the youngest.

Person No.	Persons name/position	Sex (Male/Female)	Age Group (Code)	Selected Respondent
1				1
2				2
3				3
4				4
5				5
6				6

ASK SEX OF EACH LISTED PERSON

Is (..person..) male or female?

Which of the following age groups does (..person..) fall into?

THEN SAY, AFTER COMPUTER HAS RANDOMLY SELECTED ONE MEMBER ....

The person I need to speak to is (..person..). Is (he/she) home now? (IF AGED 15, OBTAIN PARENTAL AGREEMENT)

NOTE: ONLY PROCEED WITH SELECTED RESPONDENT - DO NOT SUBSTITUTE BETWEEN HOUSEHOLD MEMBERS

Q.1a) What factor do you think most often leads to road crashes?
RECORD SINGLE RESPONSE IN (First Mention) GRID BELOW. ALL OTHER RESPONSES IN COLUMN FOR Q.1b) (Other Mentions)

Q.1b) What other factors lead to road crashes? What else?
ACCEPT MULTIPLES AND RECORD IN GRID BELOW - MAXIMUM TWO RESPONSES IN Q.1(b)

	Q.1(a) First Mention	Q.1(b) Other Mentions (up to 2)
Speed/Excessive speed/Inappropriate speed	1	1
Drink driving	2	2
Drugs (other than alcohol)	3	3
Driver attitudes/Behaviour/Impatience	4	4
Driver inexperience/Young drivers	5	5
Older drivers	6	6
Inattention/Lack of concentration	7	7
Carelessness/Negligent driving	8	8
Lack of driver training/Insufficient training	9	9
Driver fatigue	10	10
Disregard of road rules	11	11
Ignorance of road rules	12	12
Road design/Poor design/Poor road signs	13	13
Road conditions/Traffic congestion	14	14
Weather conditions	15	15
Vehicle design	16	16
Failing to maintain vehicle/Lack of maintenance	17	17
Too few police on road/Lack of police enforcement	18	18
Louts/showing off	19	19
Driving too close to other cars	20	20
Other **(specify)**	21	21
_____		
_____		
(Don't know/none)	25	25

DRINK DRIVING SECTION

The next few questions are about random breath testing of drivers, or RBT, for alcohol.

Q.2a) (NEW FOR CAS10)
Do you agree or do you disagree with the random breath testing of drivers? Would that be . . . **READ OUT**

IF NECESSARY SAY: "Random Breath Testing for Alcohol"
1. Agree STRONGLY
2. Agree Somewhat
3. Disagree Somewhat
4. Disagree STRONGLY
5. (Don't know)

Q.2b)
In your opinion, in the LAST 2 YEARS has the amount of random breath testing being done by police . . . **READ OUT**

IF NECESSARY SAY: "Do you feel that the police have been more active or less active about random breath testing in the last 2 years, or has that activity stayed the same?"
1. Increased/more
2. Stayed the same
3. Decreased/less
4. (Don't know)

Q.3a) (PREVIOUSLY Q.3 IN CAS9)
Have you seen police conducting random breath testing in the **LAST 6 MONTHS**?
1. Yes **CONTINUE**
2. No **GO TO Q.4**
3. (Don't know/Can't recall)

Q.3b) (PREVIOUSLY Q.4 IN CAS9)
Have you personally been breath tested in the **LAST 6 MONTHS**?
1. Yes
2. No
3. (Don't know/can't recall)

Q.4) (NEW FOR CAS10)
At present, the legal alcohol limit for most drivers is "point O five" (0.05). You may be aware that the limit for some drivers is effectively ZERO. These include young drivers in their first three years, truck drivers and other professional drivers. Some people have suggested that the ZERO limit should be extended to ALL drivers. How would you feel about extending the ZERO limit to all drivers? Would you . . . **READ OUT**
1. Approve STRONGLY
2. Approve Somewhat
3. Not care either way
4. Disapprove Somewhat
5. Disapprove STRONGLY
6. (Don't know)

Q.5)
Do you think that a blood alcohol reading of .05 would affect your ability to act safely **AS A PEDESTRIAN** in any way?

IF "Do not drink/only drink at home", SAY: "Do you <u>expect</u> it would affect your ability to act safely <u>as a pedestrian</u>, or not?"
1. Yes, would affect
2. Would not affect
3. (Don't know)

Q.6)
Do you personally have a current driver or motor cycle licence or permit?
1. Yes **CONTINUE**
2. No **GO TO Q.8**

IF LICENSED:

Q.7a)
How often do you drive or ride a motor vehicle on the road, assuming an average week? READ OUT

1. Every day of the week
2. 4-6 days a week
3. 2-3 days a week
4. At least one day a week
5. Less than one day a week/at least sometimes
6. Never/Do not drive nowadays

Q.7b)
On average, how often would you drive or ride to a destination that is 50 kilometres or more from home? **READ OUT**

1. 3 or more times a week **GO TO Q.9**
2. At least once a week **GO TO Q.9**
3. At least once a month **GO TO Q.9**
4. At least once every three months **GO TO Q.9**
5. At least once a year **GO TO Q.9**
6. Less than once a year **GO TO Q.9**

IF DO NOT HAVE CURRENT LICENCE ("No" in Q.6) ASK:

Q.8)
Have you **EVER** had a driver or motorcycle licence?

1. Yes **CONTINUE**
2. No **GO TO Q.14**

IF EVER HELD LICENCE - "Yes" in Q.6. or Q.8.

Q.9)
What licence (or licences) do you hold or have you held? Any other licences? **AID IF NECESSARY**

1. Car: Learner's permit
2. Car: Provisional Licence or P/plate
3. Car: Driver's licence
4. Heavy vehicle licence
5. Bus licence
6. Motorcycle: Learner's permit
7. Motorcycle: Provisional licence
8. Motorcycle: Motorcycle licence
9. Taxi or Hire Car Licence

Q.10)
How long have you had (did you have) your driver's licence or permit? Would that be . . . **READ OUT**

IF MORE THAN ONE LICENCE OR PERMIT, ACCEPT THE LONGEST PERIOD OF TIME

1. Up to 3 years
2. 3-5 years
3. 6-10 years
4. Over 10 years

Q.11)
Which of the following statements best describes your attitude to drinking and driving? Would that be . . . **READ OUT**

1. I don't drink at any time **GO TO Q.14**
2. If I am driving, I don't drink **CONTINUE**
3. If I am driving, I restrict what I drink **CONTINUE**
4. If I am driving, I do not restrict what I drink **CONTINUE**
5. (Don't know) **CONTINUE**

Q.12a/b) DELETED FOR CAS10

Q.13a)
Some hotels and clubs have installed self-operated breath testing machines to allow patrons to test their blood alcohol level before driving their vehicles. Have you used one of these machines in the **LAST 6 MONTHS?**

1. Yes
2. No
3. (Don't know/not sure)

Q.13b)
If you had the opportunity, how likely would you be to test your breath to decide whether or not to drive? Would that be ..... **READ OUT**

1. Very likely
2. Somewhat likely
3. Not likely
4. (Don't know)

ASK EVERYONE:

Q.14a)
Current guidelines state that a **(..man/woman..)** can drink so many standard drinks in the first hour and then so many each hour after that to stay under .05. **PAUSE**

How many standard drinks do they say a **(..say sex of respondent..)** can have in the first hour to stay under .05?

ENCOURAGE BEST ESTIMATE - STRESS 'MALE' or 'FEMALE' ACCORDING TO SEX OF RESPONDENT

1. One
2. Two
3. Three
4. Four
5. Five
6. (less than one)
7. (no average/ affects people differently)
8. Other **(specify)** _____
9. (Don't know)

Q.14b)
And how many drinks each hour after that will keep you under .05?

ENCOURAGE BEST ESTIMATE - STRESS 'MALE' or 'FEMALE' ACCORDING TO SEX OF RESPONDENT

1. One
2. Two
3. Three
4. Four
5. Five
6. (less than one)
7. (no average/ affects people differently)
8. Other **(specify)** _____
9. (Don't know)

IF 'DON'T DRINK' (Code 1 in Q.11.) GO TO SPEEDING SECTION (Q.16)

Q.15a)
What types of alcoholic beverage do you mainly drink? **RECORD MULTIPLE RESPONSES IF GIVEN**

1. Full strength beer
2. Light beer
3. Wine/champagne
4. Mixed drinks/spirits/liqueurs
5. Alcoholic cider
6. Don't drink **GO TO Q.16 IF DON'T DRINK**
7. Other (specify) _____

ASK ALL BEER DRINKERS, FULL OR LIGHT (Code 1 or 2 in Q.15(a))

Q.15b)
How many **standard drinks** do you think are contained in a stubby or can (375 mils) of full-strength beer?

1. Half
2. One
3. One and a half
4. Two
5. Three
6. Four or more
7. Other (specify) _____
8. (Don't know)

ASK ALL WINE DRINKERS (Code 3 in Q.15(a))

Q.15c)
How many **standard drinks** do you think are contained in a bottle (750 mils) of wine?

1. Up to three
2. Four
3. Five
4. Six
5. Seven
6. Eight
7. Nine or more
8. (Don't know)

SPEEDING SECTION

EVERYONE: ***Now I have a few questions about speed on the road.***

Q.16)
In your opinion, in the LAST 2 YEARS has there been a change in the amount of speed enforcement carried out by police? Has the amount of speed enforcement **INCREASED, STAYED THE SAME or DECREASED?**

1. Increased
2. Stayed the same
3. Decreased
4. (Don't Know)

IF EVER HELD LICENCE (Coded 1 "Yes" in Q.6 or Q.8), CONTINUE - OTHERS GO TO Q.21.

Q.17 DELETED FOR CAS10

Q.18a)
Have you personally been booked for speeding in the **LAST 2 YEARS**?

1. Yes **CONTINUE**
2. No **GO TO Q.19**
3. Not driven in last 2 years **GO TO Q.21**

Q.18b)
And have you personally been booked for speeding in **the LAST 6 MONTHS**?

1. Yes **CONTINUE**
2. No **CONTINUE**
3. Not driven in last 6 months **GO TO Q.21**

Q.19)
In the **LAST 2 YEARS** has your driving speed generally . . . **READ OUT**

1. Increased **CONTINUE**
2. Stayed the same **CONTINUE**
3. or Decreased **CONTINUE**
4. Not driven in last 2 years **GO TO Q.21**

Q.20)
How often do you drive at 10 km/hr or more over the speed limit? Would that be . . . **READ OUT**

1. Always
2. Nearly always (90%+)
3. Most occasions
4. Sometimes
5. Just occasionally (20% or less)
6. or Never

ASK EVERYONE:

Q.21a)
Now thinking about 60 km/hr speed zones in **URBAN** areas, how fast should people be allowed to drive without being booked for speeding?

1 60 km/hr
2 65 km/hr
3 70 km/hr
4 75 km/hr
5 80+ km/hr
6 (Don't know)

Q.21b)
Now thinking about 100 km/hr speed zones in **RURAL** areas, how fast should people be allowed to drive without being booked for speeding?

1 100 km/hr
2 105 km/hr
3 110 km/hr
4 115 km/hr
5 120+ km/hr
6 (Don't know)

Q.22)
I am going to read a list of statements about speed issues. Please say how much you agree or disagree with each statement. Is that **(..agree/disagree..)** somewhat or **(..agree/disagree..)** strongly? **READ OUT STATEMENTS**

ROTATE ORDER		Agree Strongly	Agree Somewhat	Disagree Somewhat	Disagree Strongly	(Don't know)
a)	Fines for speeding are mainly intended to raise revenue	1	2	3	4	5
b)	I think it is okay to exceed the speed limit if you are driving safely	1	2	3	4	5
c)	Speed limits are generally set at reasonable levels	1	2	3	4	5
d)	If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident	1	2	3	4	5
e)	An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	1	2	3	4	5

Q.23a)
Some road safety authorities believe that the speed limit **IN RESIDENTIAL AREAS** should be lowered from **60 km/hr to 50 or 40 km/hr.** This would only apply to local streets and minor roads, not arterial roads or highways. How would you feel about a decision to lower the speed limit **IN RESIDENTIAL AREAS** to **50 km/hr?** Would you . . . **READ OUT**

1. Approve strongly
2. Approve somewhat
3. Not care either way
4. Disapprove somewhat
5. Disapprove strongly
6. (Don't know)

Q.23b)
How would you feel about a decision to lower the speed limit **IN RESIDENTIAL AREAS** to **40 km/hr?** Would you . . . **READ OUT**

1. Approve strongly
2. Approve somewhat
3. Not care either way
4. Disapprove somewhat
5. Disapprove strongly
6. (Don't know)

Q.24a)
In some Australian States it is compulsory to carry a driver's licence at all times while driving any motor vehicle. One of the aims of this law is to discourage unlicensed driving. Another is to ensure that offenders are properly identified and required to pay their fines. How do you feel about this law? Do you . . . **READ OUT**

IF NECESSARY SAY: "The law that makes it compulsory to carry a driver's licence while driving a motor vehicle."

1. Approve strongly
2. Approve somewhat
3. Not care either way
4. Disapprove somewhat
5. Disapprove strongly
6. (Don't know)

Q.24b)
To the best of your knowledge, does your **STATE (TERRITORY)** have a law requiring people to carry their licence at all times while driving any motor vehicle?

1. Yes
2. No
3. (Don't know)

RESTRAINT SECTION

Q.25a)
When travelling in a car, how often do you wear a seat belt in the **front seat**, either as a driver or a passenger? Would that be .... **READ OUT**

1. Always
2. Nearly always (90%+)
3. Most occasions
4. Sometimes
5. Just occasionally (20% or less)
6. Never
7. (Don't travel in front/rear)

Q.25b)
And in the **rear seat** would you wear a seat belt . . . **READ OUT**

1. Always
2. Nearly always (90%+)
3. Most occasions
4. Sometimes
5. Just occasionally (20% or less)
6. Never
7. (Don't travel in front/rear)

Q.26)
In your opinion, in the **LAST 2 YEARS** has there been a **CHANGE** in the amount of seat belt enforcement carried out by police? Has the amount of seat belt enforcement **INCREASED, STAYED THE SAME** or **DECREASED**?

1. Increased
2. Stayed the same
3. Decreased
4. (Don't know)

ACCIDENT SECTION

Q.27)
Thinking about all forms of road use over the **PAST 3 YEARS** have you been directly involved in a **ROAD ACCIDENT.** This could be as a driver, passenger, cyclist, pedestrian or as any other form of road user in **THE PAST 3 YEARS?**

1. Yes **CONTINUE**
2. No **GO TO**

Q.28)
Was this an accident where ..... **READ OUT ACCEPT ONE ANSWER ONLY**

1. Someone was killed or needed to be hospitalised
2. Someone was injured but did not need to be hospitalised
3. There was major damage to a vehicle but no one was injured
4. There was minor damage to a vehicle but no one was injured
5. None of the above
6. (Don't know)

DEMOGRAPHICS

"To make sure we have a good cross section of people, I'd like to ask the few remaining questions about yourself."

D.1)
Are you . . . **READ OUT**

1. Still at school **GO TO D.4**
2. Tertiary or other student **GO TO D.4**
3. Full time home duties **GO TO D.4**
4. Retired/Pensioner **GO TO D.4**
5. Unemployed **GO TO D.4**
6. Working **CONTINUE**
7. (Don't know) **GO TO D.4**

IF WORKING (Code 6 in D.1.)

D.2)
Would that be . . . **READ OUT**

1. Full time (more than 20 hours per week)
2. Part time

D.3)
What is your occupation?

1. **Managers/Administrators** *(includes all managers, government officials, administrators)*
2. **Professionals** *(includes. architects, lawyers, accountants, doctors, scientists, teachers, health professionals, prof. artists)*
3. **Technical or Para-Professionals** *(e.g. technical officers, technicians, nurses, medical officers, police officers, computer programmers or operators, teaching or nursing aids, scientific officers)*
4. **Trades persons** *(e.g. building, electrical, metal, printing, vehicle, food handling, horticulture, marine trades persons)*
5. **Clerks** *(e.g. secretarial, data processing, telephonist, sorting clerks, messengers)*
6. **Sales & Personal Service Workers** *(e.g. investment, insurance, real estate sales, sales reps, assistants, tellers, ticket sellers, personal service workers)*
7. **Plant & Machine Operators/Drivers** (e.g. road, rail, machine, mobile or stationary plant operators/drivers),
8. **Labourers & Related Workers** (e.g. trades assistants, factory hands, farm labourers, cleaners, construction and mining labourers)
9. **Other (specify)** _____

EVERYONE

D.4)
And what is the highest level of education you have so far reached?

1. Still attending school
2. Year 11 or less (did not complete HSC or equivalent)
3. Completed High School Certificate (Year 12 or equivalent)
4. Trade Certificate
5. Other Certificate
6. Associate or Undergraduate Diploma
7. Bachelor's Degree or Higher
8. Other **(Specify)** _____
9. (Don't know)

D.5)
And may I have your home postcode please? _____

RECORD SUBURB IF DON'T KNOW

D.6)

SEX OF RESPONDENT

1. Male
2. Female

D.7)

And may I confirm your age group again? CODE **(Write in)**_____

D.8) (NEW FOR CAS10)

In which country were you born? If "overseas", ask: Which country? **READ OUT**

1. Australia **GO TO CLOSE**
2. United Kingdom **GO TO D.9**
3. Eire **GO TO D.9**
4. Italy **GO TO D.9**
5. Greece **GO TO D.9**
6. Yugoslavia **GO TO D.9**
7. Other Europe: SPECIFY:_____ **GO TO D.9**
8. China/Hong Kong/Taiwan **GO TO D.9**
9. Vietnam **GO TO D.9**
10. Other Asia: SPECIFY:_____ **GO TO D.9**
11. Other English Speaking Country: SPECIFY_____ **GO TO D.9**
12. Other: SPECIFY:_____ **GO TO D.9**
13. Not established **GO TO CLOSE**

IF BORN OUTSIDE AUSTRALIA (CODE 2-12 IN D.8), ASK D.9 - OTHERS GO TO CLOSE

D.9) (NEW FOR CAS10)

In what year did you first arrive in Australia (to live here for one year or more)? **READ OUT IF NECESSARY**

1. Before 1981
2. 1981 - 1985
3. 1986 - 1990
4. 1991
5. 1992
6. 1993
7. 1994
8. 1995
9. 1996
10. 1997
11. Not established

CLOSE

RESPONDENT NAME: _____

TELEPHONE NUMBER: _____ **DATE:** _____ /_____ / **1997**

LOCATION:

1. **NSW Metropolitan (Sydney Stat Div)**
2. **NSW Other**
3. **Victoria Metropolitan (Melb Stat Div)**
4. **Victoria Other**
5. **Queensland Metropolitan (Brisbane Stat Div)**
6. **Queensland Other**
7. **South Australia Metropolitan (Adel Stat Div)**
8. **South Australia Other**
9. **Western Australia Metro (Perth Stat Div)**
10. **Western Australia Other**
11. **Northern Territory Metro (Darwin Stat Div)**
12. **Northern Territory Other**
13. **Tasmania Metropolitan (Hobart Stat Div)**
14. **Tasmania Other**
15. **ACT**

THANK RESPONDENT AND CLOSE APPROPRIATELY

TIME INTERVIEW COMPLETED: _____:_____am / pm

INTERVIEWER NAME: LENGTH OF INTERVIEW: _____mins

OFFICE USE

AGE CODES FOR RESPONDENT SELECTION:

1. 15-16 years
2. 17-19 years
3. 20-24 years
4. 25-29 years
5. 30-39 years
6. 40-49 years
7. 50-59 years
8. 60-69 years
9. 70 years and over
10. (Refused)

Appendix II: Summary Results Over Time

Appendix II: Summary Results Over Time

	Wave 10 (1997)	Wave 9 (1996)	Wave 8 (1995)	Wave 7 (1993)	Wave 6* (1991)
			Percentage		
1. Factors Contributing to Road Crashes					
a) First Mention					
Speed	39	34	34	29	33
Drink Driving	14	15	16	23	15
Lack of Concentration	11	12	n/a	11	9
Driver Fatigue	6	8	n/a	5	5
Carelessness	8	9	n/a	12	7
Driver Attitudes	7	5	n/a	5	7
Driver Inexperience	4	6	n/a	6	5
Road Conditions	2	3	n/a	4	7
Road Design	2	1	n/a	n/a	6
Lack of Training	2	2	n/a	n/a	1
b) Total Mentions			n/a		
Speed	63	57	56	55	51
Drink Driving	57	55	50	64	51
Lack of Concentration	25	24	n/a	22	16
Driver Fatigue	22	22	n/a	19	14
Carelessness	19	23	n/a	26	21
Driver Attitudes	18	14	n/a	14	14
Driver Inexperience	15	14	n/a	15	12
Road Conditions	9	12	n/a	15	21
Weather	8	6	n/a	n/a	n/a
Road Design	7	6	n/a	n/a	15
Drugs (other then alcohol)	7	6	n/a	n/a	n/a
Lack of Training	5	6	n/a	n/a	7
Disregard Rules	4	3	n/a	n/a	n/a
Ignore Rules	3	3	n/a	n/a	n/a
2. Agreement with Random Breath Testing					
Total Agree	98	n/a	n/a	96	97
3. RBT Activity					
increased	46	39	41	37	n/a
no change	26	24	22	31	n/a
decreased	11	13	15	17	n/a
don't know	17	25	21	16	n/a
4. **Seen RBT** - Past 6 Months	70	67	62	62	n/a
5. Incidence of Past 6 Month Breath Testing					
Tested	25	20	17	20	21
6. As Pedestrian, Would be Affected by .05	47	50	48	48	n/a
7. Attitudes Toward Drinking and Driving					
(current or past licence holders)					
I don't drink at any time	20	22	21	21	19
If I am driving I don't drink	39	41	43	34	41
If I am driving I restrict what I drink	41	37	34	44	39
If I am driving I don't restrict what I drink	0	0	1	1	1
8. Use of Breath Testing Machine					
Past 6 Months	8	6	7	n/a	n/a
Very likely to Use, if Opportunity	33	29	27	n/a	n/a

*Prior to change in sample design

Appendix II: Summary Results Over Time - continued

	Wave 10 (1997)	Wave 9 (1996)	Wave 8 (1995)	Wave 7 (1993)	Wave 6* (1991)
			Percentage		
9. Police Speed Enforcement					
Increased	66	57	60	n/a	n/a
No change	22	26	26	n/a	n/a
Decreased	6	6	4	n/a	n/a
Don't know	6	11	9	n/a	n/a
10. Personal Driving Speed in Last 2 Years					
Increased	8	6	8	6	n/a
Stayed the Same	64	64	66	72	n/a
Decreased	27	29	26	22	n/a
11. Frequency Drive 10km/hr Over Limit (driven in past two years)					
Always/nearly always/most occasions	12	15	17	15	n/a
Sometimes	21	21	24	20	n/a
Occasionally	43	42	37	45	n/a
Never	23	22	22	20	n/a
12. Booked for Speeding (Drivers)					
Past 6 Months	8	5	5	5	n/a
Past 2 Years	18	16	n/a	n/a	n/a
13. Should Lower Speed Limits (agree)					
to 50 km/hr in residential areas	55	61	62	n/a	n/a
to 40 km/hr in residential areas	24	31	30	n/a	n/a
14. Incidence of Wearing Seat Belts					
Always - Front	95	95	96	97	94
Always - Rear	88	86	86	85	82
15. Involvement in Road Accident - Past 3 Years (involved in road accident in past 3 years)					
Someone killed/hospitalised	5	5	9	5	n/a
Someone injured/not hospitalised	14	14	9	10	n/a
Major vehicle damage but no one injured	24	25	30	20	n/a
Minor vehicle damage, no one injured	56	54	52	55	n/a

*Prior to change in sample design.

Appendix III: Actual Sample Distribution

Appendix III: Actual Sample Distribution

The sample was a stratified random design within state and territories. The table shows the actual numbers of interviews achieved by the sampling method used by TAVERNER Research Company. The actual achievement was monitored against a proposed sample distribution that ensured reasonable numbers of interviews by age and sex.

	Interviews Achieved (no)						
		SEX		AGE			
Region	TOTAL	Male	Female	15-24	25-39	40-59	60+
Sydney	137	69	68	31	34	43	29
Other	104	54	50	17	25	36	26
NEW SOUTH WALES	*241*	*123*	*118*	*48*	*59*	*79*	*55*
Melbourne	119	63	56	21	34	39	25
Other	76	41	35	10	23	28	15
VICTORIA	*195*	*104*	*91*	*31*	*57*	*67*	*40*
Brisbane	94	53	41	20	25	26	23
Other	94	46	48	13	25	33	23
QUEENSLAND	*188*	*99*	*89*	*33*	*50*	*59*	*46*
Adelaide	103	51	52	18	26	34	25
Other	56	29	27	6	14	24	12
SOUTH AUSTRALIA	*159*	*80*	*79*	*24*	*40*	*58*	*37*
Perth	103	53	50	17	29	33	24
Other	51	23	28	4	17	14	16
WESTERN AUSTRALIA	*154*	*76*	*78*	*21*	*46*	*47*	*40*
Darwin	54	22	32	10	18	21	5
Other	49	27	22	6	20	17	6
NORTHERN TERRITORY	*103*	*49*	*54*	*16*	*38*	*38*	*11*
Hobart	64	29	35	12	16	23	13
Other	89	43	46	11	25	30	23
TASMANIA	*153*	*72*	*81*	*23*	*41*	*53*	*36*
ACT	*105*	*54*	*51*	*16*	*33*	*40*	*16*
TOTAL	1298	657	641	212	364	441	281

Appendix IV: Notes to Assist in the Interpretation of Data

Appendix IV: Notes to Assist in the Interpretation of Data

In order to assist the reader with the interpretation of the data in this report, we provide the following notes and guidelines:

All statistical data in this report are estimates. Despite the precautions taken to minimise sampling variability, the estimates are subject to sampling error arising from the fact that the actual sample employed in this survey was one of a large number of possible samples of equal size that could have been used by applying the same sample design and selection procedures.

Survey results should only be extrapolated to the population from which the sample was drawn. In this survey, the universe was the Australian population aged 15 and over.

A stratified random sample was drawn, with quotas being set for each State and Territory. The total result was weighted in accordance with the most recent Census data to accurately reflect the country as a whole.

The standard error of a survey estimate is a measure of the variation among estimates from all possible samples. The standard error can be calculated using the formula:

$$\text{Standard Error} = \sqrt{\frac{(100-p)p}{n-1}}$$

p = survey result (the % giving any answer)
n = the sample size (for the total or any sub-group)

The estimate and its associated standard error may be used to construct a confidence interval, i.e. an interval having a prescribed probability that it would include the average result of all possible samples.

If any two sample groups are compared in this report, to determine whether the variation between them is significant, we have:

- calculated the standard error of the variation
- compared the variation with its margins of error (i.e. two standard errors).

By statistically significant, we mean that we can be confident that the probability of the variation between the results being due to a real difference in usage or attitudes (depending on the question) is at least 95%. A note has been made when the significance was reported at 90% confidence.

All survey results indicated in the report are rounded to the nearest whole percentage.

The following table indicates the theoretical margin of error at 95% confidence, related to typical sample sizes:

	SURVEY RESULTS (p)				
SAMPLE SIZE	10%/90%	20%/80%	30%/70%	40%/60%	50%/50%
1286(total Sample)	1.6	2.2	2.5	2.7	2.8
1000	1.8	2.5	2.8	3.0	3.1
500	2.7	3.6	4.1	4.4	3.5
300	3.5	4.1	5.3	5.7	5.8
150	4.9	6.5	7.5	8.0	8.2
100	6.0	8.0	9.2	9.8	10.0

For example, there is a probability of 95% or more that the true result for the total sample would be within 1.6% of survey estimates, assuming a 10% or 90% result, and 2.8% assuming a 50% result (i.e. percentage agreeing with a statement).