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Community Attitudes to Road Safety

Community Attitudes Survey
Wave 11

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TAVERNER Research Company

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COMMUNITY ATTITUDES TO ROAD SAFETY:
Community Attitudes Survey Wave 11

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Abstract

The eleventh in a series of national surveys on community attitudes to road safety was conducted in May/June 1998 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

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1. EXECUTIVE SUMMARY

1.1 Overview

- Consistent with previous waves, this latest survey of community attitudes towards road safety issues again shows that speeding, in particular, and drink driving are considered to be the principal factors that lead to crashes. Each of these factors is spontaneously mentioned by more than half of the population as a major reason for road crashes.

- While both of these factors are clearly the most important, speed still dominates as the one single factor that people mention first when thinking about crash causes. Speed was nominated in Wave 11 by 34% of the community as the single most important cause, more than twice as often as drink driving (14%), followed by lack of concentration (13%) and fatigue (10%).

- This survey suggests that fatigue has increased in likelihood of being mentioned as a cause of crashes, up from 22% last year to 27% when people were asked to nominate up to three factors.

- The continuing high degree of awareness by the community that excessive speed leads to road crashes, plus recognition of the dangers of drink driving, carelessness, fatigue and also poor driver attitudes and inexperience, is accompanied by majority acceptance of current speed limits.

- Overall, Wave 11 suggests that the community is increasingly accepting of current road use regulations and of police enforcement activity. However, a sizeable minority still regularly speed when driving and believe that speed limits should not be strictly enforced.

- There continues to be strong community support for the introduction of 50 km/hr speed limits in local residential areas.

- Support this year is even stronger than last year for legislation that requires people to carry their licence at all times when driving a motor vehicle. Overall, a high 87% support this, including 72% saying they strongly approve of it. While such legislation is in force only in New South Wales, most drivers throughout the country believe it already exists in their State or Territory and are in support of it.

- Consistent with previous years, nearly everyone says they always wear their seat belt in the front seat (96%) and most people (88%) say they wear a belt if in the rear seat.

- The main topics addressed in detail in this research are speed and drink driving, with smaller sections on occupant restraints, licence carrying legislation plus accident incidence and severity. The findings are reported in depth from Section 6 onwards. A separate summary on speed and drink driving is provided below.

1.2 Speed Summary

- Recognition of speed as a factor leading to road crashes has been at a high level over all of the past measures in this series. While the figures reported in Wave 10 last year were even higher than in Wave 11, the latest findings still confirm the dominance of speed as the factor most likely to cause a road accident. This year, one in three Australians (34%) spontaneously nominated speed as the single main reason for accidents and 57% referred to it as one of the main causes.

- Wave 11, however, suggests an overall improvement in driver attitude to speed and confirms an increasingly high awareness of its danger. While most people have agreed in previous surveys that "*an accident at 70km/hr will be a lot more severe than an accident at 60 km/hr*" (83% in Wave 10), the proportion agreeing in Wave 11 has increased to 88%. Similarly, 37% agreed in Wave 10 that "*it is okay to speed if driving safely*". This year, only 32% agree.

- Despite that high awareness of the dangers of speed and the fact that nine out of ten people agree that speed limits are set at reasonable levels, close to four in five drivers (77%) still admit to exceeding the speed limit by 10km/hr or more.

- On the positive side, Wave 11 found less than one in ten (8%) saying they exceed the limit on *all or most* occasions. That figure has consistently fallen over the course of these surveys. The figure last year was 12%, preceded by 15% in 1996. Consistent with last year, however, one in five drivers have been booked in the past two years for speeding and 6% say they were booked in the past six months.

- Even though most people do admit to speeding, at least occasionally, half (49%) of the community say they favour strict enforcement of 60 km/hr in urban areas. A further one in three (31%) support a tolerance of 5 km/hr over the existing limit and fewer (15%) would allow 10 km/hr over the existing limit in 60 km/hr areas. These figures continue the trend towards less tolerance by the community for speeding in these zones.

- Community members over 60 years of age have typically been the most in favour of strict speed limit enforcement. Wave 11 shows increasing support for enforcement of legal limits in the past year from all of the younger age groups.

- In 100 km/hr zones, six in ten people support tolerance for exceeding the limit though most of those people would restrict it to 10 km/hr above the limit. Just over one person in ten supports a tolerance of more than 10 km/hr. There has been no obvious change in the overall opinion of the community towards enforcing the speed limit in 100 km/hr zones during the three years that this matter has been studied in this research series.

- Males and younger drivers continue to display the greatest inclination to speed though Wave 11 has identified an attitude improvement among the youngest (under 24 years) age group this year. Wave 11 shows that the younger age group is now no more likely than the 24 to 39 years age group to admit to speeding. The older age groups, in particular people aged over 60, claim much slower speeds on the road than the younger age groups.

- Most people continue to believe that speed enforcement activity by police is increasing. They also believe that penalties for speeding have increased over the past two years despite the fact that penalties have changed very little in most jurisdictions. Wave 11 examined community knowledge of penalties for exceeding the speed limit by 12 km/hr. Monetary penalties do apply across all States and Territories, from $50 up to $110 for that offence. One demerit point is imposed in all States and Territories, except for the Northern Territory which does not impose demerit points. Most people only mention a fine and they tend to overestimate the amount of the fine for this offence by at least $50. When people are prompted to consider demerit points the number mentioned is often two or more. The findings suggest that most people are guessing the penalties.

- Six in ten people (62%) support a 50km/hr limit in residential areas. This is an increase over the 55% in Wave 10 supporting this initiative and is back in line with support shown in Wave 9 (1996) and Wave 8 (1995). Fewer people (33%) support a 40km/hr limit; that proportion has increased since last year, from only 24%, but it too is more in line with Wave 9 (31% support) and Wave 8 (30% support).

1.3 Alcohol and Drink-Driving Summary

- Drinking before driving continues to be ranked second to speeding as the single main cause of accidents. The proportion mentioning drink-driving as their first response has remained steady at 14% this year, well under half the figure found for speeding (34%). When up to three factors are sought, over half (54%) of the community refer to this alcohol effect. This finding is similar to previous years and very close to the total mentions of speeding (57%).

- While speed dominates over drink driving as the one *main* cause of crashes suggested by the community at large, the 15 to 24 year age group shows a particularly high likelihood this year of referring to the road safety danger arising from alcohol. One in five (21%) among this age group referred to drink driving as the *main* cause of accidents and 60% mentioned it within their three main reasons. This shows an increase in awareness among young adults of drink driving as a road safety problem, to a point where, unlike older age groups, they blame alcohol even more often than they blame speeding.

- Support continues to be almost universal for random breath testing (97%). Observation of RBT activity in the past six months remains high, at 70%, and nearly half (44%) feel that the amount of RBT has increased over the past two years. Similar to last year, more RBT activity is noticed in the capital cities (73%) than by people living away from the capitals (66%).

- One in four drivers (26%) have been tested for RBT in the last six months, representing a steady rise over past years. The increase in RBT activity noticed by the 15 to 24 year age group over recent waves, particularly among the young males, has been sustained in this latest survey.

- Most licence holders who drink continue to exhibit a responsible approach to drinking and driving. Wave 11 however, suggests that the proportion of women who drink and drive may be increasing (up from 28% last year, to 33%) while the proportion of males who drink and drive may be decreasing (down from 53% last year, to 46%). One in five licence holders (21%) maintain they never drink and over one in three (39%) abstain from any alcohol if driving. The remaining 40% of drivers say they restrict their alcohol intake.

- Use of self-operated breath testing machines in the last six months remains at just 6% of drivers, principally in the under 25 age group. Interest in using such equipment among people who ever drink and drive peaked in Wave 10 (49%), declining to 45% in Wave 11.

- The reasonable level of knowledge of alcohol consumption guidelines in Wave 10 stayed at a similar level in Wave 11. Most people state the recommended first hour figure within one glass and correctly state just one drink per hour thereafter. Females are still less likely than males to be aware of the correct guidelines, particularly for the first hour, though they do tend to give more conservative estimates than males.

- Beer drinkers display a better understanding of the term "*standard drink*" than wine drinkers. Nearly half the beer drinkers (45%) correctly gave the answer of 1½ standard drinks in a 375ml stubby or can of full strength beer with another 28% giving the more conservative response of two drinks. Wine drinkers tend to understate the number of standard drinks in a 750ml bottle, with seven in ten nominating less than seven drinks.

The following pages describe the research that was carried out for Wave 11 and provide a more detailed analysis of the survey findings. Where appropriate, findings are compared with previous waves in this series. Further information can be obtained through the Federal Office of Road Safety in Canberra.

2. INTRODUCTION

This is the eleventh 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 from the TAVERNER Research Company office in Sydney during the period 9 May to 7 June 1998.

The eleven 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
• Wave 11	-	May/June 1998	Printed as FORS Report CR 180

The surveys have always been conducted 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 improvements in the response rate might be implemented.

A revised method introduced in 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 nine 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 to 11, 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. The objective was to reduce yet further the traditional over-representation in surveys of females and older persons, at the expense of the younger age group and males 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 - 11, explained in more detail in the next section. The end result has been a substantial improvement in the raw sample age/sex representation both nationally and within each State and Territory.

This Wave 11 survey has maintained a response rate that is still very much higher than would be expected from more usual survey approaches and has maintained the improved sample reliability that was achieved with Waves 7 through to 10. The survey design is far more rigorous than the standard adopted in most other studies of this kind and continues to be both practical and effective. Factors such as the two-stage selection process and the growing concerns over privacy evident in recent years contrive to reduce effective rates of response, however voluntary participation in this FORS series is still well over double the rate that we typically experience in commercial surveys.

3. SURVEY METHODOLOGY

3.1 Summary

A modified Kish-grid sampling approach, introduced 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 for Wave 11. An integral feature of the design is probability, non-substitution selection of the person in the dwelling who is 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 under-representation of persons in the 15-24 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 - 11 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 a 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 - 10. Age/sex achievement within region was monitored against the June 1996 Australian Bureau of Statistics population Census data.

The primary mailout yielded 78% of the final total number of interviews (1,055 out of 1,359). That included 81 initial refusals and 12 language difficulty contacts which were converted into full interviews.

After exhaustion of the initial mailed sample, including follow up of refusals and non-English speaking contacts, the balance of the fieldwork was completed through a controlled 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 set for each region.

On contact, only those age/sex categories with unfilled quotas were listed in the grid and the same probability selection process was used. The approach still meant that interviewers had no influence over whom to select and interview in any dwelling. At the contacted households which could not yield any of the needed age/sex groups, no interview took place.

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 independent, stratified sampling process and ensured that sampling error was minimised.

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 11 of 1,359 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, 1996. 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 interviewers was achieved before achievement of minimum age/sex quotas.

For that reason, the survey reports on 1359 completed interviews instead of the planned sample size of 1250.

After exclusion of the sample component that could be classed as out of scope (e.g. unobtainable number, no answer after 9 calls, household member away for survey period), the effective national response rate was estimated at 69% participation overall. While below the high rate of 82% obtained in 1996 (Wave 9), this is still a very high response level by normal survey standards. The survey sampling and selection approaches ensure the final sample obtained for the study remains as representative as possible of the Australian national population aged from 15 years.

Dwelling addresses and their telephone numbers were systematically selected from the latest available electronic Australia-on-Disk White Pages directory.

3.3 Interviewing and Processing

Following dispatch of an initial 2,276 advance letters, TAVERNER Research Company interviewers contacted dwellings over the period 9 May to 7 June 1998. 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 this year was 13.8 minutes.

The data collected by the interviewers was entered directly into the computing and data processing 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 and is audited appropriately.

4. TOPICS AND QUESTIONNAIRE

The topics covered in Wave 11 were nominated by FORS. In most cases, questions that had been asked in recent waves were repeated. One new question was added, seeking knowledge of penalties for exceeding the speed limit by 12 km per hour.

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 10

- factors believed to lead to road crashes
- whether agree or disagree with random breath testing (RBT)
- 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 a .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 consumed
- knowledge of standard drinks in a stubby or a can (375ml) of full strength beer and a bottle (750ml) of wine
- 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 over the speed limit
- tolerated speeds in urban 60 km/hr zone without being booked
- tolerated speeds in urban 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 a 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 Questions That Were Added for Wave 11

- unaided knowledge of penalties for exceeding the speed limit by 12 km per hour, plus a special probe on demerit points for the offence
- awareness of any changes in penalties for speeding in the past two years

4.3 Questions that were deleted from Wave 10

- whether agree or disagree with zero blood alcohol for all drivers.

The questionnaire and the wording used in this Wave 11 survey is enclosed as Appendix I. Where Wave 11 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 their correct national proportion, rather than any age/sex adjustments.

CHARACTERISTICS %	UNWEIGHTED %	WEIGHTED %
Base:	**1,359**	**14,403 ('000)**
Age: (15 years and over)		
15-16 years	4	4
17-19 years	6	5
20-24 years	8	10
25-29 years	10	10
30-39 years	20	20
40-49 years	17	18
50-59 years	14	13
60-69 years	11	10
70 and over	10	11
Sex:		
Male	50	49
Female	50	51
Occupation:		
Student	11	12
Home duties	9	8
Employed	56	56
Retired/Pensioner	20	20
Unemployed	4	4
Highest Education Level:		
Up to secondary/at school	57	54
Trade/TAFE	19	19
Tertiary	24	26
Driver Characteristics:		
Licence Held		
Have current licence or permit	88	87
Previous holder	3	3
Never held	10	10
Length of Time Licence Held		
Up to 3 years	9	8
3-5 years	5	6
6-10 years	8	10
Over 10 years	68	67
Never held	10	10
Penalised for Speeding:		
Last 6 months	7	6
Last 2 years	18	19

NB. Totals may not add exactly to 100% due to rounding of percentages or because multiple responses were allowed.

DETAILED FINDINGS

6. ROAD CRASHES

6.1 Factors Contributing to Road Crashes

Respondents were initially asked:

> *"What factor do you think most often leads to road crashes?"*
> *and then "What other factors lead to road crashes?"*
> *(maximum 3 responses)*

Speed continues to be named by the general community as the factor that most commonly leads to road crashes. It is still mentioned more than twice as often as drink driving. One in three people (34%) in Wave 11 referred first to speed as the most common factor with a further 14% blaming it most often on drink driving.

The proportion attributing the most blame to speeding in Wave 11 (34%) was slightly below the Wave 10 figure of 39% but equivalent to Waves 8 and 9. The proportion suggesting drink driving as the single most frequent cause of crashes has stayed at a similar level for the past three years.

When allowed to nominate up to three crash causes, over half of the community in 1998 included speed (57%) or drink driving (54%) in their list. These figures are at least double any other reason.

The next group of factors often suggested in Wave 11 as leading to road crashes comprise lack of concentration and then driver fatigue, followed by carelessness and (poor) driver attitudes.

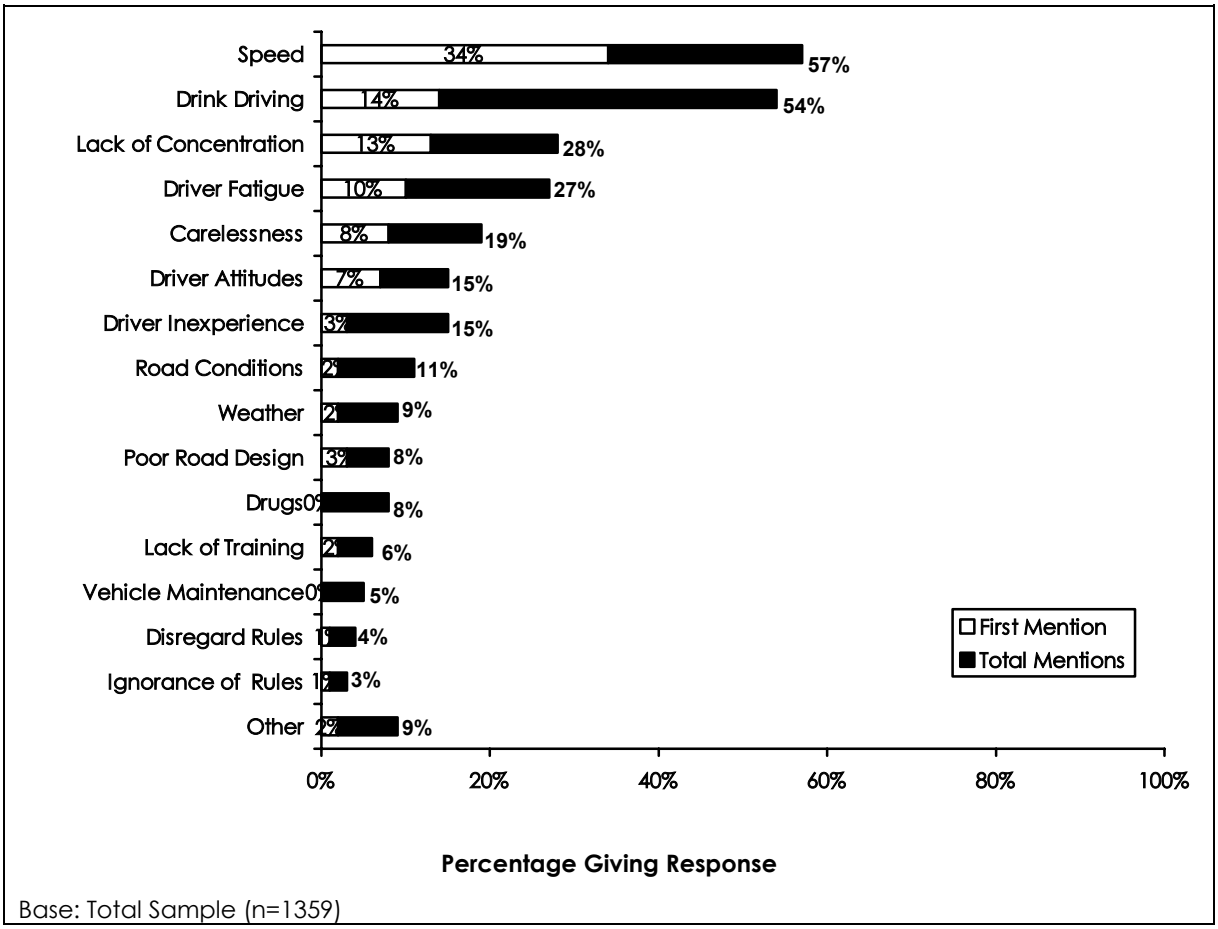
Lack of concentration in this latest survey was mentioned by nearly as many people (13%) as drink driving (14%) as the most usual cause of road crashes though the figure increased to 28% when people had mentioned up three reasons. This was in fact a slight increase over the Wave 10 result.

Fatigue has shown a greater increase in mentions than concentration as a cause of crashes over last year. This occurred both in first mention (up from 6% to 10%) and in total mentions (up from 22% to 27%), to the point where these two factors are, in general terms, now equally recognised as road safety problems.

Carelessness, mentioned as a factor by 19% in Wave 11, is again the next most commonly suggested factor, ahead of driver attitudes (15%), driver inexperience (15%) and road conditions (11%). Other suggested factors include weather conditions (9%), road design (8%) drugs (8%) and lack of training (6%). These have stayed at a similar level of mention over the past three years.

Figure 1 on page 14 shows the pattern of responses for this latest survey. Appendix II compares figures, where appropriate, across all measures since Wave 6 in 1991.

Figure 1: Factors Contributing to Road Crashes



Base: Total Sample (n=1359)

NB. Totals may not add exactly to 100% due to rounding of percentages

Reference to speed as the main cause of road crashes is more commonly made by females (38% in Wave 11) than males (29%) and by the over 60s age group (41%), as was the case in Wave 10. This trend continues when all factors are mentioned, as shown in Table 1 below. The slight decline in mentions of speed leading to crashes that was observed in Wave 11 compared with last year was evident across all age groups and both sexes.

All age groups and both sexes, as a whole, mention speed more often than drink driving as the single main cause of crashes. The only exception this year, and a change from Wave 10, is for drink driving to be mentioned more often than speed by males in the 15 to 24 age group. Speed dominates over drink driving as the main cause of crashes in the opinions of all other age/sex categories, particularly among the older males.

When all mentions of crash causes are evaluated across age and sex categories of the community, the 15 to 24 age group is more aware of the danger of drink driving than speed. This finding repeats the results from Wave 10, with all other age groups again more likely to mention speed.

This year, both males and females are similar in the lists of factors that they mention as causing accidents. The over 65 age group is the least likely to mention fatigue.

Table 1 shows the differences in mentions of speed and drink driving across age and sex of the community.

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

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
MAIN FACTOR							
Speed	34	29	38	29	31	34	41
Drink Driving	14	12	15	21	12	11	12
ALL FACTORS (up to 3)							
Speed	57	55	59	51	57	56	64
Drink Driving	54	51	56	60	50	51	57
Base: Total Sample	1359	683	676	249	410	412	288

Table 2 below shows the differences in mentions of speed and drink driving across State and Territory. Although speeding and drink driving responses at the national "total mentions" level are similar in Wave 11, there are differences between States.

The reduction in mentions of speed this year, back to the Wave 8 and 9 levels, appears to have occurred principally in New South Wales, Queensland and the ACT. Conversely there has been an apparent increase in mention of speed in Victoria. The actual variation across the States and Territories in total mentions of speed in Wave 11 is minor - from 54% in New South Wales, South Australia and the Northern Territory to a high of 60% in Victoria and Tasmania. The range in Wave 10 was from 50% (Victoria) to a high of 72% (Queensland).

The range across States in total number of mentions of drink driving as a crash cause this year is much larger than for speeding - from just 44% in New South Wales to a high of 74% in the Northern Territory. This high level of unprompted mention of drink driving in the Northern Territory (74% in Wave 11 against a national average of 54%) follows an even higher figure of 78% in Wave 10. Increased mention of drink driving this year occurred in Queensland and Western Australia while decreases were noted in New South Wales, in particular, Tasmania and the ACT.

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

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
MAIN FACTOR									
Speed	34	30	38	34	37	34	37	23	34
Drink Driving	14	12	12	16	13	18	16	37	12
ALL FACTORS (up to 3)									
Speed	57	54	60	59	54	56	60	54	57
Drink Driving	54	44	54	62	58	66	54	74	60
Base: Total Sample	1359	240	224	188	163	156	163	110	115

Table 3 below shows the differences between capital city and non-capital city residents in mentions of all factors leading to crashes.

Speed is nominated equally often in each area this year. This has changed from last year, when Wave 10 showed more frequent mention of speed as a cause of accidents in non-capital areas.

Mention of drink driving as a cause of crashes has declined slightly in both the capital cities and the non-capitals. For the other commonly mentioned causes of accidents, Wave 11 showed that there has been an increase in mentions of lack of concentration in the capital cities and an increase in mentions of fatigue throughout Australia. Awareness of fatigue problems is still higher in the country areas than in the capitals, and increasing.

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

	TOTAL %	Capital Cities %	Non-Capitals %
Speed	57	56	59
Drink Driving	54	53	56
Lack of concentration	28	31	21
Driver Fatigue	27	23	34
Carelessness/Negligence	19	20	17
Driver Attitudes/Impatience	15	15	16
Driver Inexperience	15	15	15
Road conditions	11	9	13
Weather	9	10	8
Road Design	8	7	11
Drugs (other than alcohol)	8	8	7
Lack of driver training	6	5	6
Lack of vehicle maintenance	5	5	4
Disregard of rules	4	5	2
Ignorance of rules	3	3	2
Base: Total Sample	1359	802	557

NB. Totals add to over 100% because multiple responses were allowed.

7. ALCOHOL AND DRINK DRIVING

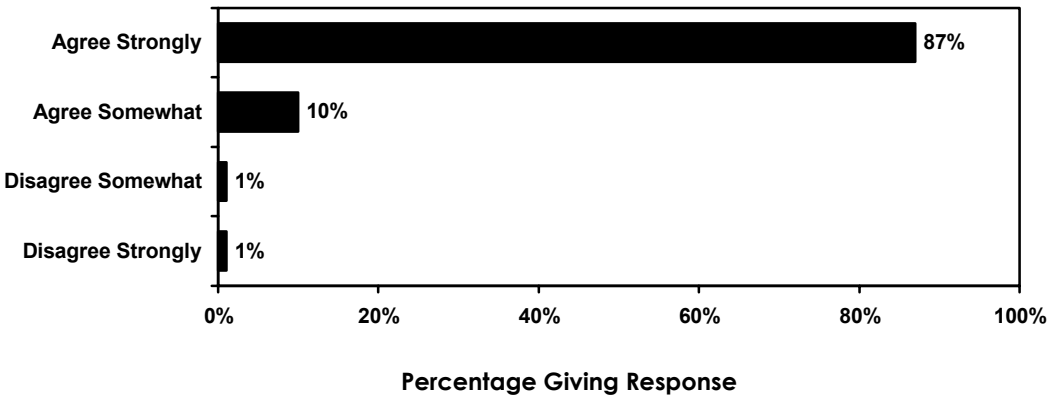
7.1 Support for Random Breath Testing (RBT)

All respondents were asked:

> *"Do you agree or do you disagree with the random breath testing of drivers (RBT)?"*

Most people continue to be strongly in favour of RBT (87%). This is the same degree of strong support as found in previous years. A further 10% agree with it "somewhat", which leads to a total support level of 97%. This is shown in Figure 2.

Figure 2: Support for Random Breath Testing of Drivers



Base: Total Sample (n=1359)

NB. Totals may not add exactly to 100% due to rounding of percentages

Table 4 shows any differences between age groups and sex in holding strong support for RBT. Females are still more likely than males to be in favour of RBT, averaging 93% in Wave 11 compared with 81% for males. There is no clear pattern of support for RBT across the age groups, for either males or females, other than the fact that support is high.

Table 4: Support for Random Breath Testing of Drivers: 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+ %
Agree Strongly	87	85	78	79	88	95	90	96	92
Base: Total Sample	1359	124	215	208	136	125	195	204	152

The levels of strong support across the States and Territories ranged from 77% in the Northern Territory to 91% in New South Wales and the ACT. All other States and Territories showed strong support levels from 83% to 87%. A comparison of proportions giving strong support for RBT over time is provided in Appendix II.

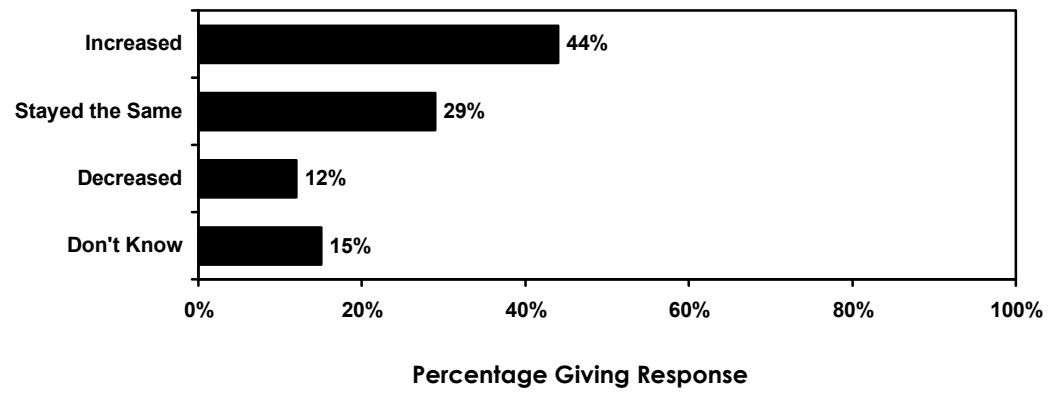
7.2 Perception of RBT Activity in the Last Two Years

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?"*

There is a continuing perception that the amount of RBT activity has increased (44%) rather than decreased (12%). The figures for Wave 11 are similar to Wave 10. The Wave 11 results are shown below in Figure 3 and the table in Appendix II illustrates these results over time.

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



Base: Total Sample (n=1359)

Table 5 below shows the responses for Wave 11, across sex and age groups. Males are significantly more likely than females to believe that RBT has increased while more females than males are unable to answer the question. Overall, people are more likely to consider that there is more RBT activity rather than less. We noted in Wave 10 last year an increase among the youngest age group (15 to 24 years) saying that RBT had increased. Wave 11 still shows a higher proportion of the younger age group having noticed an increase in RBT activity, compared to the rest of the community. The over 60s and particularly the older females are the least inclined to have noticed RBT activity.

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

		SEX		AGE			
	TOTAL %	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Increased	44	47	41	57	44	44	33
Stayed the Same	29	31	26	28	33	29	22
Decreased	12	13	11	5	14	11	16
Don't know	15	9	21	10	9	15	29
Total	100	100	100	100	100	100	100
Base: Total Sample	1359	683	676	249	410	412	288

NB. Totals may not add exactly to 100% due to rounding of percentages

Table 6 below shows any variations by State or Territory in the amount of RBT noticed by the community. People in South Australia (67% in Wave 11) are again the most likely to believe that RBT activity has increased, followed by Tasmania (58%) and Western Australia (55%). The perception that RBT has decreased in Wave 11 is highest in the ACT (19%) and New South Wales (16%) while people in Queensland were the most likely not to be able to answer (19% said they did not know).

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

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Increased	44	33	45	47	67	55	58	45	32
Stayed the Same	29	37	29	22	17	24	21	29	36
Decreased	12	16	11	11	2	6	13	12	19
Don't know	15	14	15	19	14	15	7	13	12
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

Compared with Wave 10 findings last year, there has been a rise in the proportion of Queenslanders perceiving an increase in RBT activity (up from 37% to 47%). Decreases occurred in New South Wales (down from 41% to 33%), Tasmania (down from a high 69% to 58%) and the ACT (down from 44% to 32%).

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 if yes, "Have you personally been breath tested in the last six months?"*

Overall, awareness of past six months RBT activity has stayed the same as a year ago, at 70%, after progressively increasing from 61% in Wave 6 (1991).

Table 7 shows the current awareness levels for males and females and across the age groups. Males, as in the past, are more likely to be aware of recent RBT units than females and awareness tends to decrease with age. The over 60s, particularly the females, are considerably less likely than the younger age groups to have noticed any RBT in the past six months and are much less likely to have been tested.

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	77	64	80	74	73	51
Personally tested	26	32	19	29	28	28	15
Base: Total Sample	1359	683	676	249	410	412	288

The incidence of noticing RBT in the past six months in Wave 11 within each State and Territory ranged from 68% to 79%, which is a much smaller difference than last year. In particular, awareness in Queensland has substantially increased (up from just 52% in Wave 10 to 68% in Wave 11) and there appears to have been a small increase in Western Australia (from 65% to 73%). The States that declined in awareness, all to a small extent only, were New South Wales (from 73% to 68%), the ACT (from a high 81% to a still high 76%) and South Australia (from 76% to 69%).

The incidence in Wave 11 of having personally been breath tested was lowest in New South Wales (19%), Queensland (20%) and the ACT (21%) and highest in Victoria (37%), Tasmania (33%) and Western Australia (30%).

The figures from Wave 11 for past six months awareness of RBT and for having personally been tested are shown in Table 8 below. Appendix II shows changes in these measures over past years, for reference.

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

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Seen in operation	70	68	73	68	69	73	79	72	76
Personally tested	26	19	37	20	25	30	33	24	21
Base: Total Sample	1359	240	224	188	163	156	163	110	115

While RBT operations were observed by a higher proportion of the community in the capital cities (73%) than outside the capitals (66%), people in the country areas more often said they had been breath tested (28%) than people in the State capitals (24%).

When responses are examined among people who say they have consumed alcohol when driving, recall of RBT police activity in the past 6 month reaches 74% with 31% reporting a personal breath test. These proportions are similar to the findings from Wave 10 and are slightly above the community average of 70% and 26% respectively.

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

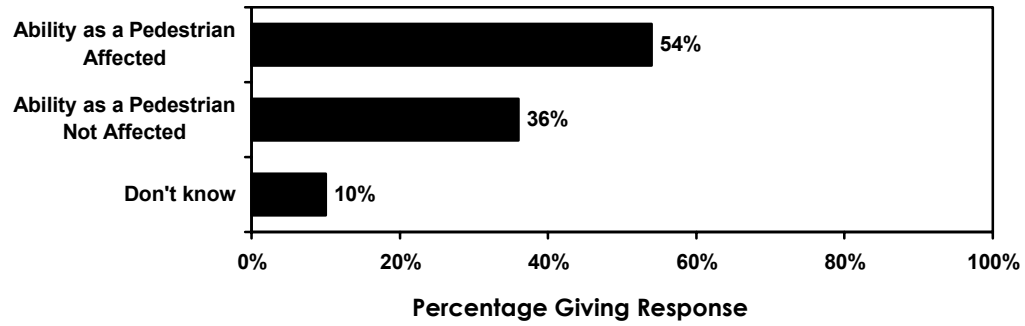
Respondents were asked:

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

Wave 11 shows that 54% of the community accept that their ability as a pedestrian would be affected by a blood alcohol reading (BAC) of .05. This is the highest reading so far on this measure of alcohol effect, up from 47% in Wave 10.

The Wave 11 result is illustrated in Figure 4 below and comparative findings since 1993 (Wave 7) are shown in Appendix II.

Figure 4: Perceived Effect of a BAC of .05 on Ability to Act Safely as a Pedestrian



Base: Total Sample (n=1359)

People who do not drink are more likely to say that their ability would be affected. This has been demonstrated in all measures since the question was first introduced in Wave 7 (1993). Similarly, females (63%) are significantly more likely than males (45%) to think that having a BAC over .05 would affect their ability to act safely as a pedestrian.

Similar to last year, Wave 11 showed no significant variations by respondent age in perceptions of the effect of a BAC of .05 on pedestrians. However we did notice some variations between the States and Territories which did not occur last year. People in New South Wales (61%), the ACT (57%) and Victoria (58%) were above the average in their agreement that a BAC of .05 would affect them as a pedestrian. People in the Northern Territory (40%), South Australia (43%) and Queensland (45%) are less likely than the average to accept that they would be affected.

Beer drinkers (39% of them) are less likely than wine drinkers (54%) to admit an effect of a .05 BAC. This however correlates with the findings about males and is consistent with the fact that beer drinkers are more likely to be male.

7.5 Attitudes to Drinking and Driving

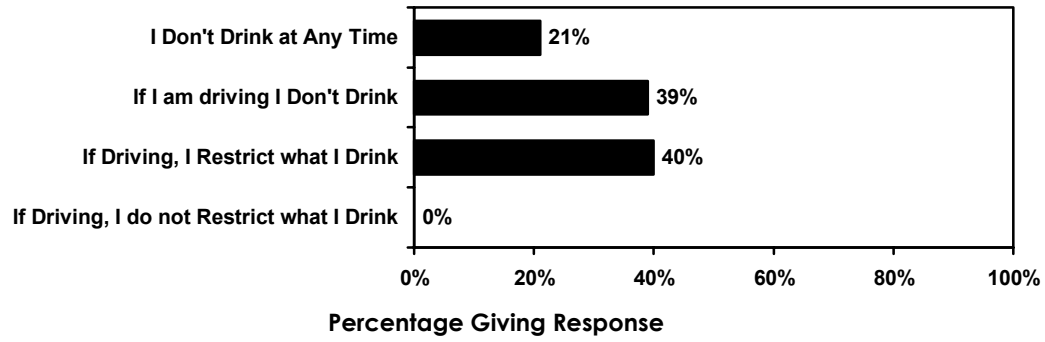
All respondents who had ever held a licence were asked:

> *"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 5 below shows the distribution of responses for the total sample of licence holders in Wave 11. The percentages in Figure 5 are almost identical to Wave 10. Further comparative information over time is also shown in Appendix II.

Overall, some 40% of respondents do drink but restrict their intake when driving, 39% do not drink if driving and 21% say they never drink at any time.

Figure 5: Attitudes Toward Drinking and Driving



Base: Current or Past Licence Holders (n=1227)

Table 9 below shows attitudinal or behavioural differences toward drinking and driving analysed by sex and across age groups. Some of the main observations are:

- females who have ever held a licence are significantly more likely than males to respond: *"I do not drink at any time"* (26% of females against 16% of males),
- males are more likely to indicate that they "*restrict*" what they drink (46% against 33% of females),
- the Wave 11 findings suggest that the number of women who drink and drive has increased (from 28% in Wave 10 to 33% in Wave 11) while the number of men who drink and drive has decreased (from 53% in Wave 10 to 46 % in Wave 11),
- 15-24 year olds are still the most likely to describe themselves by the statement: "*If I am driving I do not drink*" (50%).

Table 9: 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	21	16	26	20	14	19	35
If I am driving I do not drink	39	37	40	50	38	36	35
TOTAL: Non drinkers who have ever held a licence	**59**	**53**	**66**	**70**	**52**	**55**	**71**
If I am driving I restrict what I drink	40	46	33	30	47	44	29
Total	100	100	100	100	100	100	100
Base: Ever held a licence	1227	648	579	184	392	396	255

NB. Totals may not add exactly to 100% due to rounding of percentages

Licence holders in the ACT (51%), Northern Territory (50%) and Western Australia (48%) were again more likely to say that they "*restrict*" their alcohol intake when driving. Licence holders in the ACT and Northern Territory have been above the average for this behaviour since Wave 9. The gap between capital cities and non-capitals has widened again with 42% from the capital cities driving but restricting their alcohol intake compared to 37% in non-capital areas.

7.6 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 six months?"*

There has been very little change over time in the proportion having used such a machine in the past six months. Wave 11 found that 6% had done so, as can be seen in Table 10. The highest incidence was last year (Wave 10) at 8%.

The highest usage in Wave 11 was again the 15-24 age group (14%), particularly among the young females. There was evidence of usage by both males and females in the 25 to 39 age group (6%) but this was less than for either males or females in the younger age group. Few people (4% or less) over the age of 40 have used the machine in the last six months.

Table 10: 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 the Machine	6	11	6	4	2	16	6	2	2
Base: Licence holders who drink	989	84	187	181	97	69	152	148	71

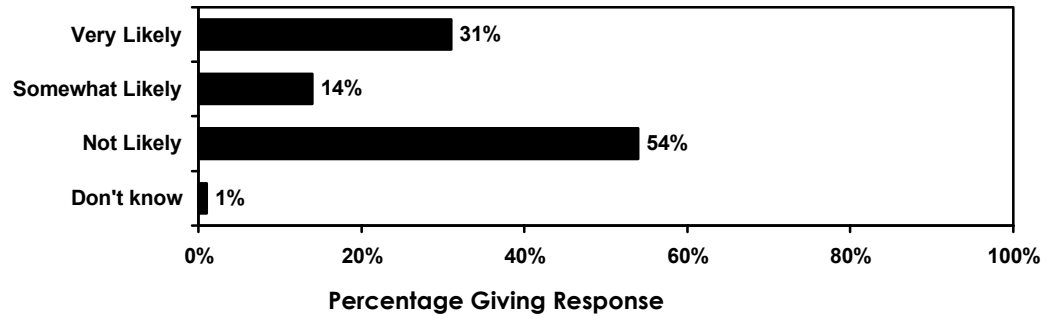
This limited usage occurs for all States and Territories. The highest rate of usage is in the ACT (13%) and the Northern Territory (11%).

Respondents were then asked:

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

Overall, 31% of licence holders in Wave 11 who ever drink alcohol said they would be "*very likely*" to take the opportunity to use a breath testing machine, with a further 14% "*somewhat likely*". This total of 45% represents a decrease in perceived likelihood compared with last years' figure of 49%. Likelihood of use had been increasing, albeit slowly, over previous surveys but this was not the case in Wave 11. Comparative information over time on past use and likelihood of use of a self operated breath testing machine is shown in Appendix II. Findings for Wave 11 are shown below in Figure 6.

Figure 6: Likelihood of Using a Self-Operated Breath Testing Machine



Base: Licence Holders Who Ever Drink (N=989)

As reported in previous surveys in this series, the level of interest in breath testing machines declines with age. Table 11 analyses the interest level in Wave 11, by sex and by age group.

Table 11: Likelihood of Using a Self Operated Breath Testing Machine: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Very likely to use	31	28	34	57	29	26	17
Somewhat likely to use	14	14	15	16	15	15	10
Unlikely to use	54	58	50	27	55	59	69
Undecided	1	1	2	0	0	1	4
Total	100	100	100	100	100	100	100
Base: Licence holders who drink	989	549	440	153	339	329	168

NB. Totals may not add exactly to 100% due to rounding of percentages

Young licence holders who ever drink remain the group most interested in using a self operated breath testing machine, with 57% of the 15-24 age group "*very likely*" and a further 16% "*somewhat likely*".

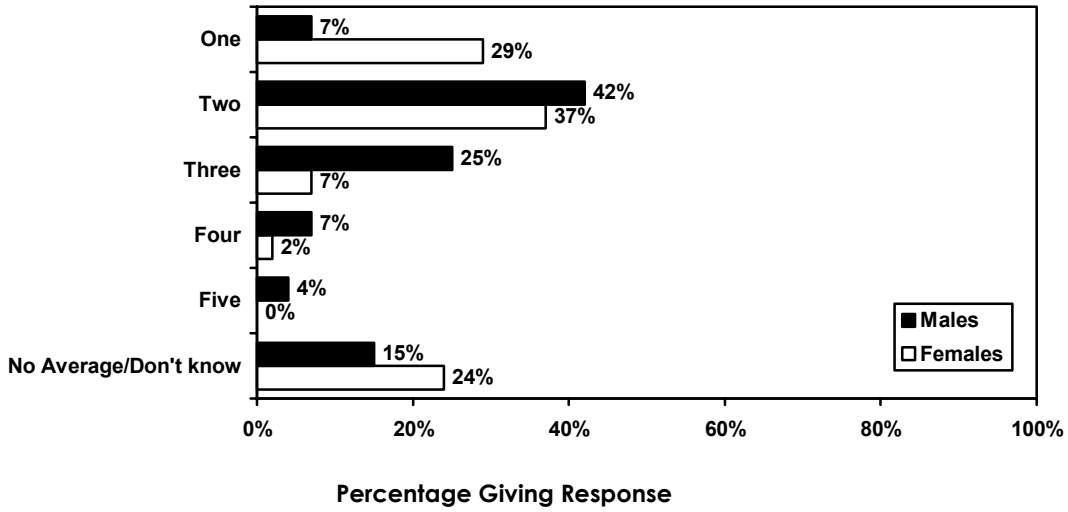
7.7 Alcohol Consumption Guidelines

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 7 below shows the pattern of responses for the number of drinks that people of their sex can have in the first hour of drinking. The published guidelines actually stipulate two standard drinks for men and one for females, in the first hour.

Figure 7: Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour: by Sex



Base: Total Sample (males = 683, females = 676)

The figures in Wave 11, for the community as a whole, were identical to Wave 10 for both males and females. As noted later, this finding has occurred despite some significant changes within the various age groups.

Overall, 7% of males again nominated only one standard drink in the first hour and 42% correctly suggested two as their answer.

A further 25% stated three standard drinks. Eleven percent of males nominated more than three standard drinks in the first hour to stay under the limit of .05, while another 15% were unable to provide an answer. These results overall are also similar to findings in Waves 8, 9 and 10.

Similarly, the response from females follows the same pattern as past waves. Wave 11 again found 37% nominating two standard drinks in the first hour as the current guidelines for females, with 29% correctly nominating one standard drink. Three drinks was 7% and four drinks was 2%. Again, one in four females (24%) said that they do not know. Nomination of one drink in the first hour increased from 23% in Wave 8 to the current figure of 29% for females, which is the same as found in Wave 10.

Earlier surveys in this series have shown that people under 40 years of age, within both sexes and particularly those under 24 years, are more likely than older people to give a correct response. Wave 11 has shown that the older males (40 plus age groups) have now significantly increased their awareness of the two drink limit in the first hour to a level equivalent to the 25 to 39 age group.

The youngest male age group (15 to 24 years) is still the most likely to know the limit is two drinks. Their proportion giving a correct answer has declined from 58% in Wave 10 to 51% in Wave 11, after a very large increase last year. Correct response in the male 25 to 39 age group has also declined since Wave 10, from 47% to 40%. Males over 60 are still the least likely to give an answer but, among those who do, the response is likely to be correct.

Females in Wave 11 showed less variation from previous results though there is some suggestion that the 40 to 59 years age group is increasingly aware of the one drink limit in the first hour. The female 15-24 age group is still the most likely to know the correct figure while the 60 and over group has very limited knowledge of the correct guideline.

As before, the females across all States are more likely to nominate two drinks rather than one drink in the first hour.

Table 12: Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour: by Sex and Age within Sex

	TOTAL MALES %	MALES BY AGE GROUP				TOTAL FEMALE %	FEMALES BY AGE GROUP			
		15-24 %	25-39 %	40-59 %	60+ %		15-24 %	25-39 %	40-59 %	60+ %
One or less	7	13	10	4	2	29	42	33	30	11
Two	42	51	40	38	43	37	44	42	38	24
Three	25	25	32	26	14	7	2	9	8	10
Four	7	1	6	10	6	2	0	3	1	3
Five	4	0	4	7	5	0	0	0	0	1
Don't know	13	8	8	13	26	24	12	14	22	51
No Average	2	2	0	2	4	0	0	0	0	0
Total	100	100	100	100	100	100	100	100	100	100
Base: Total Sample	683	124	215	208	136	676	125	195	204	152

NB. Totals may not add exactly to 100% due to rounding of percentages

Table 13 below, shows that males in Victoria (28%) and Tasmania (28%) in particular, plus South Australia (34%) are under the national average of 42% in stating the correct (male) number of drinks in the first hour. These States were also lowest in Wave 10, though with some improvement in Victoria. In contrast, New South Wales (50%), Queensland (50%), the ACT (48%) and Northern Territory (47%) are above the average with both New South Wales and the Northern Territory showing growth in correct knowledge about the first hour guidelines for males.

Table 13: Alcohol Consumption Guidelines: Number of Standard Drinks in the First Hour: Males by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
One or less	7	7	8	3	4	12	1	3	6
Two	42	50	28	50	34	42	28	47	48
Three	25	27	27	19	30	20	28	27	33
Four	7	3	8	6	15	7	17	7	3
Five	4	2	12	0	0	3	9	5	1
Don't know	13	9	13	19	16	14	16	8	6
No average	2	1	3	3	1	1	1	0	1
Total	100	100	100	100	100	100	100	100	100
Base: Male Respondents	683	122	113	91	80	78	83	56	60

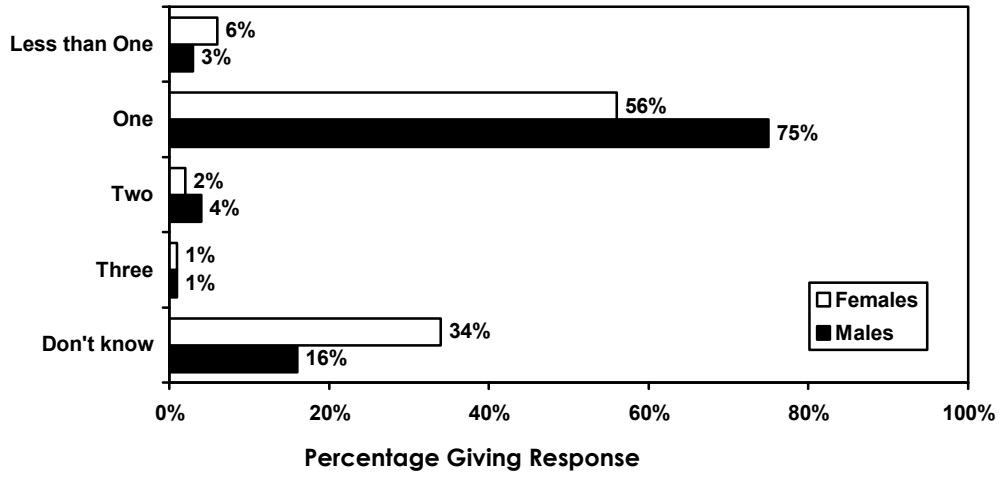
NB. Totals may not add exactly to 100% due to rounding of percentages

For the last four waves, 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.

When asked about the consumption guideline rate after the first hour to keep the BAC under .05, the majority of males (75%) and females (56%) correctly said one drink per hour in Wave 11. These figures have declined among females, from 63% in Wave 10, while a similar 6% say "*under one*".

The male figures are very similar to last year with 75% saying one drink per hour, 4% saying two drinks and 3% saying less than one per hour.

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



Base: Total Sample (Males 683, Females 676)

Across the States and Territories, males in New South Wales (86%) and in the ACT (81%) showed the highest awareness of the correct "one drink per hour" guideline against a national average of 75%. Least awareness of this guideline occurred in South Australia (64%) and Queensland (66%) where a high 24% in both states could not give an answer.

Encouragingly, as in previous waves, the guidelines are best known among people who have indicated they drink and drive. This is the group for whom it is particularly important to be aware. Among these people, 77% of males and 77% of females were within one drink of the number specified by the guidelines for the first hour, while most (87% of males and 73% of females) correctly stated one drink or less for each hour thereafter (see Table 14). These figures are consistent with recent waves.

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

Table 14: Alcohol Consumption Guidelines: First Hour and Each Hour After: by whether they Drink when they Drive, within Sex

	SEX			
	Males		Females	
	Don't Drink/ Not if Driving	Drink if Driving	Don't Drink/ Not if Driving	Drink if Driving
First Hour	%	%	%	%
One or less	4	8	28	35
Two	43	41	34	42
Three	24	28	8	7
Four	6	8	2	1
Five	3	5	0	1
No average	1	3	1	0
(Don't know)	18	7	26	14
TOTAL:	100	100	100	100
Each Hour After First	%	%	%	%
Less than one	2	4	6	7
One	69	83	53	66
Two	5	3	2	3
Three	1	0	1	0
No average	1	2	0	1
(Don't know)	21	9	38	22
TOTAL:	100	100	100	100
Base: Ever Held A Licence (N=1224)	340	306	379	199

These questions on the alcohol consumption guidelines have been asked since Wave 7 (1993). Comparative findings since then are shown in Appendix II.

7.8 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. Just over half the non-teetotal licence holders drink beer (54%) and 40% drink wine or champagne. Three in ten (28%) consume mainly spirits or mixed drinks. Full strength beer (34%) is still considerably more popular than light beer (20%). These figures are similar to last year.

Beer drinking (both full strength and light) is still by far the most preferred drink among males with full strength beer still the most popular for all age groups under 60 years. Light beer consumption increases with age, particularly after 40.

Female licence holders who drink are significantly more likely (57%) to favour wine as their main drink than are males (26%). They are also more likely to have mixed drinks. Although based on a relatively small sample size, young female drivers choose mixed drinks (55%) most often. The responses are shown in Table 15.

Table 15: Types of Alcoholic Beverages Consumed by Licence Holders who Drink: By Age within Sex

	TOTAL	MALES				FEMALES			
	%	15-24 %	25-39 %	40-59 %	60+ %	15-24 %	25-39 %	40-59 %	60+ %
Full strength beer	34	55	62	51	33	21	11	9	14
Light beer	20	15	28	38	36	6	6	7	14
Net: Beer	54	70	90	89	69	27	17	16	28
Wine/ Champagne	40	7	23	34	32	26	60	66	60
Mixed drinks/spirits /liqueurs	28	47	21	17	18	55	37	21	31
Alcoholic cider	1	0	2	0	0	6	0	0	1
Don't drink enough to say	3	4	0	0	4	6	3	10	0
Base: Ever held a Licence and Ever Drink	989	84	187	181	97	69	152	148	71

NB: Multiple responses allowed

A comparison of the proportions of licence holders drinking beer, wine or mixed drinks over time is shown in Appendix II.

7.9 Awareness of Standard Drinks Contained in 375ml of Full Strength Beer and a 750 ml Bottle of Wine among Licence Holders who Drink

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

- *those who drink mainly beer (54%), and*
- *those who drink mainly wine (40%).*

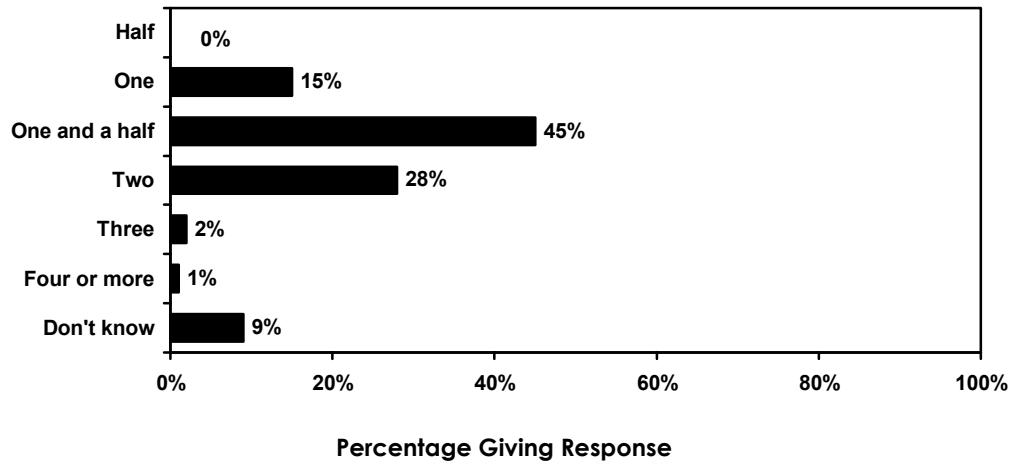
These groups are not mutually exclusive. Respondents could be included in both groups if they reported regularly drinking both wine and beer.

Beer drinkers, either full strength or light, who have ever held a licence, were asked:

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

Nearly half (45%) gave the correct answer of "*one and a half*". The more conservative estimate of "*two*" was the next most frequent response (28%). Overall, only 15% of beer drinkers underestimated the number of standard drinks in a 375ml can. One in ten beer drinkers could not answer. Figure 9 below illustrates these responses about beer.

Figure 9: Perceived Number of Standard Drinks in a Stubby or Can of Full Strength Beer



Base: Beer Drinkers who Ever Held a Licence (N=509)

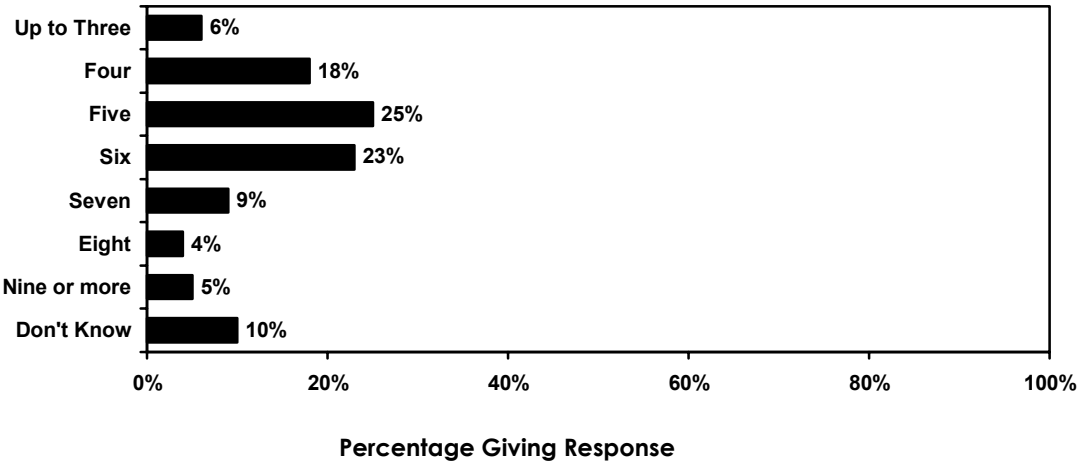
Wine drinkers who have ever held a licence were asked:

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

A 750 ml bottle of wine contains approximately seven standard drinks but only 9% of wine drinkers gave that response. Most wine drinkers (72%) believe that a 750 ml bottle contains less than seven standard drinks.

Only 9% in Wave 11 said the bottle contains seven standard drinks and another 9% said eight (4%) or more. In line with previous years, wine drinkers are far more likely to underestimate the correct number of drinks in a 750 ml bottle. One in ten cannot provide an answer.

Figure 10: Perceived Number of Standard Drinks in a 750ml Bottle of Wine



Base: Wine Drinkers who Ever Held a Licence (N=404)

Estimates of the number of standard drinks in a 375 ml beer container and a 750 ml wine bottle since Wave 8 (1995) when these questions were introduced, are shown in Appendix II.

8. SPEED

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

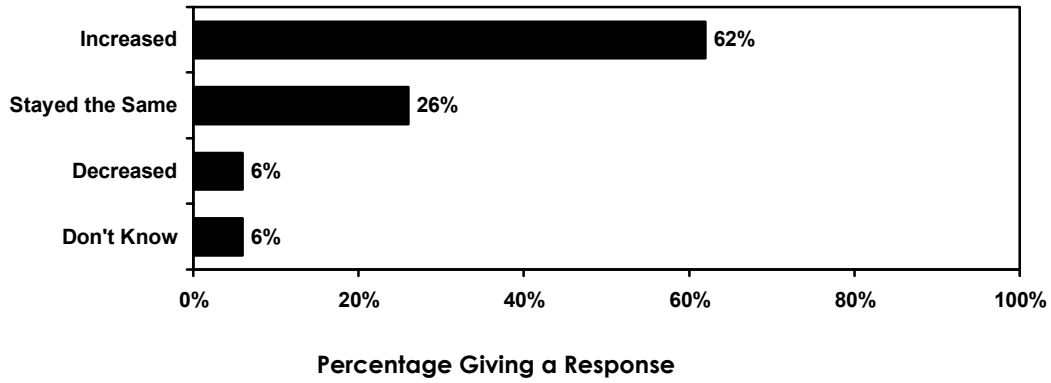
All respondents were asked:

> *"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 11 noted that 62% of the community think that speed enforcement has increased over the past two years. While slightly under the relatively high 66% recorded in Wave 10, the result is still higher than in previous surveys in this series. A comparison over time is shown in Appendix II.

One in four people throughout Australia currently think that police enforcement of speed has remained the same as two years ago and only around one in twenty (6%) think it has decreased. Another 6% are undecided (Figure 11).

Figure 11: Perception of Changes in Speed Enforcement in the Last Two Years



Base: Total Sample (n=1359)

All age groups and particularly those under 60 years feel speed enforcement has increased in the last two years. The 60 and over age group have the highest tendency (15%) not to have formed an opinion on this issue though more of them think speed enforcement has increased (48%) than stayed the same (27%) or decreased (10%).

Males and females in Wave 11 show similar patterns on whether speed enforcement has changed, with the majority of both sexes perceiving that it has increased. They share the fact that people over 60 have least awareness of the matter. The increase in speed enforcement noted in Wave 10 by the younger age groups was not repeated in Wave 11, with much more uniformity of opinion apparent across all groups up to age 59 this year.

The results for Wave 11 across the age groups within each sex can be seen below in Table 16.

Table 16: 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	62	67	69	66	49	70	60	62	47
Stayed the Same	26	27	26	25	29	20	29	27	26
Decreased	6	3	3	4	8	7	4	9	11
Don't know	6	3	2	5	14	3	7	3	16
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	124	215	208	136	125	195	204	152

Wave 11 also noted that 19% of people who had ever held a licence said they had been booked for speeding in the past two years and that 6% had been booked in the past six months. These proportions are similar to Wave 10. Among people who have been booked for speeding in the last two years, the perception of increased speed enforcement by police measured 75% in Wave 11 (74% last year). For those booked within the last six months, 78% (79% last year) thought the police had been more active on speed enforcement. More detail on incidence of being booked for speeding is shown under the next heading (8.2 below).

Table 17 shows regional differences in Australia for perceptions of speed enforcement. People in Western Australia (73%), Tasmania (71%), Queensland (70%) and South Australia (68%) all reported a higher than national average perception of police increasing enforcement of speed limits.

Lowest incidence of reporting an increase in this year's survey was noted for the Northern Territory (48%), Victoria (53%) and in the ACT (56%). In no State or Territory, however, did more than 9% feel enforcement had decreased.

Table 17: Perception of Changes in Speed Enforcement in the Last Two Years: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Increased	62	59	53	70	68	73	71	48	56
Stayed the Same	26	29	31	19	22	20	20	36	34
Decreased	6	7	9	2	5	3	5	9	8
Don't Know	6	6	7	9	5	4	4	6	2
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

8.2 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?"*

We commented above that two in ten people in Wave 11 (19%) who had ever held a licence said they had been booked for speeding in the past two years and that 6% had been booked in the past six months. These proportions are, as noted, similar to Wave 10. Comparative findings over time are shown in Appendix II.

Table 18 shows that male drivers are significantly more likely than females to have been booked for speeding in the last two years (25% of male drivers and 12% of females). Similarly, more male drivers (9%) than females (4%) have been booked in the past six months, which is consistent with the findings in previous surveys in this series.

The pattern by age still shows that the incidence of being booked decreases as drivers get older. In Wave 10, the 15 to 24 driving age group showed by far the highest likelihood of having been booked for speeding (29% in the past two years). Wave 11 showed this likelihood to have spread more evenly across the age groups up to 60 years, after which the incidence becomes markedly lower.

The Wave 11 incidence of drivers in the 15 to 24 age group having been booked for speeding in the past two years is still a high 26%, with a rise among the 25 to 39 years age group from 17% in Wave 10 to 23% in Wave 11.

Table 18: 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	19	25	12	26	23	19	7
Booked in Last Six Months	6	9	4	12	9	5	1
Base: Ever Held a Licence	1227	648	579	184	392	396	255

Table 18 on the next page shows regional incidence of being booked for speeding in the past two years and in the past six months.

Highest incidence of being booked was reported in South Australia (30% in the past two years, 14% in the past six months) and Western Australia (27% and 9%). Lowest incidence was in the ACT (13% and 5%) and Queensland (14% and 4%).

Above national average incidence of being booked in the past 6 months was reported in South Australia (14%) and in Tasmania (11%).

Table 19: Incidence of Being Booked for Speeding: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Last Two Years									
• Booked:	19	17	20	14	30	27	23	18	13
• Driven but Not Booked:	79	81	77	83	69	73	77	81	83
Last Six Months									
• Booked:	6	6	5	4	14	9	11	8	5
• Driven but Not Booked:	91	92	91	92	84	91	89	92	91
Base: Ever Held a Licence	1227	217	201	170	148	144	143	96	108

NB: Totals may not add to 100% as some respondents had not driven or the percentages are rounded

The reported incidence of being booked for speeding correlates with driving frequency and distance. For example, 13% of people who drive 50 kms or more from home three or more times a week received a speeding ticket in the past 6 months against an average for all drivers of 6%. Among that same group of drivers, 28% received a speeding ticket in the past two years against a driver average of 19%.

8.3 Reported Changes in Driving Speed in the Last Two Years

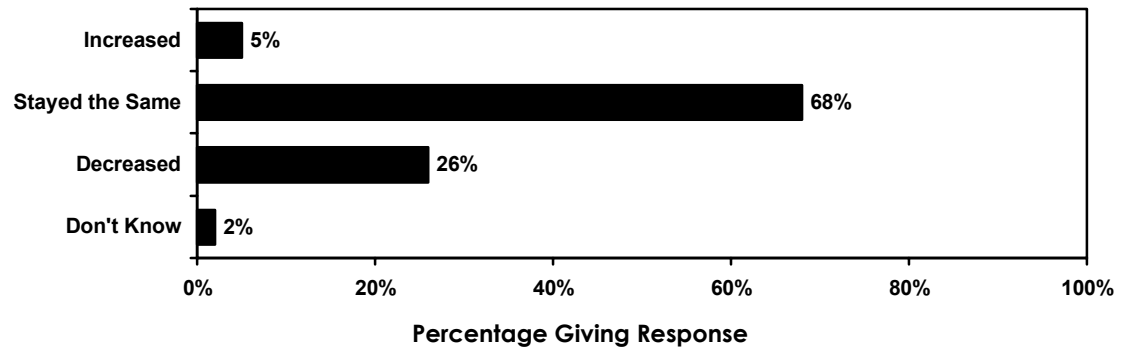
All licence holders who had driven in the last two years were asked:

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

Two thirds of drivers (68%) reported that their driving speed has remained unchanged in the last two years, which is a slight increase over the 64% recorded in Wave 10. One in four drivers say they have decreased their speeds (26%). There appears to have been a slight reduction in the proportion saying their speeds have increased, from 8% in Wave 10 to 5% in Wave 11.

Wave 11 figures are shown in Figure 12 below. Comparative figures over time appear in Appendix II.

Figure 12: Reported Changes in Driving Speed in the Last Two Years



Base: Driven in the Last Two Years (n=1200)

Among male drivers in Wave 11, three in ten drivers (29%) said they have decreased their speed, compared with one in five female drivers (21%). Fewer females this year (4%) than last year (9%) say their speeds have increased while most females this year say their speeds have remained the same (72%).

Among males, 6% say they have increased their speeds, similar to last year (7%) and two in three (64%) maintain their speeds have not changed in the past two years.

The fact so many male and female drivers are saying that they have decreased their driving speeds is an overall positive finding about road attitudes.

As before, drivers aged 15 to 24 continue to be the most likely group to say their speeds have increased (10% or twice the national average). The exceptionally high figure for young female drivers last year (27%) saying they had increased their speeds was not repeated in Wave 11. Instead, young female and male drivers in Wave 11 gave very similar answers this year.

Among drivers who received a speeding ticket in the last two years, 57% believe that their speed has stayed the same in that time, 36% believe it has decreased and 5% (national average) say it has increased.

Table 20 shows the responses to this question by region. No State or Territory had an incidence of "*increased speed*" above 6%. Indeed there are no significant regional differences in the patterns of claimed speed change.

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

	TOTAL	STATE OR TERRITORY							
	%	NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Increased	5	5	6	4	5	5	5	3	4
Stayed the same	68	67	71	64	71	65	67	70	73
Decreased	26	26	23	31	21	27	27	24	23
Don't Know	2	2	1	2	2	3	1	3	1
Total	100	100	100	100	100	100	100	100	100
Base: Driven in the Last Two Years	1200	212	193	165	145	144	142	95	104

NB. Totals may not add exactly to 100% due to rounding of percentages

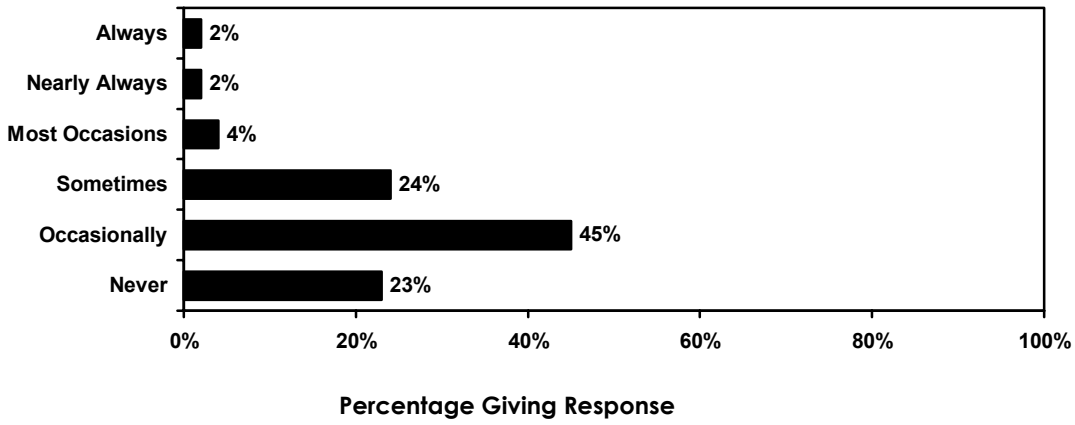
8.4 Frequency of Driving at 10 km/hr or More Over the Speed Limit

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 13 and identical to Wave 10, close to one in four (23%) in Wave 11 said that they "*never*" exceed the posted speed limit by 10 km/hr or more. A further 45% claim to do this "*just occasionally*". Around 8% this year said they exceed the speed limit on most or all occasions, which is a positive reduction on the 12% in Wave 10. On balance, the figures suggest a slight improvement overall in driver attitude.

Figure 13: Frequency of Driving at 10 km/hr or more over the Speed Limit



Base: Driven in the Last Two Years (n=1200)

We noted earlier that males report a greater tendency than females to exceed the speed limit by 10 km/hr or more. Females (29%) are still much more likely than males (16%) to give "*never*" as their response.

As in Wave 10 and throughout this series of surveys, age is the main predictor of how frequently drivers exceed the speed limit. Only 5% of drivers in the oldest, 60 and over, age category said that they exceed the speed limit on most occasions or more often. This also applied for only 7% in the 40 to 59 age group, which is an improvement on last year (14% in Wave 10). The incidence of frequently exceeding the speed limit among both the 15 to 24 and the 25 to 39 age groups in Wave 11 is approximately double that of the older age groups.

These results are shown below, in Table 21. Comparative figures over time appear in Appendix II**.**

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	2	3	2	3	4	2	1
Nearly always	2	3	2	3	4	2	1
Most occasions	4	6	3	6	3	3	3
Sometimes	24	28	20	30	29	24	11
Just Occasionally	45	44	45	35	48	49	40
Never	23	16	29	23	12	20	44
Total	100	100	100	100	100	100	100
Base: Driven in the Last Two Years	1200	639	561	179	390	391	240

In Wave 11, one in five of people (20%) booked for speeding in the last two years still drive over 10 km/hr above the speed limit on at least most occasions. This compares with the national average of 8%. An even higher proportion (26%) of people booked in the past six months still drive over 10 km/hr above the speed limit on at least most occasions.

As in earlier surveys in this series, frequency and distance of driving is an indicator of propensity to exceed the speed limit. Among those people who say that they drive over 10 km/hr above the speed limit on at least most occasions, 30% drive 50 km or more at least three times a week. The frequency of driving 50 km or more at least three times a week reflects the behaviour of only 18% of drivers overall.

Frequent speeding (that is, drive over 10 km/hr above the speed limit on at least most occasions) appears to be more prevalent in the Northern Territory (18%) and in Western Australia (14%) than elsewhere. A similar pattern was apparent in Wave 10.

8.5 Penalty for Exceeding the Speed Limit by 12 km/hr

Everyone in Wave 11 was asked a new question:

> *"To the best of your knowledge, what is the NORMAL penalty in (State) for exceeding the speed limit by 12 km/hr?"*

Penalties currently vary as follows:

	Monetary Fine $	Demerit Points
• New South Wales	109	1
• Victoria	105	1
• Queensland	80	1
• South Australia	110	1
• Western Australia	100	1
• Tasmania	50	1
• Northern Territory	50	0
• ACT	102	1

If the person mentioned a fine, the interviewer probed for the dollar amount and coded it within a pre-set range. If any demerit points loss was mentioned, the interviewer probed for the number of points merited by the offence.

Respondents could say whatever penalty they believed to be associated with the offence. In total, 80% of the community mentioned a fine and 13% mentioned demerit points. Approximately one in five people (19%), principally aged over 60 years, non-drivers and more likely to be female, were unable to nominate what the penalty might be in their State or Territory.

Two thirds (68%) of the community mentioned **only** a fine, 2% mentioned **only** demerit points and 11% said **both** of these comprise the penalty. The community groups most likely to nominate both a fine and demerit points were the age category 25 to 39 (17%), people experiencing RBT in the past 6 months (18%) and those fined for speeding in the past two years (17%).

Details of the responses by sex of respondent and age group for the Australian community as a whole are shown below in Table 22. The responses for each State or Territory follow in Table 23.

Table 22: Penalties for Exceeding the Speed Limit by 12 km/hr: by Age and Sex (Total Community)

	TOTAL %	SEX		AGE GROUP			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
A Fine (unaided)							
Under $75	8	8	8	10	5	9	9
$76 - $95	7	8	7	8	6	8	8
$96 - $115	18	20	17	14	20	21	15
$116 - $135	14	14	14	13	16	16	9
$136 - $155	9	9	8	8	11	9	4
$156 - $185	13	18	8	17	18	10	5
Over $185	8	8	8	15	6	7	6
DK amount	4	2	6	7	3	4	4
Net "fine"	80	86	75	91	87	83	61
Demerit Points (unaided)							
One	2	2	2	4	2	1	1
Two	4	4	5	4	4	7	2
Three	5	6	3	6	7	3	2
Four or more	1	1	2	0	2	2	1
DK amount	1	1	3	2	1	1	1
Net "Points"	13	14	13	16	15	14	8
Penalty mentioned….							
Only a fine	68	73	63	73	72	69	54
Only points	2	2	2	2	2	1	1
Fine and points	11	12	11	13	14	12	5
Don't know/Cannot say	19	13	24	12	12	18	40
Total	100	100	100	100	100	100	100
Base: Total Sample	1359	683	676	249	410	412	288

NB. Totals may not add exactly to 100% due to rounding of percentages

Table 23: Penalties for Exceeding the Speed Limit by 12 km/hr: by State and Territory (Total Community)

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
A Fine (unaided)	**Actual =**	**$109**	**$105**	**$80**	**$110**	**$100**	**$50**	**$50**	**$102**
Under $75	8	4	6	9	5	27	15	17	7
$76 - $95	7	6	4	13	6	8	16	5	10
$96 - $115	18	19	22	6	13	29	34	38	14
$116 - $135	14	8	22	19	19	4	8	9	9
$136 - $155	9	9	9	7	9	10	5	6	14
$156 - $185	13	18	14	7	18	1	1	1	12
Over $185	8	16	6	4	6	3	2	4	8
Don't know fine amount	4	2	6	5	3	5	2	4	4
Net "fine"	80%	80	87	71	77	85	82	80	76
Demerit Points (unaided)	**Actual =**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**
One	2	2	1	3	1	2	6	0	1
Two	4	6	2	4	1	9	3	0	6
Three	5	5	3	6	5	6	13	0	3
Four or more	1	3	1	1	0	0	1	0	3
Don't know amount	1	1	1	4	0	3	1	0	1
Net "Points"	13	17	8	18	7	20	23	0	14
Penalty mentioned….									
Only a fine	68	66	79	55	73	66	59	84	67
Only points	2	4	0	1	0	1	1	0	2
Fine and points	11	13	7	14	7	17	22	0	11
Don't know/Cannot say	19	17	13	29	20	16	18	15	19
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

As Table 23 shows above, the actual fine for this offence varies considerably between States. The overall findings suggest that people tend to overestimate the fine, with around 20-30% of people in each region overstating the amount by more than $50.

On a State by State basis, the highest fines are mentioned in NSW. Half of the people in that State nominated a fine in excess of $115 in this survey. The most common suggestions for NSW are in fact in excess of $156 and often over $200.

People in Western Australia appear more likely than elsewhere to nominate an amount closest to their fine. They are also the most likely to understate it, perhaps a reflection of the fact that penalties in this State were much lower prior to 1998.

The locations with the highest mention of a combined fine and demerit points penalty were Tasmania (22%) and Western Australia (17%). Least reference to the combined penalty came from Victoria (7%) and South Australia (7%). There was no mention of a combined penalty in the Northern Territory, reflecting the fact that no demerit point system applies there.

In all States and Territories, except the Northern Territory, this particular speeding offence actual carries a penalty of one demerit point. If no mention was made of demerit points in the first answer, the respondent was then asked:

> *"To the best of your knowledge, how many demerit points are normally issued for exceeding the speed limit by 12 km/hr?"*

In response to this direct question about demerit points, a third of the community (32%) nominated three points as their answer and a quarter (25%) said two points. A further 12% said one point and 7% nominated four or more points. One in four could not give an answer, these people again most likely to be aged over 60, non-drivers and female.

The distribution of responses across States and Territories, after suggestion of demerit points in the penalty, shows considerable variation:

- one demerit point was a more common response in Victoria (21%) than elsewhere, followed by Western Australia (16%) and Tasmania (14%)
- two demerit points was mentioned most often in Western Australia (37%), the ACT (35%) and New South Wales (29%), followed by Queensland (22%) and Victoria (21%)
- three demerit points were most commonly mentioned in Tasmania (52%), well ahead of Queensland (35%), New South Wales (34%) and South Australia (34%)
- although relatively low incidence, but reflecting at least three points higher than actual, four demerit points or more were mentioned much more often in the ACT (13%) and New South Wales (12%) than elsewhere
- in the Northern Territory, where no demerit points apply, one in five people nominated such a penalty, most suggesting more than one point.

Despite the fact that there is usually only one demerit point for this offence, except in the Northern Territory where the penalty is limited to a $50 fine, people who mention a demerit penalty tend to overstate the number by at least one point.
These responses for demerit points associated with exceeding the speed limit by 12 km/hr are shown in more detail below, in Table 24.

Table 24: Number of Demerit Points in the Penalty for Exceeding the Speed Limit by12 km/hr after Suggesting that this may be in the Penalty: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Demerit Points (after prompt)									
• One	12	7	21	11	5	16	14	5	9
• Two	25	29	21	22	15	37	17	8	35
• Three	32	34	27	35	34	28	52	5	27
• Four or more	7	12	3	5	5	2	3	3	13
• Don't know	25	18	29	27	40	17	14	80	17
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

The correct number of demerit points applicable to the offence is better known by drivers than by non-drivers and particularly by people who have received speeding tickets. Among those incurring a speeding penalty in the past six months, one in three (34%) nominate a loss of just one point compared with only 12% of all licence holders holding that view. Nearly one in four (23%) say two points are lost and the same proportion (23%) say three. One in ten who lost their licence in the past six months cannot provide an answer to this question.

8.6 Awareness of any Changes in Speeding Penalties in the Last Two Years

Everyone was asked:

> *"In the last two years have the penalties for speeding in (State) increased, stayed the same or decreased?"*

This was a new topic, following on from the penalty knowledge questions discussed in the last section. It is worth noting that the only jurisdiction that has increased its penalties over the past two years is Western Australia, where the monetary penalties basically doubled from 1 January 1998. Substantial penalty increases will come into effect in New South Wales from November this year and the publicity surrounding this newly passed legislation may have influenced community perceptions to some extent.

Across Australia overall, six in ten people (58%) said that penalties have increased in their State in the last two years. Around one in four, felt that there had been no change (23%) and one in five (18%) could not offer an opinion.

A high proportion of the communities in most States, in fact, feel that speeding penalties have increased. In particular, most people in Western Australia (86%) are aware of such a change. Perception of an increase was also strong in New South Wales (69%), where such a change is about to happen though that change has not yet come into effect, and in South Australia (59%). Half of the people in Tasmania (50%), Queensland (49%) and the ACT (48%) also believe speeding penalties have increased, followed by 41% in Victoria.

One in four people in the Northern Territory (26%) believe that there has been an increase in speeding penalties there in the last two years.

The distribution of opinions by region is shown below in Table 25.

Table 25: Perception of Change in Speeding Penalties in the Last Two Years: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Increased	58	69	41	49	59	86	50	26	48
Stayed the Same	23	17	35	23	20	7	30	39	26
Decreased	1	2	1	1	0	1	3	1	2
Don't know	18	11	23	28	20	6	16	34	24
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

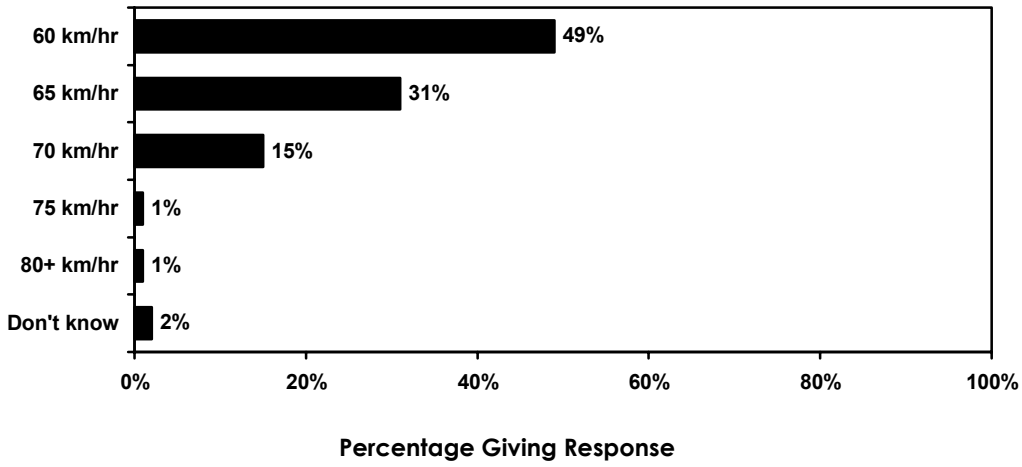
8.7 Tolerated Speeds for 60 km/hr Speed Zones

All respondents were asked:

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

Figure 14 shows that half of the community (49%) believe 60 km/hr in urban areas should be strictly enforced. This is an increase from 44% in Wave 10. A further 31% would allow the limit to be exceeded by 5 km/hr and another 15% feel that 70 km/hr would be acceptable. Only 2% say that speeds above 70 km/hr should be permitted. These findings represent a marginal though positive attitude shift towards stricter enforcement in urban areas.

Figure 14: Maximum Speed Tolerated in a 60 km/Hr Urban Speed Zone



Base: Total Sample (n=1359)

Support for strictly enforcing the 60 km/hr limit is stronger among females (54%) than among males (44%).

Table 26 below also shows that the 60 and over age group is the least tolerant of urban speeds in excess of 60 km/hr. This has typically been the case in previous waves, reflecting the growth in conservative attitudes as age increases.

The research shows, however, a trend for all age groups to be increasingly accepting that the 60 km/hr limit should be strictly enforced. In particular, the proportion of the 15 to 24 years age group tolerating higher speeds than 60 km/hr in urban zones has fallen from 76% in Wave 8 (1995) to 62% in Wave 9, 59 % in Wave 10 and is now down to 56% in Wave 11.

In both Waves 10 and 11, the findings show that this youngest age group is no more likely to tolerate a speed exceeding 60 km/hr in urban zones than is the 25 to 39 years age group.

Table 26: 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	49	44	54	43	43	50	63
65 km/hr	31	33	29	36	34	29	26
70 km/hr	15	19	11	16	20	16	6
75 km/hr	1	2	1	2	1	2	0
80 + km/hr	1	1	1	2	0	1	2
Don't Know	2	1	2	1	1	2	3
Total	100	100	100	100	100	100	100
Base: Total Sample	1359	683	676	249	410	412	288

NB. Totals may not add exactly to 100% due to rounding of percentages

Support for strict enforcement of the 60 km/hr limit has increased marginally across all States and Territories. NSW has the highest support at 53% and Northern Territory the lowest at 36%. Support in Western Australia has risen since Wave 10 with a jump from 32% to 42% in support of enforcing the 60 km/hr speed limit. As in Wave 10, people living outside the capital cities are significantly more likely than those in the cities to want the 60 km/hr limit enforced.

Table 27 shows variations by region for maximum speeds tolerated in a 60 km/hr urban speed zone.

Table 27: 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	49	53	51	49	40	42	44	36	49
65 km/hr	31	27	33	29	42	35	32	34	33
70 km/hr	15	15	12	14	17	19	20	24	14
75+ km/hr	1	2	1	2	1	2	1	1	1
80 km /hr	1	1	1	2	0	2	1	1	3
Don't Know	2	2	2	4	1	0	2	4	0
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

Comparative figures for speed limit enforcement in 60 km/hr zones over time are shown in Appendix II.

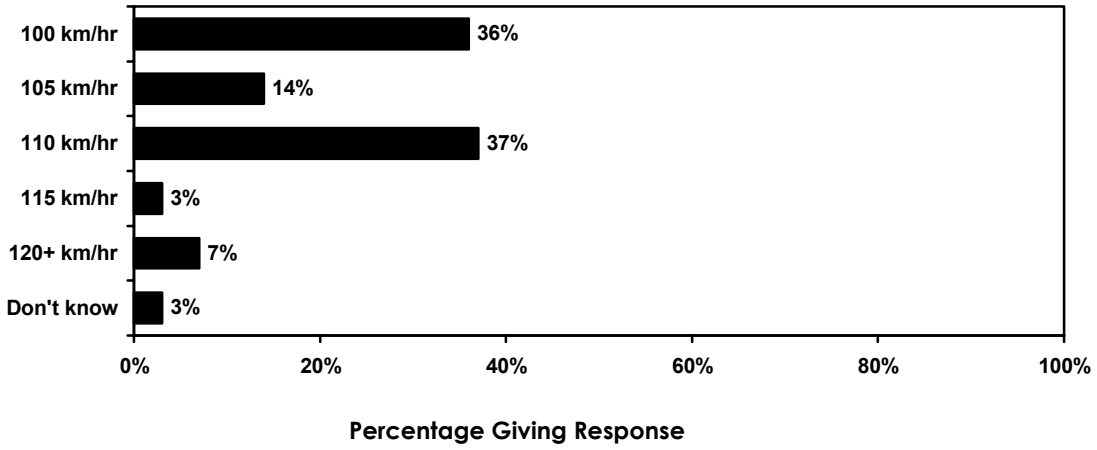
8.8 Tolerated Speeds for 100 km/hr Speed Zones

All respondents were then asked:

> *"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 just over one in three people (36%) support a strict 100 km/hr enforcement, with a further 51% accepting up to 10 km/hr over the limit. These opinions are still in line with Waves 9 and 10. The comparison figures are provided for reference in Appendix II.

Figure 15: Maximum Speed Tolerated in a 100 km/hr Rural Speed Zone



Base: Total Sample (n = 1359)

Females (43%) are once again significantly more likely than males (29%) to express the view that not excess speed should be tolerated in rural speed zones where the limit is 100 km/hr. On the other hand males (15%) are more likely than females (6%) to tolerate speeds of 115 km/hr or more.

The 60 and over age group, particularly the older females, is the most likely to want an enforced limit of 100 km/hr in rural areas. Conversely it is the 25 to 39 years age group, with little difference in attitude between males and females of that age, who are most in favour of increasing the allowed speed to at least 110 km/hr. That tendency among 25 to 39 year olds to tolerate speeds over 100 km/hr was also evident in Wave 10 but has increased in strength this year.

Table 28: 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	36	29	43	32	24	35	58
105 km/hr	14	12	17	17	14	13	15
110 km/hr	37	43	32	36	51	37	19
115 km/hr	3	4	2	3	3	3	3
120+ km/hr	7	11	4	10	7	9	2
Don't Know	3	2	4	3	1	3	4
Total	100	100	100	100	100	100	100
Base: Total Sample	1359	683	676	249	410	412	288

NB. Totals may not add exactly to 100% due to rounding of percentages

Overall, 47% in Wave 11 would tolerate speeds of at least 110 km/hr in rural 100 km/hr zones. The figure in Wave 10 was 48%, which is very similar. In both years, 7% tolerate a speed in these zones of at least 120 km/hr.

Wave 11 suggests a marginally higher level of support for enforcing the 100 km/hr limit in rural areas among people living away from the capital cities (38%) compared to those in the capitals (34%). The difference increases to 54% versus 47% when those who tolerate 105 km/hr are added.

Comparing States and Territories, support for strict enforcement of the 100 km/hr standard is strongest in New South Wales (42%) and lowest in the Northern Territory (28%). Support for enforcing a limit of at least 110 km/hr is strongest in the Northern Territory (54%) and Western Australia (53%) against a national average of 47% (see Table 29).

Table 29: Maximum Speed Tolerated in a 100 km/hr Urban Speed Zone: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
100 km/hr	36	42	33	31	35	29	36	28	36
105 km/hr	14	14	16	13	15	15	13	13	12
110 km/hr	37	33	43	37	37	37	41	33	36
115 km/hr	3	3	2	3	2	3	4	5	8
120+ km/hr	7	4	6	10	9	13	5	16	8
Don't Know	3	3	1	5	1	2	1	5	0
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

8.9 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 to 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"*

Unlike previous years, there has been a significant difference from Wave 10 to Wave 11 in responses given about all of the statements. In most cases, the changes indicate reduced tolerance of speeding.

In particular, the proportion now agreeing that "*accidents at 70 km/hr will be a lot more severe than an accident at 60 km/hr*" has increased from 82% to 88%. Even more relevant is the fact that the proportion who now "*strongly*" agree with that statement has increased from 42% to a high 61%. This statement now has, for the first time, a higher level of strong agreement than the statement that "*speed limits are generally set at reasonable limits*".

Still at a positive level, the proportion agreeing strongly that "*speed limits are generally set at reasonable limits*" has increased from 40% in Wave 10 to 52% in Wave 11. Overall, 89% agree either strongly or somewhat with this statement.

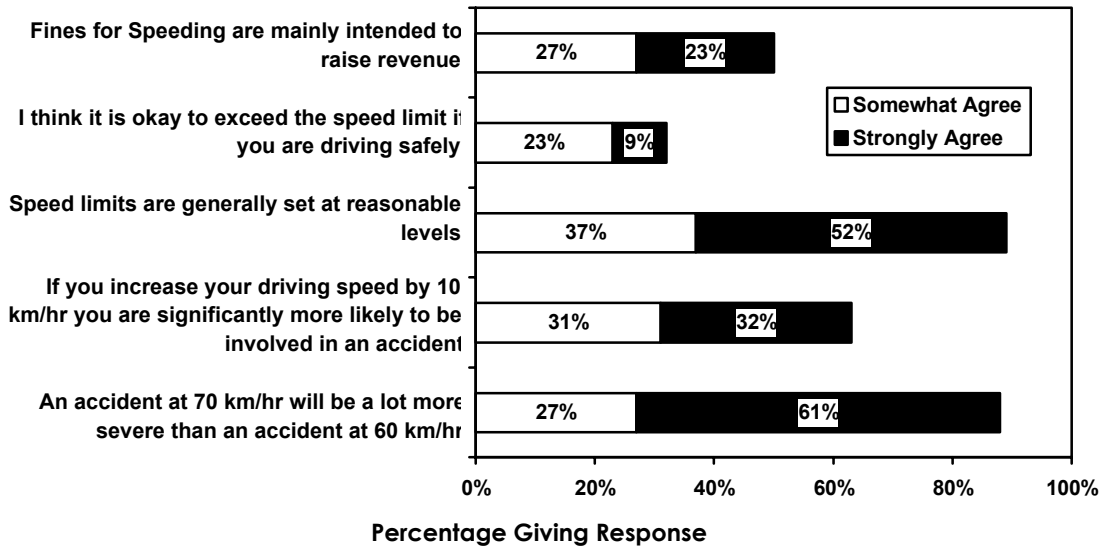
The statement agreed with at the next level is *"If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident"*. One in three people (32%) strongly agree and a similar proportion (31%) agree somewhat with that statement. The total proportion agreeing with the statement has not changed, but the likelihood of "strong" acceptance has increased since Wave 10, from 26% up to 32%.

Wave 11 found a marginal decrease in agreement with the statement *"Fines for speeding are mainly intended to raise revenue"* from 52% in Wave 10 to 50%. The proportion of people strongly disagreeing with this proposition increased from 15% to 21%.

The statement "*It is OK to exceed the speed limit if you are driving safely" again* obtained strong agreement at 9%, identical to Wave 10. The incidence of agreeing "*somewhat*" is 23% this year, down from 29% in Wave 10. This too is a positive result in road use attitude. Two people in three (65%) now disagree with this statement; the proportion disagreeing strongly with it has increased from 29% last year to 40%.

Figure 16 shows the percentage support for each of these statements, in terms of either *strongly agree* or *somewhat agree*. The statements are shown in the order of the questionnaire. Comparative figures on agreement to each statement over time are shown for reference in Appendix II.

Figure 16: Agreement with Statements on Speed Related Issues



Base: Total Sample (n = 1359)

Males are still more likely than females to express agreement overall with the following statements:

"*Fines for speeding are mainly intended to raise revenue*" (56%:45%), particularly for the "*agree strongly*" response (29%:17%)

"I think it is okay to exceed the speed limit if you are driving safely" (41%:24%)

Females continue to be significantly more likely than males to agree with the statement:

"If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident" (71%:56%).

Table 30: Agreement (Strongly or Somewhat) with Statements on Speed Related Issues: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60 + %
Fines for speeding are mainly intended to raise revenue	51	56	45	46	53	56	44
It is okay to speed if you are driving safely	32	41	24	31	27	41	28
Speed limits are generally set at reasonable levels	89	86	93	93	87	86	95
If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident	64	56	71	66	60	60	71
An accident at 70 km/hr will be a lot more severe than at 60 km/hr	88	86	89	87	88	86	89
Base: Total Sample	1359	683	676	249	410	412	288

Drivers who regularly travel 50 kilometres or more at least three times a week, as before, are significantly more likely than other people to believe strongly that speeding fines are

primarily used to raise revenue. This opinion is also evident among those who have been booked for speeding, particularly those booked in the past six months, and among beer drinkers. These latter population subgroups are again also the most likely to support the idea that it is okay to exceed the speed limit if driving safely.

There is more consistency of opinion about the above propositions this year across the States and Territories. The main difference is that residents of South Australia and Tasmania are, as in Wave 10, the most inclined to express agreement with the statement that fines for speeding are mainly intended to raise revenue (over 60%).

8.10 Lowering the Current Speed Limit in Residential Areas

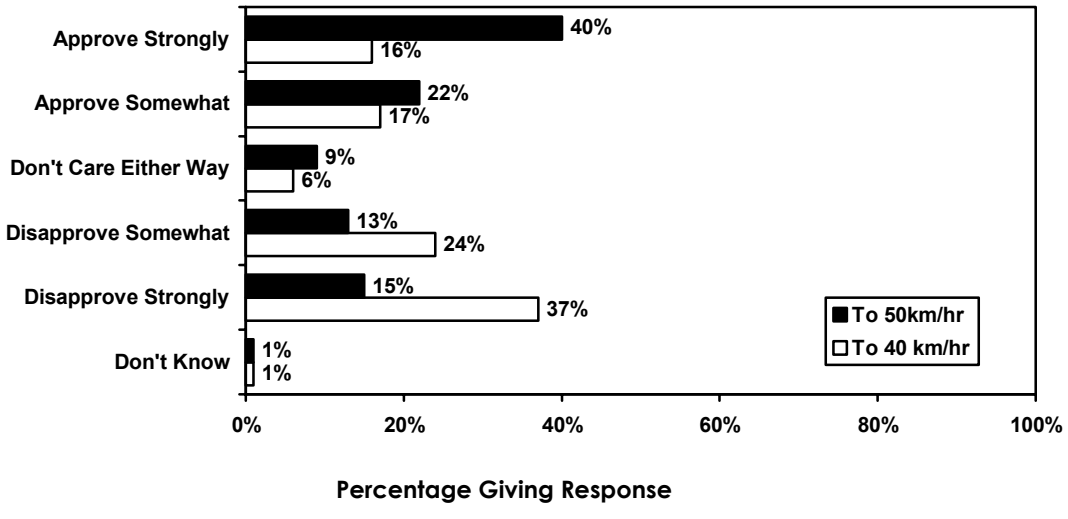
All respondents were read the following statement:

> *"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 (62%) approve of lowering the speed limit in residential areas to 50 km/hr with a further 9% not caring either way. The idea of a 40 km/hr speed limit elicits only 33% support. Both of these figures show an increase over the findings last year (55% and 24% respectively) and are back in line with the attitudes shown in 1996 (Wave 9, 61% and 31% respectively) and in 1995 (Wave 8, 62% and 30% respectively).

Figure 17: Feelings about Lowering Speed Limit in Residential Areas



Base: Total Sample (n=1359)

Once again females (68%) were more in favour than males (56%) of lowering the residential speed limit to 50 km/hr. Support among males is still well below the figure of 68% recorded in 1996 (Wave 9). Approval continues to increase with age with the over 60 age group significantly more in favour of a 50 km/hr limit than any of the younger age groups. Disapproval is highest among the 15-24 age group. Table 31 details these findings.

Table 31: 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	40	36	44	31	36	42	53
Approve somewhat	22	21	24	19	23	25	20
TOTAL APPROVE	62	56	68	49	59	66	73
Not care either way	9	11	8	16	8	7	8
Disapprove somewhat	13	14	12	17	14	13	9
Disapprove strongly	15	18	12	18	19	12	9
Don't know	1	1	1	1	0	1	1
Total	100	100	100	100	100	100	100
Base: Total Sample	1359	683	676	249	410	412	288

NB. Totals may not add exactly to 100% due to rounding of percentages

Approval of a 50 km/hr limit in residential areas exceeds disapproval in all States and Territories but is least apparent in the Northern Territory, Western Australia, Tasmania and the ACT. Strongest support is apparent in Victoria and New South Wales (see Table 32).

Table 32: Lowering the Residential Speed Limit to 50 km/hr: State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic %	Qld %	SA %	WA %	Tas %	NT %	ACT %
Approve strongly	40	43	43	39	38	29	32	41	39
Approve somewhat	22	23	22	23	22	20	21	17	18
TOTAL APPROVE	**62**	**65**	**65**	**61**	**60**	**50**	**53**	**58**	**58**
Not care either way	9	11	7	9	12	7	9	6	13
Disapprove somewhat	13	13	11	16	10	17	11	13	12
Disapprove strongly	15	11	14	12	19	25	26	22	18
Don't know	1	0	2	1	0	1	0	1	0
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

Females (36%) are more likely than males (29%) to be in favour of a 40 km/hr limit in residential areas though most of the community are against that proposition. Table 33 below shows opinions by age and sex of the community in Wave 11.

Table 33: Feelings About Lowering the Residential Speed Limit to 40 km/hr: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Approve strongly	16	12	19	13	14	13	24
Approve somewhat	17	17	17	22	16	17	14
TOTAL APPROVE	33	29	36	35	30	30	38
Not care either way	6	5	7	8	6	3	9
Disapprove somewhat	24	22	26	18	22	30	24
Disapprove strongly	37	43	30	40	41	37	26
Don't know	1	1	1	0	1	1	2
Total	100	100	100	100	100	100	100
Base: Total Sample	1359	683	676	249	410	412	288

Findings over time, comparing community approval for lowering residential speed limits to 50 km/hr and 40 km/hr are shown for reference in Appendix II.

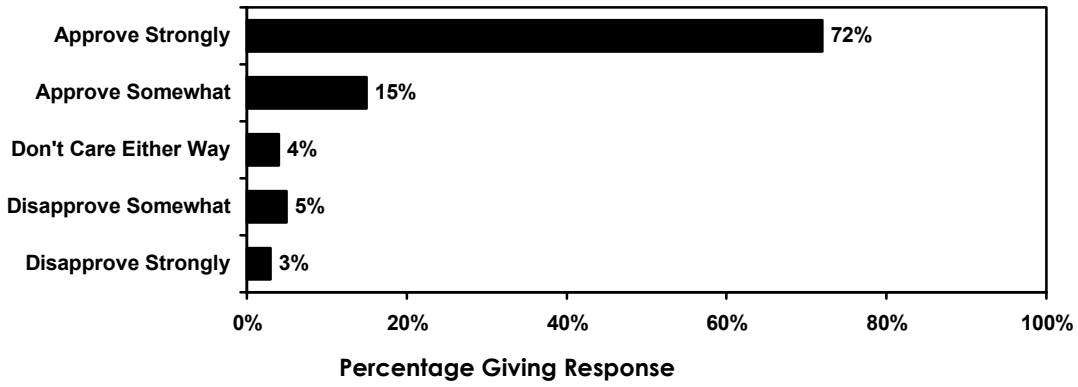
9. LAW REQUIRING DRIVERS TO CARRY THEIR LICENCE

The survey includes two questions centering on attitudes to 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."*

Figure 18 shows that 7 in 10 people (72%) strongly support this requirement being law, with total approval measuring 87%. These findings are even higher than last year, with strong approval increasing from 64% to 72%.

Figure 18: Feelings about a Law Requiring Drivers to Carry Licence at All Times



Base: Total Sample (n=1359)

Support is again particularly pronounced among females (92% compared with 82% for males). All age groups show strong support, with approval gaining even more strength as age increases.

Across all States and Territories, approval is highest in New South Wales, where such legislation is in fact current, Victoria and South Australia (all at 90%). No region showed an approval level below 79% and there is no obvious difference in opinion on this matter between people in the capital cities and those outside the capitals.

Under current State and Territory road laws, New South Wales is the only jurisdiction which has a strict licence carrying requirement. However, as shown in each of the past three surveys, most people in all regions believe that such a law already exists in their particular area. This again includes nine in ten people in both New South Wales and Victoria and nearly eight in ten in the ACT. Opinion appears much more divided as to whether such a law exists in the other States or Territories.

Approval of the law is high regardless of respondents' belief about whether such legislation exists in their state. These findings for Wave 11 are illustrated in Table 34. Comparative findings for Waves 9 – 11 are shown in Appendix II.

Table 34: Opinion on 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 %	SA %	WA %	TAS %	NT %	ACT %
YES	77	90	89	64	61	51	57	55	77
NO	13	4	5	21	25	32	23	22	11
Don't know about law	10	5	6	15	13	18	20	22	13
Yes – approve	69	80	80	58	57	44	49	46	63
Yes – disapprove	5	6	5	4	3	6	4	9	10
Yes – don't care	3	3	5	2	1	1	4	1	4
No law - approve	9	4	5	11	22	21	17	19	8
No law - disapprove	2	0	0	6	3	7	4	1	2
No such law - don't care	1	0	0	5	1	4	2	1	1
Don't know the law- approve	8	5	4	13	12	13	17	14	11
Don't know the law- disapprove	1	0	1	2	1	3	3	6	2
Don't know the law - not care	*	*	*	*	*	1	1	1	*
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages
* = less than 0.05%

10. OCCUPANT RESTRAINTS

10.1 Incidence of Wearing Seat Belts

All respondents were asked:

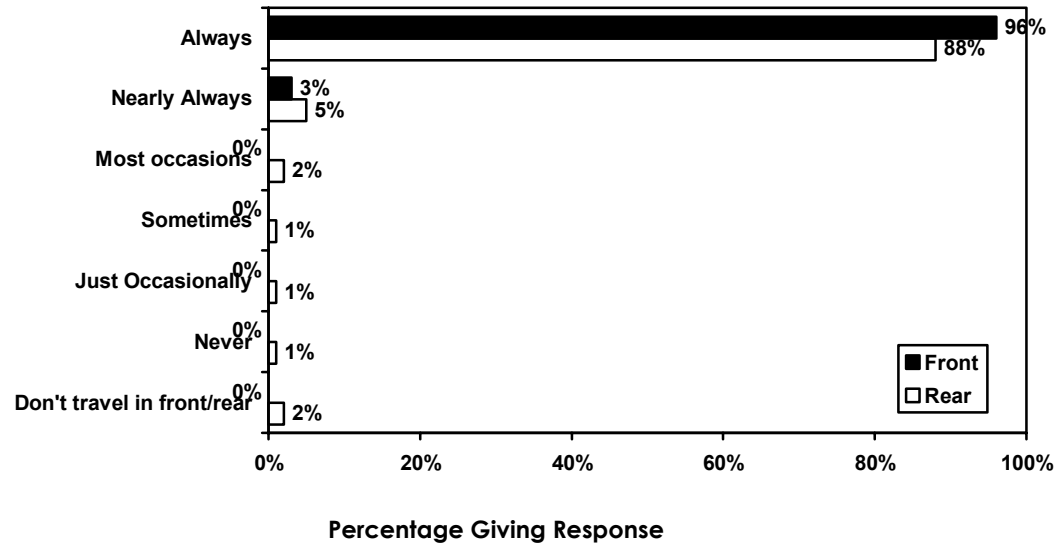
> *"When travelling in a car, how often do you wear a seat belt in the front seat, either as a driver or a passenger? Would that be always, nearly always, most occasions, or never?"*

The same question was then asked about rear seat belt wearing.

As shown in the previous surveys in this series, nineteen out of twenty people say they always wear a seat belt in the front seat (96% in Wave11).

Slightly fewer (88%) say they always wear seat belts in the back seat and another 5% claim to do so "*nearly always*". The Wave 11 figures on claimed wearing frequency in the front and back seats is shown below in Figure 19.

Figure 19: Incidence of Wearing Seat Belts: Front and Rear Seats



Base: Total Sample (n=1359)

There is now very little difference between males and females in saying that they always wear a seat belt in the front seat (95% versus 98%). However, females are still more likely than males to say that they always wear seat belts in the rear seat (91% versus 85% in Wave 11).

While the claimed incidence of always wearing a front seat belt is high throughout the community, there are some significant differences between the States and Territories. The incidence ranges from a low of 88% in the Northern Territory to a high of 98% in Victoria and Western Australia. Tasmanians are also relatively low compared to other States, at 92%.

The claim of always wearing a rear seat belt varies from a low of 74% in the Northern Territory to a high of 90% in NSW and Victoria. Western Australians are also relatively high compared to other States, at 89%. The relatively low incidence in Northern Territory is significantly below all of the other regions and has been consistently low over the past waves.

The figures for Wave 11 across the States and Territories for the community saying they always wear a front or rear seat belt are shown in Table 35.

Table 35: Always Wear Seat Belts: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic %	Qld %	SA %	WA %	Tas %	NT %	ACT %
In the front seat…..	96	96	98	96	94	98	92	88	94
In the rear seat…..	88	90	90	84	85	89	85	74	85
Base: Total Sample	1359	240	224	188	163	156	163	110	115

There are no significant differences in likelihood of wearing seat belts between people living in or away from the capital cities. Comparative figures as far back as Wave 6 (1991) for claiming to always wear a seat belt in the front or back seat for the community as a whole are shown in Appendix II.

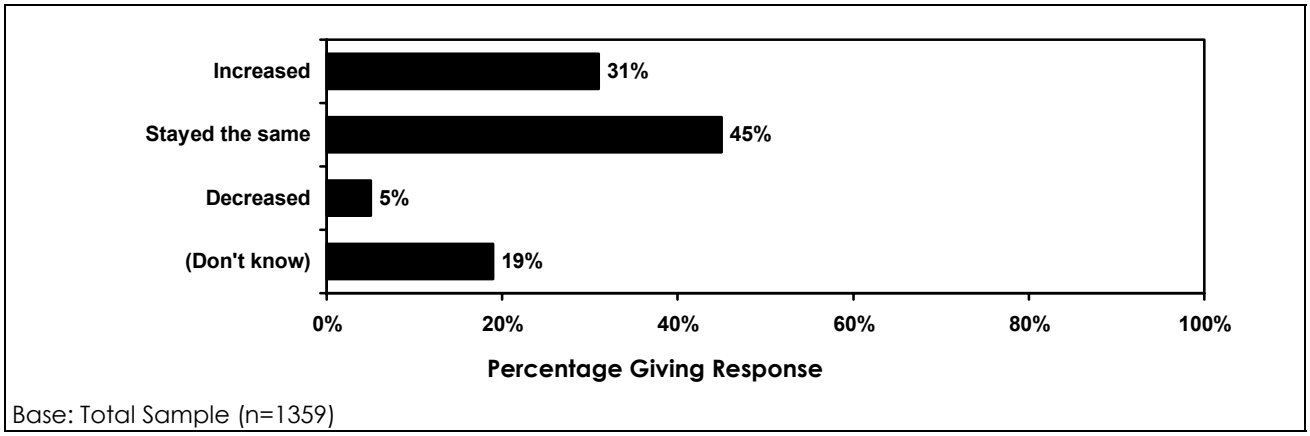
10.2 Occupant Restraint Enforcement

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?"*

Nearly one in three people (31%) feel that occupant restraint enforcement has increased in the last two years. A further 45 % say it has stayed the same while only 5% say it has decreased. One in five are unable to give an opinion on this issue. These figures are very similar to last years and are shown in Figure 20 below. Comparative results over time are also shown in Appendix II.

Figure 20: Occupant Restraint Enforcement in the Last Two Years



Base: Total Sample (n=1359)

There are no significant differences between sexes and age groups in saying whether or not seat belt enforcement has increased or decreased, other than a greater likelihood for females and the older age groups to be unable to give an opinion.

Increased activity, however, has been noticed significantly more in Tasmania (51%) and the Northern Territory (43%) than elsewhere (Table 36). This was also the case in Wave 10. Least likelihood of increased activity again showed in the ACT.

Table 36: Occupant Restraint Enforcement in the Last Two Years: by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic	Qld	SA	WA	Tas	NT	ACT
	%	%	%	%	%	%	%	%	%
Increased	31	31	29	32	31	29	51	43	21
Stayed the same	45	46	46	40	45	53	36	36	55
Decreased	5	5	7	4	5	4	6	4	3
Don't know	19	18	18	25	19	15	6	17	21
Total	100	100	100	100	100	100	100	100	100
Base: Total Sample	1359	240	224	188	163	156	163	110	115

NB. Totals may not add exactly to 100% due to rounding of percentages

More occupant restraint enforcement has been noticed outside the capital city areas (36%) than in the capitals (28%), in Wave 11. This was also the case in Wave 10 (34% versus 28%).

11. INVOLVEMENT IN A ROAD ACCIDENT

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"*

Wave 11 shows that close to one in five (18%) of the community have been involved in some form of road accident in the last 3 years (Table 37). The youngest, 15-24 years, age group continues to be much more likely to have been involved in a road accident during this time with no difference between sexes. Again similar to past surveys in this series, the over 60 age group is the least likely to have had involvement in a road accident in the past three years.

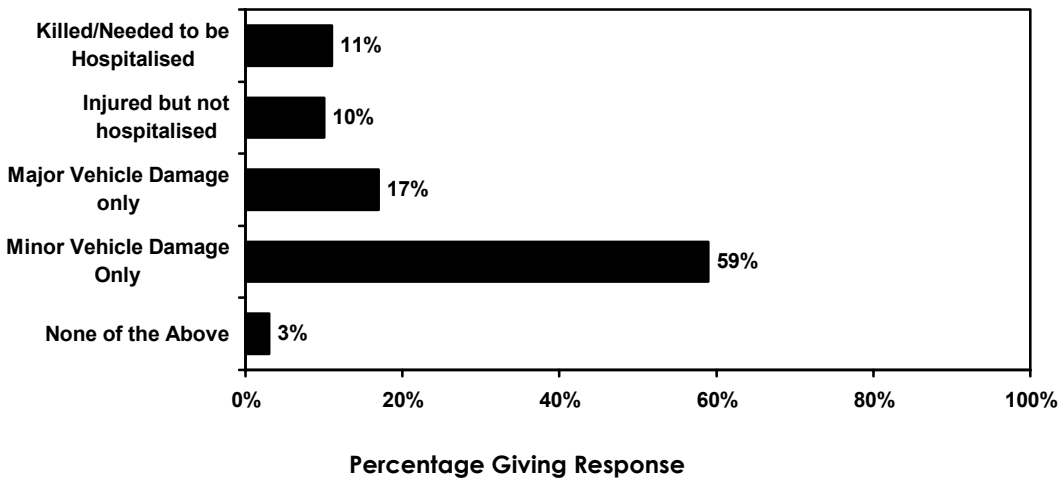
Table 37: Involvement in a Road Accident in the Past Three Years: by Age and Sex

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Yes	18	19	18	36	20	13	7
Base: Total Sample	1359	683	676	249	410	412	288

People living in the capital cities (21%) continue to be more likely than those in the country areas (13%) to have been involved in accidents.

Figure 21 depicts the severity of the accidents reported in the last three years.

Figure 21: Severity of Accident in the Past Three Years



Base: Been in an accident in the past three years (n=234)

One in five who had been involved in an accident reported some injury to an occupant with half of these (11%) fatal or requiring hospitalisation.

Appendix I: Questionnaire

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 11

Our Ref:TRC-445-MT
Contract No.98/0089

TAVERNER Research Company
Level 6, 88-90 Foveaux Street
SURRY HILLS NSW 2010

May/June, 1998 **FINAL HARD COPY - CAS11**

Good (....). My name is (....) from the TAVERNER market research company. I am calling about the letter sent last week from the Minister for Transport and Regional Development, inviting someone in your home to take part in a survey about roads and traffic.
***IF NECESSARY*:** Did you see the 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.

S.1 *How many people living in your home are aged 15 years and over?*
IF ONLY ONE, INTERVIEW THAT PERSON

IF TWO OR MORE, SAY:

Number. _____

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

S.2 Is (..person..) male or female?

S.3 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?

NOTE: ONLY PROCEED WITH SELECTED RESPONDENT - DO NOT SUBSTITUTE

Q.1a) What factor do you think most often leads to road crashes?
RECORD SINGLE RESPONSE IN (First Mention) Q.1a) 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) 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: "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 active)
2. Stayed the same
3. Decreased/(less active)
4. (Don't know)

Q.3a) Have you seen police conducting random breath testing in the **LAST 6 MONTHS**?

1. Yes **CONTINUE**
2. No **GO TO Q.5**
3. (DK/Can't recall) **GO TO Q.5**

Q.3b) Have you personally been breath tested in the **LAST 6 MONTHS**?

1. Yes
2. No
3. (DK/Can't recall)

Q.4 DELETED FOR CAS11

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? R**EAD 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 **GO TO Q.9**

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
2. At least once a week

3. At least once a month
4. At least once every three months
5. At least once a year
6. Less than once a year

IF ANSWERED Q.7, NOW 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 CAS10/11**

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)
4.

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?

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**
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)
9.

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.21a)

Q.17 DELETED FOR CAS10/11

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.21a)**

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.21a)**

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.21a)**

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)

NEW FOR WAVE 11

Q.21c) The penalties for speeding can vary from State to State. To the best of your knowledge, what is the **NORMAL** penalty in (..**say respondents State/Territory**..) for exceeding the speed limit by 12 km/hr?

IF UNCERTAIN, ASK: What is your best guess?

IF RESPONDENT MENTIONS SPECIAL HOLIDAY PENALTIES OR DOUBLE DEMERIT POINT PERIODS, STRESS THAT WE ARE REFERRING TO "NORMAL" PENALTIES

PAUSE TO ENSURE RESPONDENT FULLY ANSWERS QUESTION, BEFORE MOVING TO NEXT QUESTION - DO NOT AID OR PROBE FOR MORE INFORMATION THAN IS NECESSARY TO RECORD THEIR <u>UNPROMPTED</u> ANSWER(S)

A Fine	**Demerit Points (off your licence)**
1. Up to $45	21. One
2. $46 - 75	22. Two
3. $76 - 95	23. Three
4. $96 - 115	24. Four or more
6. $136 - 155	31. A fine but don't know how much
7. $156 - 185	32. Demerit points (off licence) but don't know how much
8. $186 - 205	33. A fine **AND** demerit points but don't know how much
10 . Over $245	41. Don't know what the penalty is/no idea
	51. There is NO penalty for this offence

IF NUMBER OF DEMERIT POINTS NOT MENTIONED IN Q.21c) (NOT CODES 21-24)

Q.21d) To the best of your knowledge, how many demerit points are normally issued for exceeding the speed limit by 12 km/hr? **DO NOT AID**

1. One
2. Two
3. Three
4. Four or more
5. (Don't know)

EVERYONE

Q.21e) In the **LAST TWO YEARS**, have the **NORMAL** penalties for speeding in (..**say respondents State/Territory**..) **INCREASED, STAYED THE SAME or DECREASED?**

IF RESPONDENT MENTIONS SPECIAL HOLIDAY PENALTIES OR DOUBLE DEMERIT POINT PERIODS, STRESS THAT WE ARE REFERRING TO NORMAL PENALTIES

1. Increased
2. Stayed the same
3. Decreased
4. **(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 seat)

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 rear seat)

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 D.1**

Q.28 Was this an accident where ..... **READ OUT AND 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** *(incl. all managers, government officials, administrators)*
2. **Professionals** *(include. architects, lawyers, accountants, doctors, scientists, teachers, health professionals, professional artists)*
3. **Technical or Para-Professionals** *(eg. technical officers, technicians, nurses, medical officers, police officers, computer programmers or operators, teaching or nursing aids, scientific officers)*
4. **Trades persons** *(eg. building, electrical, metal, printing, vehicle, food handling, horticulture, marine trades persons)*
5. **Clerks** *(eg. secretarial, data processing, telephonist, sorting clerks, messengers)*
6. **Sales & Personal Service Workers** *(eg. investment, insurance, real estate sales, sales reps, assistants, tellers, ticket sellers, personal service workers)*
7. **Plant & Machine Operators/Drivers** (eg. road, rail, machine, mobile or stationary plant operators/drivers)
8. **Labourers & Related Workers** (eg. 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 In which country were you born? If "overseas", ask: Which country? **READ OUT**

1. Australia **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** Country 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 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. 1998

CLOSE

RESPONDENT NAME: _____

TELEPHONE NUMBER: _____ **DATE:** _____ /_____ / **1998**

LOCATION:

1. NSW Metropolitan (Sydney Stat Div)
2. Other NSW
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

INTERVIEWER NAME: _____

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

Appendix II: Summary Results Over Time

Appendix II: Summary Results Over Time

	Wave 11 (1998) %	Wave 10 (1997) %	Wave9 (1996) %	Wave 8 (1995) %	Wave 7 (1993) %	Wave 6* (1991) %
1. Factors Believed to Contribute to Road Crashes						
First Mention (unaided, full sample)						
Speed	34	39	34	34	29	33
Drink Driving	14	14	15	16	23	15
Lack of Concentration	13	11	12	n/a	11	9
Driver Fatigue	10	6	8	n/a	5	5
Carelessness	8	8	9	n/a	12	7
Driver Attitudes	7	7	5	n/a	5	7
Driver Inexperience	3	4	6	n/a	6	5
Road Conditions	2	2	3	n/a	4	7
Road Design	3	2	1	n/a	n/a	6
Lack of Training	2	2	2	n/a	n/a	1
Total Mentions (unaided, full sample)						
Speed	57	63	57	56	55	51
Drink Driving	54	57	55	50	64	51
Lack of Concentration	28	25	24	n/a	22	16
Driver Fatigue	27	22	22	24	19	14
Carelessness / Negligence	19	19	23	n/a	26	21
Driver Attitudes	15	18	14	n/a	14	14
Driver Inexperience	15	15	14	n/a	15	12
Road Conditions	11	9	12	12	15	21
Weather	9	8	6	7	n/a	3
Road Design	8	7	6	8	n/a	5
Drugs (other than alcohol)	8	7	6	3	n/a	5
Lack of Driver Training	6	5	6	n/a	n/a	7
Lack of Vehicle Maintenance	5	2	2	4	n/a	n/a
Disregard Rules	4	4	3	4	n/a	n/a
Ignorance of Rules	3	3	3	4	n/a	n/a
2. Agreement with Random Breath Testing						
(full sample)						
Total "Agree"	97	98	n/a	n/a	96	97
3. RBT Activity						
(full sample)						
Increased	44	46	39	41	37	n/a
No change	29	26	24	22	31	n/a
Decreased	12	11	13	15	17	n/a
Don't know	15	17	25	21	16	n/a
Seen RBT - Past 6 Months	70	70	67	62	62	n/a
4. Incidence of Past 6 Month Breath Testing						
(current or past licence holders)						
Noticed	70	70	67	62	61	n/a
Tested	26	25	20	17	20	20

5. As Pedestrian, Would you be Affected by a .05 BAC - YES						
(full sample)	54	47	50	48	48	n/a
6. Attitudes Toward Drinking and Driving						
(current or past licence holders)						
I don't drink at any time	21	20	22	21	21	19
If I am driving I don't drink	39	39	41	43	34	41
If I am driving I restrict what I drink	40	41	37	34	44	39
If I am driving I don't restrict what I drink	0	0	0	1	1	1
7. Use of Breath Testing Machine						
(current or past licence holders who drink)						
Past 6 Months	6	8	6	7	n/a	n/a
Very likely to Use, If Opportunity	31	33	29	27	n/a	n/a
8. Alcohol Consumption Guidelines						
Males - First Hour (all males)						
One	7	7	10	6	8	n/a
Two	42	38	33	36	25	n/a
Three	25	31	31	34	34	n/a
Four or more	11	12	9	12	14	n/a
Don't know	15	12	17	12	19	n/a
Males - After First Hour (all males)						
Less than one	3	3	3	2	4	n/a
One	75	76	65	75	67	n/a
Two	4	5	6	6	9	n/a
Three	1	1	1	2	1	n/a
Don't know	16	16	24	15	19	n/a
Females - First Hour (all females)						
One	29	28	27	23	19	n/a
Two	37	42	36	44	39	n/a
Three	7	6	9	10	9	n/a
Four or more	2	1	1	2	2	n/a
Don't know	24	22	27	21	31	n/a
Females - After First Hour (all females)						
Less than One	6	7	7	4	5	n/a
One	56	63	54	63	52	n/a
Two	2	2	2	2	3	n/a
Three	1	nil	nil	0	3	n/a
Don't know	34	12	37	31	37	n/a
9. Alcoholic Beverage Mainly Consumed						
(current or past licence holders who drink)						
Full Strength Beer	34	33	36	28	n/a	n/a
Light Beer	20	22	20	n/a	n/a	n/a
Net Beer (Full or Light)	54	50	49	n/a	n/a	n/a
Wine	40	41	41	30	n/a	n/a
Mixed Drinks	28	27	32	25	n/a	n/a

10. Standard Drinks in a 375 ml Stubby or Can Full Strength Beer

(licence holders who drink light or full strength beer mainly)

One or less	15	18	15	17	n/a	n/a
One and a half	45	42	39	43	n/a	n/a
Two	28	25	32	30	n/a	n/a
Three	2	3	1	1	n/a	n/a
Four or more	1	1	0	0	n/a	n/a
Don't know	9	11	13	9	n/a	n/a

11. Standard Drinks in a 750 ml Bottle of Wine

(licence holders who drink wine mainly)

Up to three	6	5	3	4	n/a	n/a
Four	18	15	19	14	n/a	n/a
Five	25	22	23	34	n/a	n/a
Six	23	22	23	26	n/a	n/a
Seven	9	6	8	3	n/a	n/a
Eight	4	10	7	5	n/a	n/a
Nine or more	5	5	5	5	n/a	n/a
Don't know	10	13	12	9	n/a	n/a

12. Police Speed Enforcement

(full sample)

Increased	62	66	57	60	n/a	n/a
No change	26	22	26	26	n/a	n/a
Decreased	6	6	6	4	n/a	n/a
Don't know	6	6	11	9	n/a	n/a

13. Personal Driving Speed in Last 2 Years

(full sample)

Increased	5	8	6	8	6	n/a
Stayed the Same	68	64	64	66	72	n/a
Decreased	26	27	29	26	22	n/a

14. Frequency Drive 10 km/hr Over Limit

(driven in past two years)

Always/most occasions	8	12	15	17	15	n/a
Sometimes	24	21	21	24	20	n/a
Occasionally	45	43	42	37	45	n/a
Never	23	23	22	22	20	n/a

15. Booked for Speeding

(drivers)

Past 6 months	6	8	5	5	5	n/a
Past 2 years	19	18	16	n/a	n/a	n/a

16. Should Lower Speed Limits - Approve

(full sample)

To 50 km/hr in residential areas	62	55	61	62	n/a	n/a
To 40 km/hr in residential areas	33	24	31	30	n/a	n/a

17. Speed Tolerance in 60 km/hr Zones

(full sample)

60 km/hr	49	44	44	37	n/a	n/a
65 km/hr	31	34	31	34	n/a	n/a
70 km/hr	15	18	19	22	n/a	n/a
75+ km/hr	2	2	3	4	n/a	n/a
Don't know	2	2	3	3	n/a	n/a

18. Speed Tolerance in 100 km/hr Zones

(full sample)

100 km/hr	36	35	34	n/a	n/a	n/a
105 km/hr	14	13	12	n/a	n/a	n/a
110 km/hr	37	37	36	n/a	n/a	n/a
115 km/hr	3	4	5	n/a	n/a	n/a
120+ km/hr	7	7	10	n/a	n/a	n/a
Don't know	3	3	3	n/a	n/a	n/a

19. Agreement with Statements on Speed

(full sample)

a)	Fines for speeding are mainly intended to raise revenue	50	52	49	54	n/a	n/a
b)	It is OK to exceed the speed limit if you are driving safely	32	37	33	37	n/a	n/a
c)	Speed limits are generally set at reasonable levels	89	90	87	85	n/a	n/a
d)	If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	63	63	57	55	n/a	n/a
e)	An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	88	83	81	80	n/a	n/a

20. Incidence of Wearing Seat Belts

(full sample)

Always - Front	96	95	95	96	97	94
Always - Rear	88	88	86	86	85	82

21. Seat Belt Enforcement

(full sample)

Increased	31	30	33	37	n/a	n/a
No change	45	47	36	38	n/a	n/a
Decreased	5	5	4	5	n/a	n/a
Don't know	19	19	27	21	n/a	n/a

22. Compulsory Licence Carriage

(full sample)

Approve strongly	72	64	68	n/a	n/a	n/a
Approve somewhat	15	20	15	n/a	n/a	n/a
Net "approve"	87	84	83	n/a	n/a	n/a

23. Involvement in Road Accident - Past 3 Years

Involved (total sample)	18	20	17	20	20	n/a
Among those involved……						
Someone killed/hospitalised	11	5	5	9	5	n/a
Someone injured/not hospitalised	10	14	14	9	10	n/a
Major vehicle damage, no one injured	17	24	25	30	20	n/a
Minor vehicle damage, no one injured	59	56	54	52	55	n/a

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 within each State and Territory, split between the capital city and the rest of the State.

	Interviews Achieved (number)						
		SEX		AGE			
Region	**TOTAL**	**Male**	**Female**	**15-24**	**25-39**	**40-59**	**60+**
Sydney	133	69	64	25	36	43	29
Other	107	53	54	18	33	35	21
NEW SOUTH WALES	***240***	***123***	***118***	***43***	***96***	***78***	***50***
Melbourne	129	65	64	21	38	40	30
Other	95	48	47	16	29	27	23
VICTORIA	***224***	***113***	***111***	***37***	***67***	***67***	***53***
Brisbane	92	46	46	14	29	26	23
Other	96	45	51	20	26	31	19
QUEENSLAND	***188***	***91***	***97***	***34***	***55***	***57***	***42***
Adelaide	109	54	55	21	34	31	23
Other	54	26	28	10	15	17	12
SOUTH AUSTRALIA	***163***	***80***	***83***	***31***	***49***	***43***	***35***
Perth	104	52	52	19	31	32	22
Other	52	26	26	11	15	16	13
WESTERN AUSTRALIA	***156***	***78***	***78***	***30***	***46***	***45***	***35***
Darwin	54	26	28	13	17	15	9
Other	56	30	26	8	22	14	12
NORTHERN TERRITORY	***110***	***56***	***54***	***21***	***39***	***29***	***21***
Hobart	66	34	32	14	16	22	14
Other	97	49	48	18	28	30	21
TASMANIA	***163***	***83***	***80***	***32***	***44***	***52***	***35***
ACT	***115***	***60***	***55***	***21***	***41***	***36***	***17***
TOTAL	**1359**	**683**	**676**	**249**	**410**	**412**	**288**

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 from samples 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 that the sample was drawn from. In this survey, the universe was the Australian population aged 15 and over.

A stratified probability 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:

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

p = survey result (the percentage 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 margin 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%. 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% +/- %
1359 (total sample Wave 11)	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 2.7% assuming a 50% result, based on the achieved sample size of 1359.