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Community Attitudes To Road Safety
Community Attitudes Survey
Wave 12, 1999

Prepared by:

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COMMONWEALTH DEPARTMENT OF TRANSPORT AND REGIONAL SERVICES

Department of Transport and Regional Services
Australian Transport Safety Bureau

Community Attitudes to Road Safety

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COMMUNITY ATTITUDES TO ROAD SAFETY:
Community Attitudes Survey Wave 12

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Abstract

The twelfth in a series of national surveys on community attitudes to road safety was conducted in May / June 1999 on behalf of the Australian Transport Safety Bureau. 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 speed, perceptions of police enforcement, reported usage of sea belts and involvement in road crashes.

Keywords

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

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1. EXECUTIVE SUMMARY

This is the twelfth in a series of annual surveys of community attitudes and perceptions towards a range of road safety issues. Results of this 1999 Community Attitudes Survey (CAS 12) were derived from telephone interviews with a national sample of 1,600 Australian residents aged 15 years and over. Outlined below is a summary of key findings from the 1999 survey, along with a description of emerging trends and patterns. Detailed results are provided in the main body of the report.

1.1 Main Trends and Comparisons - Overall

Vehicle speed and drink driving are clearly perceived by the Australian community as the dominant factors leading to road crashes. The CAS survey has consistently found that each of these factors is spontaneously mentioned by over half the population as a major crash cause.

Despite this high awareness of the influence of speeding and drink driving, there has been a marked and persistent difference in public attitudes towards enforcement of these issues. For example, whereas support for random breath testing has been almost universal over the life of the survey (currently at 97%), opinions on speed enforcement have been much more divided. This year's survey shows 56% of the community agree with the proposition that *'fines for speeding are mainly intended to raise revenue'* and over a third agree that *'it is okay to exceed the speed limit if you are driving safely.'*

While the community clearly views speeding as more socially acceptable than drink driving, there are encouraging indications of a shift in public attitudes. Over the past five years, responses to a range of speed-related questions suggest that people are becoming less permissive of speeding behaviours.

There has been an increasing trend in the number of people who say or agree that:

- they only speed occasionally or never speed
- they approve of lowering suburban speed limits to 50 km/hr
- there should be no tolerance or only a 5 km/hr tolerance for breaking the speed limit in a 60 km/hr zone
- an extra 10 km/hr will significantly increase crash risk, and
- in 60 km/hr zones, an extra 10 km/hr will make any crash a lot more severe.

At the same time, there has been a decrease in the number of people who would tolerate speeding at 15 km/hr or above in 100 km/hr zones and in the number of people who believe that it is okay to speed if driving safely.

The research has shown that fatigue is increasingly being recognised as a major contributor to road crashes. Over the last five years, mention of fatigue as one of three main reasons for road crashes has nearly doubled, from 19% in CAS 7 (1993) to 35% in CAS 12 this year.

1.2 State and Territory Comparisons

As could be expected, the survey shows that there are significant differences in opinion between some States and Territories on major road safety issues such as speed, fatigue and seat belts.
The Northern Territory is the exception when it comes to nominating speed as the single most likely cause of road crashes. People from the Northern Territory consider drink driving to be a more likely cause of a crash than speed.

On average, 10% of Australians report that they mostly drive 10 km/hr or more above the speed limit. This number rises to 16% in Western Australia. The research shows that breaking the speed limit is reported least in South Australia (4%) and in Tasmania (7%).

Western Australia also provides the highest reported incidence of receiving advanced warning about the location of speed cameras or radar spots. 38% of the people surveyed in Western Australia stated they often receive advanced warning, against a national average of 24%.

Western Australia also shows an increase over the past year, up from 50% to 60%, of people approving the lowering of residential speed limits from 60 km/hr to 50 km/hr. Queensland shows a similarly large increase, from 61% to a high of 71%. It is interesting to note that the South-East Region of Queensland has already introduced many 50 km/hr zones for suburban streets.

After speed and drink driving, fatigue is consistently mentioned as the third most important cause of crashes. People in the Northern Territory, New South Wales and Queensland mention fatigue as one of the three main crash causes at significantly higher levels than the national average.

While the claimed incidence of always wearing a front seat belt is high (95%) throughout the community, the lowest is in the Northern Territory, at 87%. The Northern Territory also shows the lowest incidence of regular rear seat belt wearing, at 65%, compared to the national average of 85%.

1.3 Demographic Comparisons

1.3.1 Age groups

The survey clearly shows that age is the main predictor of how frequently drivers exceed the speed limit. Only 4% of drivers aged over 60 say they often exceed the speed limit. The figure rises to 7% of drivers in the 40-59 age group. However, 14% of 25-39 year olds and 19% of the under 24s admit they often exceed the speed limit.

The youngest group surveyed, 15-24 years of age, is more focused on alcohol (66%) as a road safety issue than speed (54%). Also, they are the most likely to say that they don't drink if they are going to drive (58%), against the average of 40%. People in this age group who do drink remain the most interested in using a self-operated breath testing machine, with 47% saying 'very likely' in comparison to the national average of 28%.

1.3.2 Male : Female

The survey shows a marked difference in attitudes between females and males when it comes to speeding and drink driving.

More females than males place speed as the main cause of road crashes (39% to 31% of males), think that there should be strict enforcement of speed limits for 60 km/hr zones (49% to 39% of males) and for 100 km/hr zones (42% to only 24% of males). Fewer females than males believe it is okay to exceed the speed limit if you are driving safely (27% to 39% of males).

These attitudes may be reflected in the fact that fewer females (16%) than males (25%) said they had been booked for speeding in the last two years. However, the incidence of females being booked has grown from 12% in 1998 to 16% in the 1999 survey.

Females who hold a driver's licence are significantly more likely than males to say they do not drink at any time (21% of females, 13% of males). A much larger proportion of females (67%) than males (48%) say that they do not drink before they drive. Females surveyed are still less likely than males to be aware of the correct guidelines for alcoho consumption by their sex, particularly for the first hour.

When it comes to being a pedestrian, females (61%), especially in the 15-24 age group (71%), are significantly more likely than males (49%) to think that having a BAC over .05 would affect their ability to act safely as a pedestrian.

1.3.3 City : Rural

There is less difference in attitudes towards road safety between city and rural residents than might have been expected.

Speed, as one of the most often mentioned factors in causing crashes, is mentioned at similar levels in city (57%) and rural (60%) areas, while drink driving is mentioned only marginally more often in rural areas (60%) than in capital city areas (57%).

There is a feeling, however, that RBT activity has increased more in rural areas (50%) than in cities (44%).

Not surprisingly, fatigue is a factor that the rural sector is more conscious about (44% unprompted) than the city residents (30%).

1.4 Summary of 1999 Findings

1.4.1 Factors Contributing to Road Crashes

When nominating up to three crash causes, over half of the community include speed (58%) or drink driving (54%). Speed has a consistently high rate of mention across a States and Territories whereas drink driving shows more variation, for example 49% in New South Wales to 74% in the Northern Territory.

The third factor is fatigue (35%) followed by lack of concentration (25%).

1.4.2 Alcohol and Drink Driving

Drink driving remains a concern for the Australian community, with 54% mentioning it as one of the three main causes of crashes. However, it is the young people (15-24) who emphasise drink driving the most.

Random breath testing has almost universal support (97%).

1.4.3 Speed

When it comes to nominating the one cause most often leading to road crashes, speed dominates the Australian community's thinking. At least one in three (35% of those surveyed spontaneously mentioned speeding as the single most likely cause. This is double the next most often mentioned cause, which is drink driving.

All sections of the community maintain favourable attitudes towards speed regulations (87% agreeing that 'speed limits are generally set at reasonable levels' and 65% agreeing that speed limits should be lowered to 50 km/h in residential areas). These positive attitudes extend to awareness of the danger of speeding (65% agree that an extra 10 km/h will significantly increase crash risk and 87% agree that in 60 zones it would make any crash a lot more severe).

A clear majority also have favourable attitudes towards speed enforcement. In a 60km/hr zone, 44% favour strict enforcement of the speed limit and a further 37% would only tolerate a 5km/hr excess over the limit. In 100km/hr zones, 33% favour strict enforcement of the speed limit but 54% would permit up to 10km/hr over the limit before being booked.

Western Australian drivers appear to be the most heavily booked for speeding (37% in the past 2 years, versus the national average of 21%, and 13% in the last 6 months versus the average of 7.5%). However, they are as yet no more likely to have reduced their speed (29% have reduced, versus 27% average) and, along with ACT drivers, are above the 10% average for exceeding the speed limits 'always, nearly always or on most occasions' at 16%.

1.4.4 Compulsory Carriage of Licence

While legislation requiring people to carry their licence at all times when driving a motor vehicle is in force only in New South Wales, most drivers throughout the country believe it already exists in their State or Territory. 87% approve of it. All age groups give their support, with approval gaining more strength as people get older.

1.4.5 Occupant Restraints

Consistent with previous years, 95% of people say they always wear their seat belt in the front seat though somewhat fewer people (85%) say they always wear a belt if in the rear seat.

Males are significantly less likely than females to use their front seat belt all the time.

The Northern Territory has the lowest rate of seat belt wearing in the front or the back.

1.4.6 Motorcycle Riding

8% of Australians say that they have ridden a motorcycle on the road in the last year. Males are in the clear majority, with 13% surveyed saying they had ridden in comparison to only 3% of females.

1.4.7 Involvement in Road Crashes

The survey shows that 18% of the community have been involved in some sort of road crash in the last 3 years.

The 15 to 24 age group are the most likely to have been involved in a road crash, at 30%. The over 60s are by far the least likely, at 7%.

The following pages describe the research that was carried out for CAS 12 and provide a more detailed analysis of the survey findings. Where appropriate, findings are compared with previous surveys in this series. A table of comparisons of findings over time is attached as Appendix II.

Further information can be obtained through the Australian Transport Safety Bureau in Canberra.

2. INTRODUCTION

This has been the twelfth Community Attitude Survey (CAS 12) in this series commissioned by the Australian Transport Safety Bureau (ATSB), monitoring community attitudes toward various aspects of road safety. The geographic coverage of the survey is national. Fieldwork for CAS 12 was conducted by telephone, from the TAVERNER Research Company office in Sydney, during the period 1-25 May 1999.

The twelve surveys have been conducted almost annually since 1986, as follows:

- CAS 1 - October, 1986 Printed as FORS Report CR 52
- CAS 2 - June, 1987 Printed as FORS Report CR 73
- CAS 3 - May, 1988 Printed as FORS Report CR 74
- CAS 4 - February, 1989 Printed as FORS Report CR 85
- CAS 5 - November, 1990 Printed as FORS Report CR 74
- CAS 6 - August, 1991 Printed as FORS Report CR 101
- CAS 7 - October, 1993 Printed as FORS Report CR 135
- CAS 8 - May/June, 1995 Printed as FORS Report CR 159
- CAS 9 - May/June, 1996 Printed as FORS Report CR 167
- CAS 10 - May/June, 1997 Printed as FORS Report CR 171
- CAS 11 - May/June, 1998 Printed as FORS Report CR 180
- CAS 12 - May 1999 Printed as ATSB Report CR 188

The surveys have always been conducted by telephone, covering all States and Territories of Australia. 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 CAS 1-6 (1986-1991), respondents were selected on a strict age/sex/area quota.

The survey response rates for CAS 1-6 (conducted through 1986-91) were estimated to be well under 40% of sampled dwellings. In 1993, prior to commissioning CAS 7 (1993), FORS invited recommendations on methods that might provide significant improvements in the response representation of the community and the associated reliability of findings.

A revised method introduced in CAS 7[1] (1993) by TAVERNER Research Company resulted in a response rate estimated at 67% of dwellings selected. After taking account of dwellings where there was no answer after 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 probably as high as may reasonably be achieved from any survey of this kind 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. There were also other refinements that 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.

The survey design has retained this overall approach to maximising both the response rate and the control over respondent selection. In all of these more recent surveys, 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 of females and older persons, at the expense of the younger age group and males, in raw sample survey data.

Even though the issue of over and under representation of particular sample demographics can be largely corrected through application of population weighting, as used in all previous surveys in this monitor, FORS accepted the researchers' CAS 7 (1993) suggestion of varying the chance of selection during fieldwork. A multiple stage method was then introduced in the sample selection for CAS 8 (1995) and onwards, explained in more detail in the next section. The effect of these changes to the sampling process has been a sustained and substantial improvement in the raw sample age/sex representation within each State and Territory.

This CAS 12 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 since CAS 6 (1991). 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 we have found that voluntary participation in this ATSB 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 CAS 7 (1993) for use on the telephone and preceded by an advance letter to dwellings selected for inclusion in the survey, was again used for CAS 12. An integral feature of the design is the probability based, non-substitution selection of the person in the dwelling who is asked to answer the questions. Prior to CAS 7 (1993), sampling had been based on an age/sex quota selection method that has much less validity, although it is generally accepted in commercial research and is more economical to conduct.

In the 1993 (CAS 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 CAS 8 in 1995, TAVERNER Research Company introduced a two-step variation to the sampling in an attempt to improve the overall raw sample representation of these groups. This has been retained, with further refinement, for all subsequent surveys.

As a first step, the researchers limited the mailing of the advance letter to a level that would lead to some 75-80% of respondents being 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 15-29 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 combined experience of conducting CAS 7-11 (1993-1998). Age/sex achievement within region was monitored against the latest available Australian Bureau of Statistics population Census data (30 June 1997).

The primary mailout for CAS 12 yielded 77% of the final total number of interviews (1,230 out of 1,600). That included 113 initial refusals and 9 prior language difficulty contacts that 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 at least the minimum numbers of interviews by age and sex group 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 that 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 any 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 minimu 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 CAS to a high in CAS 12 of 1,600 respondents. The total sample size objective actually set for CAS 12 was 1,500 respondents with at least 150 interviews in each State and Territory.

The data collected in this survey has been weighted to National and State by State household statistics estimated by the Australian Bureau of Statistics as at 30 June, 1997. 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 1993. The sample size objective was increased in CAS 12 to ensure at least 150 interviews in every State and Territory.

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 reached before achievement of minimum age/sex quotas.

For that reason, the survey reports on 1,600 completed interviews instead of the planned sample size of 1,500.

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 71% participation overall. This is 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 2,500 advance letters, TAVERNER Research Company interviewers contacted dwellings over the period 1-25 May 1999. The questionnaire, described below and included under Appendix I, was administered with the selected respondents using the OZQuest Computer Assisted Telephone Interviewing (CATI) syste under the direct control of TAVERNER telephone supervisors. Average interview length this year was 14 minutes, which is very similar to the length in previous surveys.

The data collected by the interviewers was entered directly into the computer data processing system in the TAVERNER offices. The sampling and survey responses were monitored progressively. Detailed tabulations were then prepared in a format 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, is a member of AMRO and our fieldwork is audited appropriately.

4. TOPICS AND QUESTIONNAIRE

The topics covered in CAS 12 were nominated by ATSB. In most cases, questions that had been asked in recent surveys were repeated. The questions asked in CAS 11 that examined knowledge of penalties for exceeding the speed limit by 12 km per hour were not repeated this year. Instead, two questions about picking spots where speed cameras or radar are likely to be operating and two questions about motor cycle riding were added.

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

4.1 Questions that were the Same as in CAS 11

- 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 agree or disagree with zero blood alcohol for all drivers
- 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 crash in the past three years and degree of severity.

4.2 Questions that were Added for CAS 12

- ease of picking spots where speed cameras or radar are likely to be operating
- frequency of having advance warning of spots where speed cameras or radar are operating
- incidence of driving a motorcycle on the road in the past year
- incidence of being a passenger on a motorcycle on the road in the past year

4.3 Questions that were Deleted from CAS 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

The questionnaire and the wording used in this CAS 12 survey is enclosed as Appendix I. Where CAS 12 questions have been repeated in previous surveys, as far back as CAS 6 in 1991, comparative findings are 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 capital city and non-capital regions into their correct nationa proportion, rather than any age/sex adjustments.

CHARACTERISTICS %	UNWEIGHTED %	WEIGHTED %
Base:	**1,600**	**14,580 ('000)**
Age: (15 years and over)		
15-16 years	4	4
17-19 years	5	5
20-24 years	8	9
25-29 years	8	10
30-39 years	19	20
40-49 years	19	18
50-59 years	15	13
60-69 years	11	10
70 and over	10	11
Sex:		
Male	51	49
Female	49	51
Occupation:		
Student	9	10
Home duties	8	8
Employed	59	60
Retired/Pensioner	21	20
Unemployed	2	3
Highest Education Level:		
Up to secondary/at schoo .	59	59
Trade/TAFE	17	17
Tertiary	24	24
Driver Characteristics:		
Licence Held		
Have current licence or permit	88	88
Previous holder	3	3
Never held	8	9
Length of Time Licence Held		
Up to 3 years	8	9
3-5 years	5	6
6-10 years	8	9
Over 10 years	71	67
Never held	8	9
Penalised for Speeding:		
Last 6 months	7	7
Last 2 years	21	21

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

DETAILED FINDINGS

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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)*

Since 1986, speed has always been perceived by the general community as the factor that most commonly leads to road crashes. It is still spontaneously mentioned more than twice as often as drink driving as the main factor. More than one in three people (35%) in CAS 12 refer first to speed as the most common factor, with a further 14% blaming drink driving as the single main cause.

These figures are entirely consistent with the CAS 11 figures from last year. Overall, there has been only minor variation in the likelihood of mentioning speed as the principal cause of road crashes over the past five years. There has been no measurable change in the proportion of the community mentioning drink driving in that same context (see Appendix II, item 1).

When allowed to nominate up to three crash causes, over half of the community in CAS 12 include speed (58%) or drink driving (54%) in their list. These figures are still mentioned at least twice as often as any other reason.

The second group of factors perceived as often leading to road crashes comprise lack of concentration and also driver fatigue, followed by carelessness and driver attitudes.

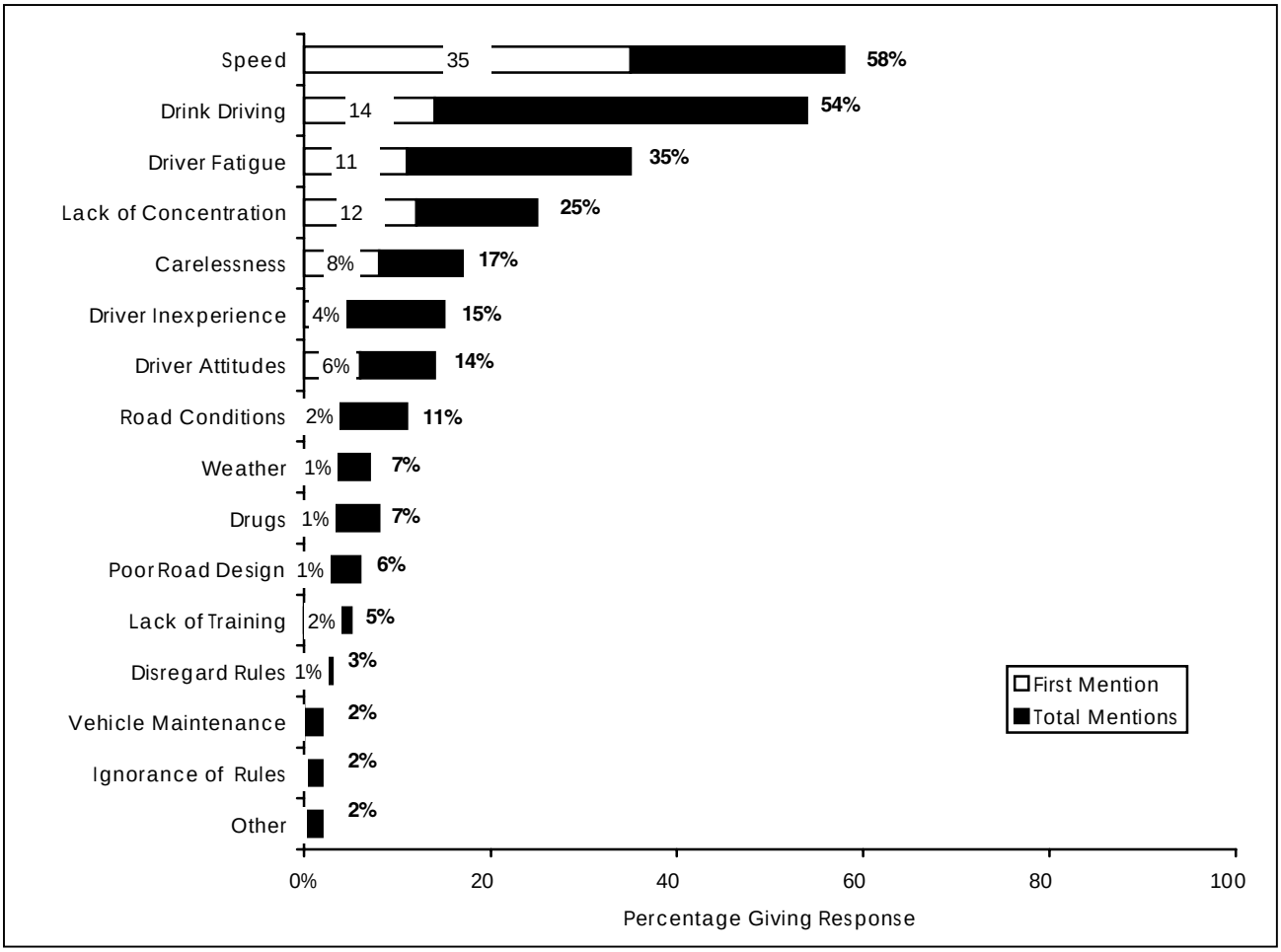
The growing incidence of fatigue as a spontaneously mentioned factor in causing road crashes has been confirmed to an even greater extent this year. While 11% of the community in CAS 12 spontaneously suggested fatigue as the main factor, similar to the 10% figure in CAS 11 and well ahead of the 6% figure reported in CAS 10 (1997), the proportion now including fatigue as one of the top three factors has grown to 35%. This now clearly places fatigue as the third most often mentioned factor, behind speed (58%) and drink driving (54%).

Lack of driver concentration, in this latest survey, is again spontaneously mentioned almost as often (12%) as drink driving (14%) as the most usual cause of road crashes. The proportion of the community mentioning lack of driver concentration increases to 25% when people are asked to nominate up three reasons. This is again similar to earlier CAS findings and confirms that lack of driver concentration is a well recognised factor in road crashes.

When asked to nominate up to three crash causes, carelessness is the next most common, mentioned by 17% in CAS 12, ahead of driver attitudes (14%), driver inexperience (15%) and road conditions (11%). Other suggested factors include weather conditions (7%), drugs (7%), road design (6%), and lack of training (5%). These have stayed at similar levels over the past years.

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

Figure 1: Factors Contributing to Road Crashes



Base: Total Sample (n=1600)

While both sexes consistently place speed as the main cause of road crashes, more females (39% in CAS 12) than males (31%) hold that opinion. Further, mentions of speed as the main factor progressively increase with age. Only 31% of the 15-24 years age group mention speed first, compared to 39% of the over 60s age group. These patterns are consistent with the findings in previous surveys, though CAS 12 shows the encouraging suggestion that the 40-59 years age group is now almost as likely as the over 60s to recognise speed as the main cause of crashes.

The same trends continue 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 CAS 12 compared with last year was evident across all age groups and both sexes.

All age groups and both sexes mention speed more often than drink driving as the single main cause of crashes.

When all mentions of crash causes are evaluated across age and sex categories of the community, the 15-24 age group is more aware of the danger of drink driving than speed. This has been a consistent finding throughout the CAS series with all other age groups more likely to mention speed.

Fatigue, as one of the road crash factors, is mentioned progressively more often as age increases. However, the reverse applies when fatigue is named as the single most common cause, with higher proportions of the younger people mentioning it.

Driver concentration is mentioned as a crash cause factor more by people under 40 than by those over 40 years. There is little obvious difference between the sexes in reference to either fatigue or lack of concentration as a cause of crashes, though, as noted, more people now mention fatigue.

These findings for spontaneous mentions of speed, drink driving, fatigue and lack of concentration, across sex and age of the community, are shown in Table 1.

Table 1: Perception of Speed, Drink Driving, Fatigue and Lack of Concentration as Factors that are Said to 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	35	31	39	31	33	37	39
Drink Driving	14	12	15	20	14	12	11
Fatigue	11	10	12	14	13	9	7
Lack of Concentration	12	14	10	8	12	13	13
ALL FACTORS (up to 3)							
Speed	58	54	63	54	55	61	63
Drink Driving	54	50	58	66	52	55	46
Fatigue	35	35	36	40	42	33	24
Lack of Concentration	25	26	24	17	24	27	32
Base: Total Sample	1600	816	784	280	436	543	341

Table 2 below shows the differences in mentions of speed, drink driving, fatigue and lack of concentration across States and Territories.

When asked to name the single most likely cause of road crashes, all States and Territories except the Northern nominate speed much more often than any other factor. CAS 12 figures show a range from 25% in South Australia to a high of 41% in Queensland and the ACT. Victoria (38%) is also above the national average in mentioning speed first. While CAS 12 shows 30% of Northern Territory residents mentioning speed first, a higher 35% mention drink driving as the main crash cause.

All the States and Territories are consistently high in mentioning speed as one of the top three crash causes in CAS 12, as was also the case last year. Figures this year range fro 56% in NSW and Victoria to a high of 63% in South Australia and 64% in the ACT, against a national average of 58%. The range a year ago was a similarly close 54% to 60%.

The high incidence of Northern Territory residents (35%) referring to drink driving as the main cause of road crashes matches the finding from last year (37%). Most of the other States and Territories refer to drink driving as the main cause in the range 12% to 17%. The lowest mention of drink driving in this context in CAS 12 is 8% in the ACT.

The range in mentions of drink driving as one of the main crash causes across all States and Territories is still wider than for speeding - from just 49% to 51% across New South Wales, the ACT and Victoria to a high of 74% in the Northern Territory. This high level of unprompted mention of drink driving in the Northern Territory, against a national average of 54%, follows an identical figure last year and 78% in CAS 10 (1997).

Increased mentions of drink driving this year have occurred in Tasmania (up from 54% to 60%) and a decrease has been noted in the ACT (down from 60% to 50%).

Fatigue as a crash cause is mentioned consistently across all States and Territories, in the range 6% to 13% as **the main** cause and in the range 30% to 40% when grouped as **one** of the main causes. Highest mention of fatigue is occurring in the Northern Territory (40%), NSW (39%) and Queensland (38%), while lowest mention occurs currently in Western Australia (30%) and Victoria (31%), against a national average of 35%.

Lack of concentration is noted most often in Tasmania (by 42%) and South Australia (37%), against a national average of 25%. Least mentions of concentration occur in NSW, Queensland, the Northern Territory and the ACT.

Table 2: Perception of Speed, Drink Driving, Fatigue or Lack of Concentration 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	35	32	38	41	26	33	36	30	41
Drink Driving	14	13	12	14	17	17	16	35	8
Fatigue	11	13	8	11	11	11	6	9	13
Lack of Concentration	12	9	15	8	19	16	21	10	10
ALL FACTORS (up to 3)									
Speed	58	56	56	63	57	61	61	57	64
Drink Driving	54	49	51	60	61	62	60	74	50
Fatigue	35	39	31	38	34	30	29	40	33
Lack of Concentration	25	20	29	20	37	29	42	21	21
Base: Total Sample	1600	278	244	226	191	178	179	152	152

Table 3 below shows the differences between capital city and non-capital city residents in mentions of the four principal factors that the community perceive as leading to crashes.

Speed is nominated at a similar level in both of these locations, by 57% in capital cities and by 60% outside the capitals. This is again similar to last year.

Drink driving is mentioned marginally less often in capital city areas (52%) than in the non-capital locations (57%), reflecting the same pattern as last year.

Fatigue continues to be a factor of which the non-metropolitan community is more conscious than in the capital city community. CAS 12 findings also shows that mention of fatigue has accelerated substantially in both of those locations since last year, from 34% to 44% in the country and from 23% to 30% in the capital cities.

Lack of concentration, being the fourth most often factor suggested as one of the main causes of road crashes, is still an issue that is more often mentioned in the capital cities (27%) than in the country areas (21%).

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

Main Factors Mentioned (by 5% or more)	TOTAL	Capital Cities	Non-Capitals
	%	%	%
Speed	58	57	60
Drink Driving	54	52	57
Driver Fatigue	35	30	44
Inattention/Lack of Concentration	25	27	21
Carelessness or Negligent Driving	17	20	12
Driver Inexperience or Young Drivers	15	16	12
Driver Attitudes, Behaviour or Impatience	14	13	14
Road Conditions or Traffic Congestion	11	10	14
Weather Conditions	7	7	6
Drugs (other than alcohol)	7	7	7
Road design/poor signs	6	6	5
Lack of driver training	5	6	3
Base: Total Sample	1600	926	674

Up to three responses were allowed. The table only shows the responses given by 10% or more of all respondents.

7. ALCOHOL AND DRINK DRIVING

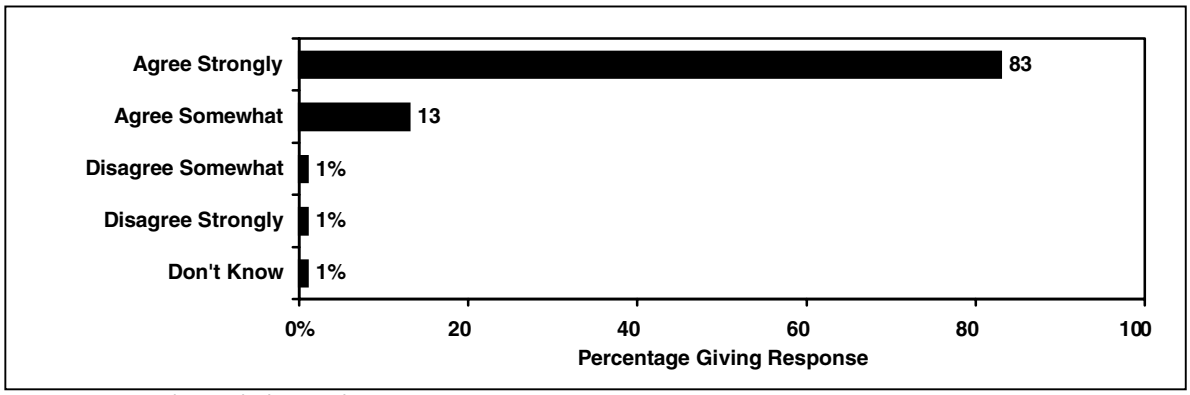
7.1 Support for Random Breath Testing (RBT)

All respondents were asked:

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

Most people continue to be '*strongly*' in favour of RBT (83%). While this is marginally below the CAS 11 finding of 87%, the approval figure still reaches 97% when we add those who agree '*somewhat*' with RBT. This is the same overall approval level as last year. Only 2% of the community disapprove of RBT.

Figure 2: Support for Random Breath Testing of Drivers



Base: Total Sample (n=1600)

Table 4 shows any differences in support for RBT between sex and age group. Females are still more likely than males to be '*strongly*' in favour of RBT, averaging 89% in CAS 12 compared with 78% of males. Approval is high across all of the age groups and particularly evident among those aged 25 to 39 years where 88% express strong support. The 15 to 24 years age group is the least likely to show strong support for RBT (77%), among both males and females, although all but 2% of that age group are in favour of it overall.

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

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Agree Strongly.....	83	78	89	77	88	83	84
Agree somewha	13	18	9	19	11	13	11
Net Agree	**97%**	**96%**	**98%**	**96%**	**99%**	**96%**	**95%**
Disagree.....	3	4	1	2	1	3	4
Don't know.....	1	1	1	2	-	1	2
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	816	784	280	436	543	341

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

An historical comparison of the community proportion supporting RBT is provided in Appendix II. The level of overall approval has never fallen below 96%.

The incidence of agreeing strongly with RBT across the States and Territories in CAS 12 ranges from 74% in Western Australia. to 87% in Victoria. No State or Territory shows disapproval of RBT by more than 3% of the community.

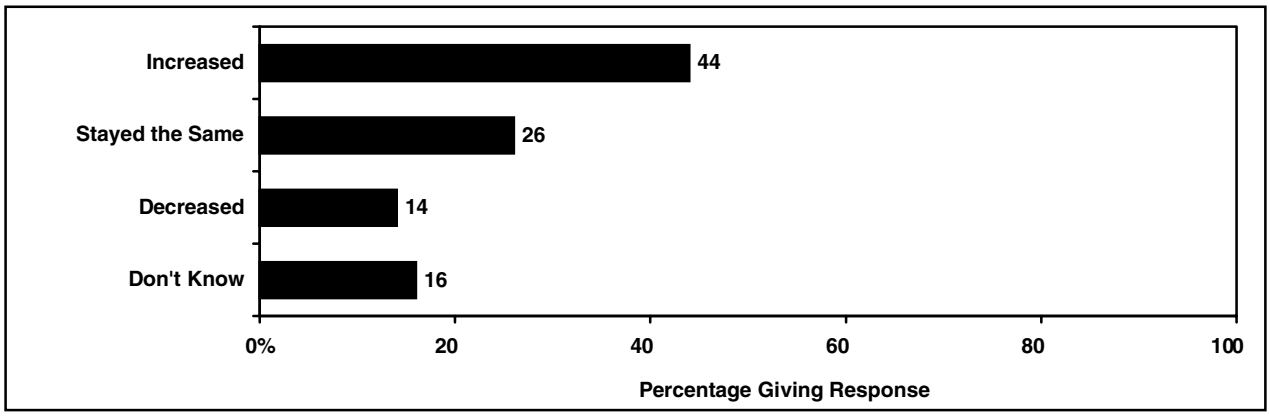
7.2 Perception of RBT Activity in the Last Two Years

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?"*

Consistent with previous surveys, there is a greater and continuing perception that the amount of RBT activity has increased (44%) rather than decreased (14%). The overa figures for CAS 12 are similar to last year and are shown below in Figure 3. The table in Appendix II illustrates these results over time.

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



Base: Total Sample (n=1600)

Table 5 below shows the responses for CAS 12 across the sexes and age groups. While the overall figures have changed little since last year, CAS 12 has found that females are now more likely than males to believe that RBT has increased. However, both sexes more often believe that RBT activity has increased rather than decreased. Similarly to CAS 11, more females than males are unable to answer the question.

Across the age groups, the youngest (15 to 24 years) is the most likely to say RBT has increased. This is consistent with previous surveys. CAS 12 still shows a higher proportion of both males and females in that younger age group having noticed an increase in RBT activity, compared to the rest of the community.

Contrary to previous surveys, the over 60s are now just as likely as other more mature age groups to have noticed RBT activity. The over 60s have previously been less aware of this activity than were the younger age groups.

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

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Increased	44	40	48	59	40	41	40
Stayed the Same	26	32	21	23	31	26	21
Decreased	14	16	12	12	15	16	12
Don't know	16	12	19	7	13	16	26
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	816	784	280	436	543	341

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

Table 6 below shows any variations by State or Territory in the community saying they have noticed increases or decreases in the amount of RBT over the past two years. Residents in South Australia (60% in CAS 12) are again the most likely to believe that RB activity has increased, followed by Western Australia (58%). There has been a significant increase in mentioning an increase in the Northern Territory (from 45% to a relatively high 56%). There is considerably less reference to an increase in RBT in Tasmania this year than last year, down from 58% to 45%.

A decrease in RBT activity is again most likely to be mentioned this year in the ACT (20%) and NSW (20%). Consistent with this finding, these two locations are also the two least likely to mention any increase in RBT.

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	36	44	44	60	58	45	56	33
Stayed the Same	26	25	28	27	22	23	30	21	33
Decreased	14	20	12	13	9	6	12	8	20
Don't know	16	18	16	16	10	13	13	14	15
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	278	244	226	191	178	179	152	152

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

Consistent with previous years, people in the non-capital areas (50%) are more likely than people living in the cities (41%) to believe that RBT activity has increased.

Table 7: Perception of RBT Activity in the Last Two Years: by Capital City and Non-Capital City Areas

	TOTAL	Capital Cities	Non-Capitals
	%	%	%
Increased	44	41	50
Stayed the Same	26	27	24
Decreased	14	15	12
Don't know	16	17	14
Total	100%	100%	100%
Base: Total Sample	1600	926	674

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

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?"*

Awareness of past six months RBT activity has stayed the same, at 70%, for the past three surveys, after progressively increasing from 61% in CAS 6 (1991) (see Appendix II).

Table 8 shows the current awareness levels for males and females and across the age groups. Males have typically claimed to be more exposed to RBT though CAS 12 suggests that the gap is closing. This year, 73% of males said they have seen RBT in operation in the last six months compared to 67% of females nationally. The tendency for noticing RBT in operation to decline with increasing age is still apparent. The over 60s age group, 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.

CAS 12 shows that 26% of the Australian community have personally been tested in the last six months. This incidence, at one in five people, has been consistent for the past three years (see Appendix II).

Table 8: Exposure to RBT Activity in the Last Six Months: by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Seen in operation.....	70%	73%	67%	82%	72%	72%	54%
Personally tested.....	26%	32%	20%	26%	30%	30%	13%
Base: Total Sample	1600	816	784	280	436	543	341

The incidence of having noticed RBT in the past six months in CAS 12 across each State and Territory ranges from 66% (Western Australia) to 82% (Northern Territory). This is a similar range to last year, though the incidence in different parts of the country has changed. South Australia has increased from 69% in CAS 11 to 78% in CAS 12. The Northern Territory has increased from 72% to 82%. Western Australia has declined fro 73% to 66%, returning to the CAS 10 (1997) level.

The incidence in CAS 12 of having personally been breath tested in the last six months is highest in Tasmania (31%), the ACT (29%) and Western Australia (28%). The lowest incidence is in New South Wales (23%), South Australia (24%) and the Northern Territory (24%). All States and Territories come within plus or minus 5% of the national average.

The figures from CAS 12 for past six months observation of RBT and for having personally been tested are shown in Table 9 below.

Table 9: 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%	67%	71%	71%	78%	66%	79%	82%	76%
Personally tested.....	26%	23%	29%	26%	24%	28%	31%	24%	29%
Base: Total Sample	1600	278	244	226	191	178	179	152	152

CAS 12 has found RBT operations observed by very similar proportions of the community both in the capital cities (70%) and in the areas outside the capitals (71%). Previously (CAS 11), a higher proportion in the cities (73%) than elsewhere (66%) recalled seeing RBT in operation in the prior six months.

The proportions saying they have been breath tested in the last six months are now also more similar between the capitals (25%) and the country areas (27%). CAS 11 had shown a marginally higher incidence of country people (28%) over city people (24%) saying they had been breath tested in the previous six months.

Among people who drink and drive, 77% recall RBT activity in the past 6 months and 33% report a personal breath test in that period. Both of these proportions are above the community averages of 70% and 26% respectively and are consistent with previous surveys.

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

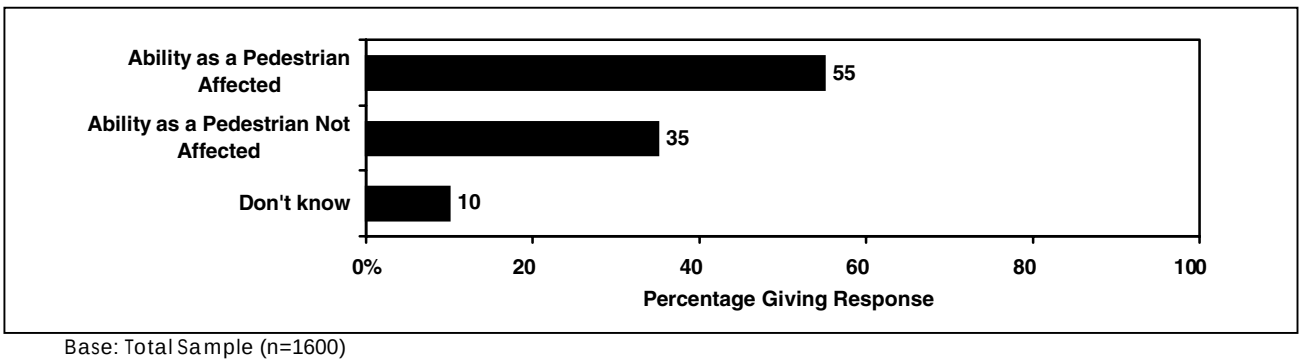
Respondents were asked:

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

CAS 12 shows that 55% of the community now 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. While similar to the CAS 11 result of 54% it confirms an increase in community awareness of the effect of alcohol on pedestrians. The CAS 10 (1997) figure was a much lower 47% agreement.

The CAS 12 result is illustrated in Figure 4 below. Comparative findings since 1993 (CAS 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=1600)

As reported previously, 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 CAS 7 (1993). Similarly, females (61%) and especially those in the 15-24 years age group (71%) are significantly more likely than males (49%) to think that having a BAC over .05 would affect their ability to act safely as a pedestrian.

Contrary to previous years, however, CAS 12 shows a variation by respondent age in perceptions of the effect of a BAC of .05 on pedestrians. The youngest age group (62%) is the most likely to accept that their ability would be affected at .05 BAC. The figure drops to only 49% among people over 60 years and 44% among the older males.

We also continue to notice variations between the States and Territories on this measure. People in New South Wales (58%) and Victoria (61%) continue to be above the average in their agreement that a BAC of .05 would affect them as a pedestrian. People in the Northern Territory (44%) and in Queensland (45%) are again well below the nationa average and are the least likely to accept that they would be affected.

Beer drinkers (43%) are less likely than wine drinkers (55%) to admit an effect of a .05 BAC as a pedestrian. This too is the same finding as in previous surveys. It also correlates with the findings about males and is consistent with the fact that beer drinkers are more likely to be male.

A comparison of findings since CAS 7 (1993) about the effect of .05 on behaviour as a pedestrian is shown in Appendix II.

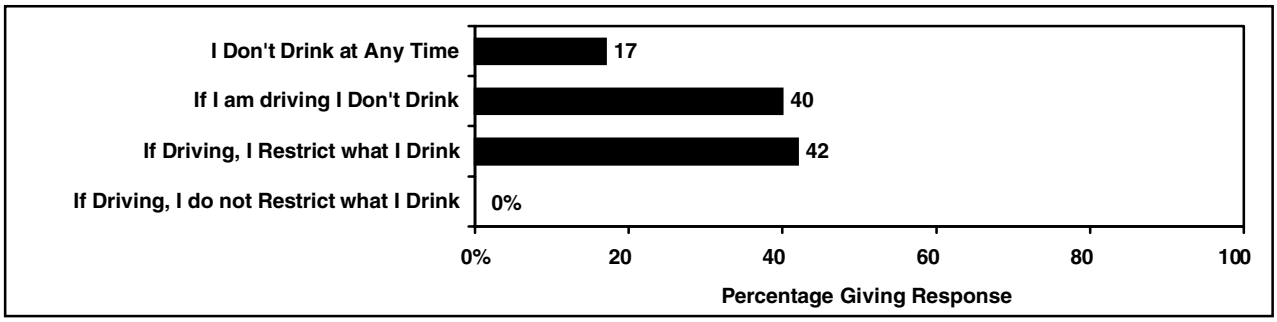
7.5 Attitudes to Drinking and Driving

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 CAS 12. Overall, CAS 12 shows that 42% of the licence holding community do drink but restrict their intake when driving, 40% do not drink if driving and 17% say they never drink at any time. While the pattern of responses is similar to previous surveys, the figure for non-drinkers is the lowest that has been recorded in all of these surveys. Comparative information over time is shown in Appendix II.

Figure 5: Attitudes Toward Drinking and Driving



Base: Current or Past Licence Holders (n=1467)

Table 10 below shows attitudinal or behavioural differences toward drinking and driving, analysed by sex and across age groups. 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"* (21% of females against 13% of males),
- males are more likely to indicate that they "*restrict"* what they drink (52% against 32% of females),
- 15-24 year olds are still the most likely to describe themselves by the statement: *"If I am driving I do not drink"* (58%).

Table 10: 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.....	17	13	21	19	10	17	25
If I am driving I do not drink.....	40	35	47	58	41	31	42
TOTAL: NON DRINKERS WHO HAVE EVER HELD A LICENCE	**57%**	**48%**	**67%**	**77%**	**50%**	**49%**	**66%**
If driving, I restrict what I drink	42	52	32	22	50	51	30
If driving, I don't restrict drink.....	-	1	-	-	-	-	1
Total	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1467	770	697	208	425	530	304

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

Licence holders in the Northern Territory (53%) and Western Australia (51%) are again more likely to say that they "*restrict*" their alcohol intake when driving. Licence holders in the Northern Territory have been above the average for this behaviour since at least 1996.

Attitudinal or behavioural differences toward drinking and driving, analysed by State and Territory, are shown in Table 11 below.

Table 11: Attitudes Toward Drinking and Driving: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
I don't drink at any time	17	16	18	19	15	11	15	13	14
If I am driving I do not drink	40	39	42	44	37	38	39	32	42
TOTAL: NON DRINKERS WHO HAVE EVER HELD A LICENCE	**57%**	**55%**	**61%**	**63%**	**52%**	**49%**	**55%**	**45%**	**56%**
If driving I restrict drink.....	42	43	39	37	47	51	43	53	43
If driving, not restrict drink.....	-	1	-	-	1	-	1	1	-
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1467	249	225	208	179	162	162	143	139

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

There is still a slightly higher proportion of licence holders from the capital cities (43%) restricting their alcohol intake if driving, compared to those from non-capital areas (39%). This research over the last three years, however, suggests that the likelihood of drivers fro both the city and the country areas restricting their alcohol intake is increasing.

The proportion of licence holders claiming they never drink when driving has been stable at around 40% over the past few years. CAS 12 shows similar proportions from both the city and the country areas behaving that way.

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 of the community that has used such a machine in the past six months. CAS 12 found that 8% have done so, as can be seen in Table 12.

Overall, CAS 12 shows 19% of the community aged 15 to 24 years have used a breath testing machine in the past six months. While CAS 11 suggested a relatively higher usage of the machines among young females, the reverse has occurred in CAS 12 with a higher proportion of young males now using them.

There is still evidence of usage by both males and females in the 25 to 39 age group (10%) but this is around half the incidence found for the younger age group. Few people (5% or less) of either sex over the age of 40 have used the machine in the last six months.

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

	TOTAL	MALES BY AGE GROUP				FEMALES BY AGE GROUP			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Used the Machine	8%	27%	12%	5%	3%	10%	8%	0%	2%
Base: Licence holders who drink	1220	96	195	243	133	79	188	196	90

This limited usage occurs for all States and Territories. CAS 12 shows the highest rate of usage is in Western Australia (13%). A year ago, we found the highest usage was in the ACT (13%) and the Northern Territory (11%).

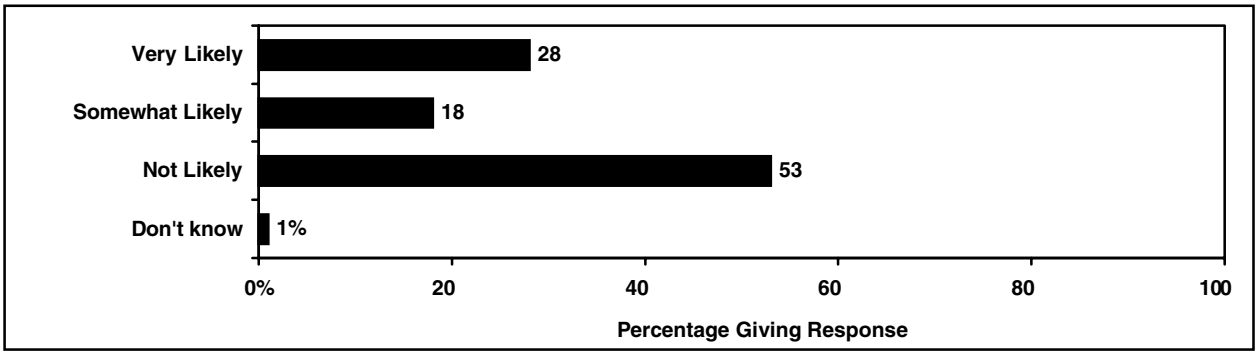
Respondents were then asked:

> *"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, 28% of licence holders in CAS 12 who ever drink alcohol say they would be '*very*' likely to take the opportunity to use a breath testing machine, with a further 18% '*somewhat*' likely. The proportion *'very'* likely is slightly down from CAS 11 (31%).

Comparative information over time on past use and likelihood of using a self operated breath testing machine is shown in Appendix II. Findings for CAS 12 are shown below in Figure 6.

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



Base: Licence Holders Who Ever Drink (N=1220)

As reported in previous surveys in this series, the level of interest in breath testing machines declines with age. Table 13 analyses the interest level in CAS 12, by sex and by age group.

Table 13: 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	28	28	29	47	30	24	18
Somewhat likely to use	18	17	19	16	20	18	14
Unlikely to use.....	53	55	50	38	50	57	64
Undecided.....	1	1	2	-	-	1	4
Total	100%	100%	100%	100%	100%	100%	100%
Base: Licence holders who drink	1220	667	553	175	383	439	223

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

Young licence holders who drink remain the group most interested in using a self operated breath testing machine, with 47% of the 15-24 age group '*very*' likely and a further 16% *'somewhat'* likely. However, the proportion of young licence holders interested in using the machine in CAS 12 (47%) is down on last year (57%).

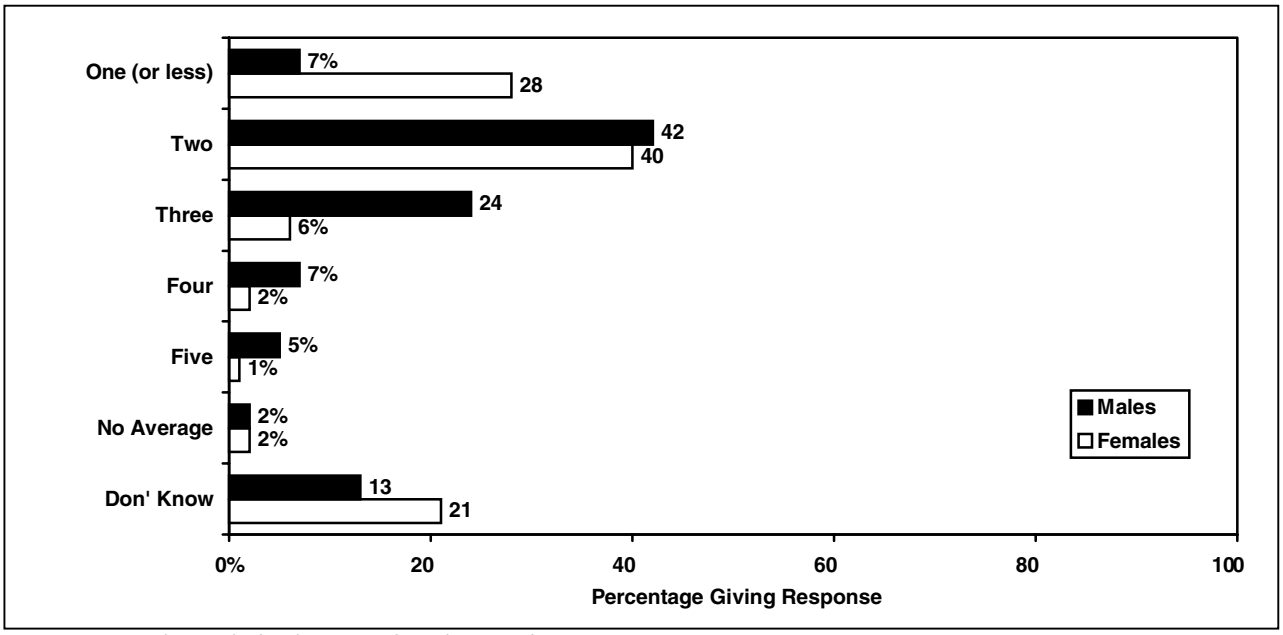
7.7 Alcohol Consumption Guidelines

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 and stay under .05. 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 = 816, females = 784)

The figures in CAS 12, for the community as a whole, have remained relatively constant over the last three years for both males and females. Overall, CAS 12 finds 7% of males again nominating only one standard drink in the first hour and 42% correctly nominating two drinks.

A further 24% state three standard drinks while 12% nominate more than three drinks in the first hour to stay under the limit of .05. Just 2% maintain that there is no standard number of drinks and a constant 13% are unable to provide any answer.

Similarly, the response from females follows the same pattern as before. CAS 12 finds 28% correctly nominating up to one standard drink with a further 40% nominating two standard drinks in the first hour as the current guidelines for females. Three drinks is mentioned by 7% and four drinks by 2%. One in four females cannot provide an answer while 2% say there is no standard number.

Awareness of the correct standard number of drinks in the first hour decreases strongly with age for both males and females. While CAS 11 had suggested improvement in the likelihood of older males to nominate the correct number, CAS 12 has not confirmed that trend. The CAS 12 findings are closer to the CAS 10 (1997) results, with 58% of males aged 15 to 24 and only 26% of the over 60s males nominating two standard drinks (Table 14).

Similarly, 52% of females aged 15 to 24 and a very low 8% of the over 60s females in CAS 12 correctly nominate one standard drink.

As before, apart from the 15 to 24 age group, females are more likely to nominate two drinks rather than one drink in the first hour.

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

	TOTAL MALE	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	9	10	3	5	28	52	35	21	8
Two	42	58	49	34	26	40	34	43	41	42
Three	24	19	20	31	24	6	5	7	5	8
Four	7	3	7	8	11	2	2	-	1	4
Five	5	2	3	6	7	1	-	-	1	1
No Average	2	-	-	5	4	2	1	3	1	1
Don't know	13	9	11	13	23	21	7	12	29	36
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	816	153	212	279	172	784	127	224	264	169

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

Tables 15 and 16, below, compare the distribution for the number of standard drinks that can be consumed in the first hour and remain under the legal limit across States and Territories, as stated by males and by females. These findings should be treated as indicative only and care should be taken in evaluating them as the sample sizes are relatively small for the smaller States and Territories in particular.

However, for the last four surveys, 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.

Consistent with that finding, CAS 12 (Table 15) shows that males in Victoria (26%) in particular, South Australia (33%) and Tasmania (35%) are all under the national average of 42% stating the correct (male) number of drinks permitted in the first hour. Last year, Victoria with Tasmania (both 28%) were the States least often mentioning two drinks as the standard in the first hour. Table 15 also shows Queensland (55%), Western Australia (48%) and NSW (47%) males are above the average in stating two drinks as the standard in the first hour.

Growth by 5% or more in correct knowledge about the first hour guideline for males has occurred in Queensland, Western Australia and Tasmania. A drop in correct knowledge has occurred in the Northern Territory and the ACT. However, the findings from males across the States and Territories from CAS 11 to CAS 12 show reasonable consistency.

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

	TOTAL MALES %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
One (or less)	7	8	4	8	6	9	9	5	7
Two	42	47	26	55	33	48	35	39	41
Three	24	29	20	19	34	16	20	32	43
Four	7	4	12	4	11	10	4	12	1
Five	5	-	15	2	2	3	7	2	-
No average	2	3	5	1	1	-	2	1	1
Don't know	13	10	19	10	14	15	23	8	8
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Male Respondents	816	146	117	112	103	93	96	77	72

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

There are also variations evident in CAS 12 between States and Territories in knowledge among women of the guideline on the number of drinks they may consume in the first hour. Correct knowledge of one per hour appears most likely to occur among women in the Northern Territory, Western Australia and New South Wales (range 38-40%) and appears least likely to occur in Victoria, Tasmania and South Australia (range 14-15%). In CAS 11, there was more consistency between the States and Territories in female awareness of one drink in the first hour.

The findings for CAS 12 among women, across States and Territories, is shown below in Table 16, though again the relatively small sample sizes should be taken into account.

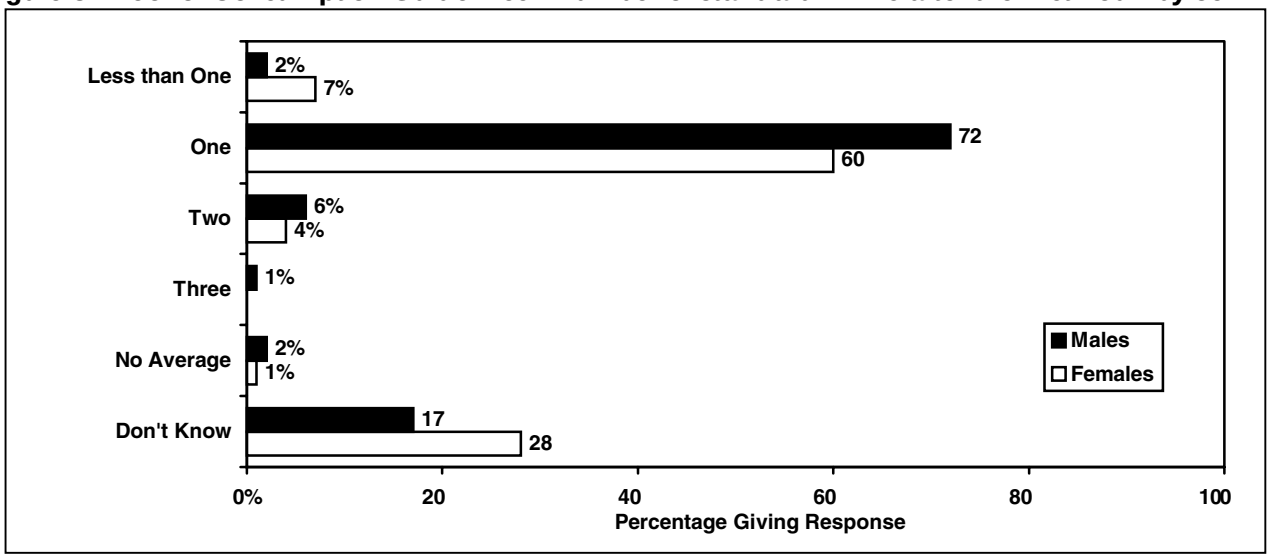
Table 16: Alcohol Consumption Guidelines: Number of Standard Drinks in the First Hour: Females by State and Territory

	TOTAL FEMALES %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
One (or less)	28	38	14	31	15	39	14	40	29
Two	40	36	43	35	64	40	40	37	43
Three	6	4	10	6	7	3	9	3	7
Four	2	1	5	-	2	-	1	5	-
Five	1	1	1	-	1	-	1	-	-
No average	2	2	3	1	-	1	1	-	2
Don't know	21	19	25	27	10	18	34	15	19
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Male Respondents	784	132	127	114	88	85	83	75	80

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

When asked about the consumption guideline rate **after** the first hour to keep the BAC under .05, the majority of males (72%) and females (60%) in CAS 12 correctly say one drink per hour (Figure 8 below).

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



Base: Total Sample (Males 816, Females 784)

Across the States and Territories, males in the Northern Territory (86%),the ACT (78%) and NSW now show the highest unaided awareness of the correct "one drink per hour after the first hour" guideline against a national average of 72%. Least awareness of this guideline occurs in South Australia (66%), Tasmania (66%) and Victoria (67%) where relatively high proportions (range 23-27%) cannot give an answer.

As in previous CASs, 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 of such guidelines. Among these 'at risk' drivers, 79% of males and 81% of females are within one drink of the number specified by the guidelines for the first hour. Similarly, most of these drivers (88% of males and 75% of females) correctly state one drink or less for each hour thereafter. These figures are consistent with earlier surveys.

Licence holders who either drink and drive or those who drink though not if driving show similar understanding of guidelines. However, non drinkers are much less likely to attempt an answer.

These responses are shown below in Table 17.

Table 17: Alcohol Consumption Guidelines: First Hour and Each Hour After: by whether they Drink when they Drive, within Sex

	SEX			
	MALES		FEMALES	
	Don't Drink or Not if Driving	Drink if Driving	Don't Drink or Not if Driving	Drink if Driving
FIRST HOUR	**%**	**%**	**%**	**%**
One (or less)	9	4	28	32
Two	35	48	39	49
Three	21	27	7	5
Four	5	9	2	-
Five	4	6	-	-
No average	3	2	2	2
(Don't know)	22	4	23	13
TOTAL:	100%	100%	100%	100%
EACH HOUR AFTER FIRST	**%**	**%**	**%**	**%**
Less than One	1	2	7	7
One	63	81	57	72
Two	5	6	3	2
Three	1	1	4	-
No average	2	2	1	1
(Don't know)	26	8	31	18
TOTAL:	100%	100%	100%	100%
Base: Ever Held A Licence	365	403	453	236

Although based on relatively small sample sizes, there is an indication from CAS 12 that females who drink and drive and are living outside the capitals are more inclined than those living in the capital cities to say that the guideline for the first hour is two standard drinks. This difference was not reflected in the CAS11 findings last year.

These questions on the alcohol consumption guidelines have been asked since CAS 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, as usual, to be the most common alcoholic beverages that licence holders mainly drink. Just under half the non-teetotal licence holders mainly drink beer (48%) and 41% drink wine or champagne. Just under three in ten (27%) consume mainly spirits or mixed drinks. Full strength beer (32%) is still considerably more popular than light beer (20%). These figures are similar to previous years.

Beer (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 (58%) to favour wine as their main drink than are males (26%). They are also more likely to have mixed drinks (31%). Although based on relatively small sample sizes, young female drivers (55%) and young male drivers (41%) choose mixed drinks most often. The responses are shown in Table 18, below.

Table 18: 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.....	32	58	54	43	33	19	20	8	12
Light beer	20	11	25	35	44	17	9	10	5
Net: Beer	**53%**	**69%**	**80%**	**78%**	**77%**	**36%**	**29%**	**18%**	**16%**
Wine/ Champagne.....	41	3	20	38	33	22	54	73	67
Mixed drinks/spirits /liqueurs ...	27	41	29	17	11	59	35	21	19
Alcoholic cider	2	2	2	1	-	8	2	3	1
Don't drink enough to say.....	4	6	2	2	5	3	4	6	9
Base: Ever held a Licence and Ever Drink	1220	96	195	243	135	79	188	196	90

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 (48%)*

and

- *those who drink mainly wine (41%).*

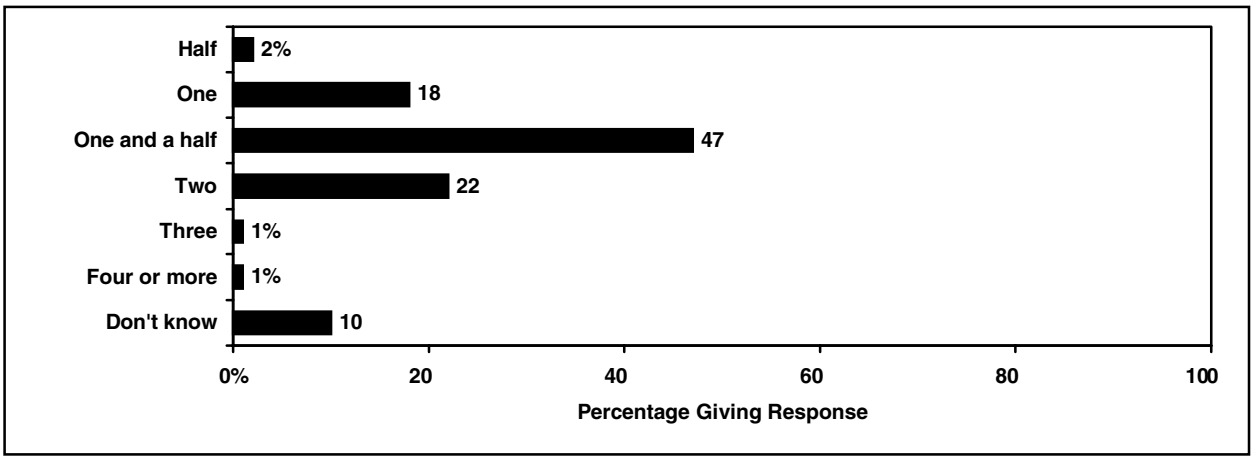
These groups are not mutually exclusive. Respondents could be included in both groups if they reported regularly drinking both wine and beer.

Beer drinkers, 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 (47%) of the Australian community give the correct answer of "*one and a half*". The more conservative estimate of "*two*" is the next most frequent response (22%). Overall, one in five beer drinkers (19%) underestimate the number of standard drinks in a 375ml can. One in ten beer drinkers cannot give an 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=618)

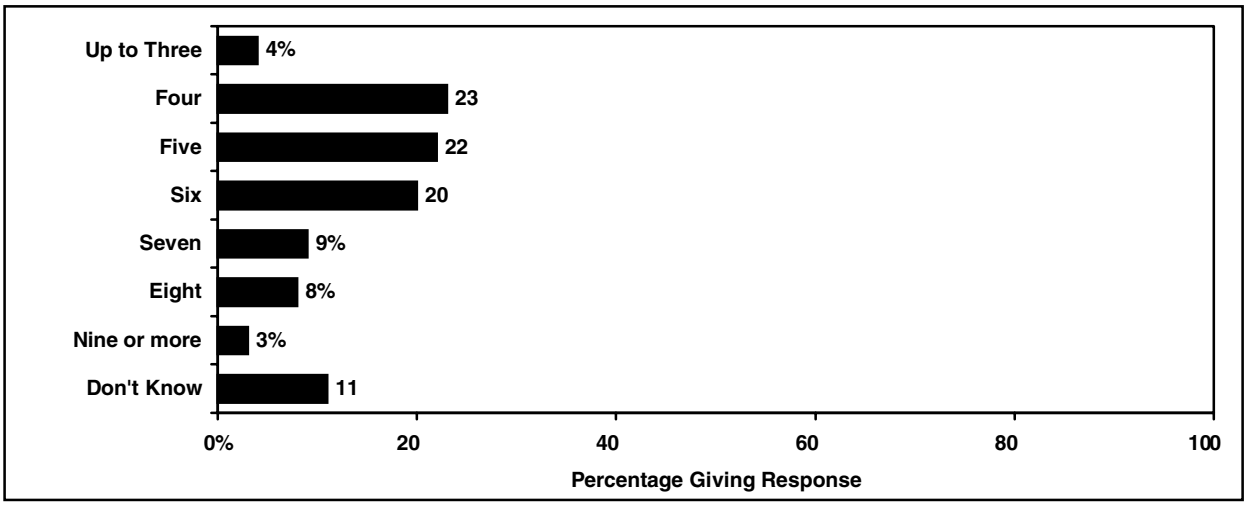
Wine drinkers who have ever held a licence were asked:

> *"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 give that response. Most wine drinkers (69%) believe that a 750 ml bottle contains less than seven standard drinks. Half (49%) believe that it contains less than six drinks.

Only 9% in CAS 12 say the 750 ml bottle contains seven standard drinks and another 11% say eight (8%) 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=513)

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

8. SPEED

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

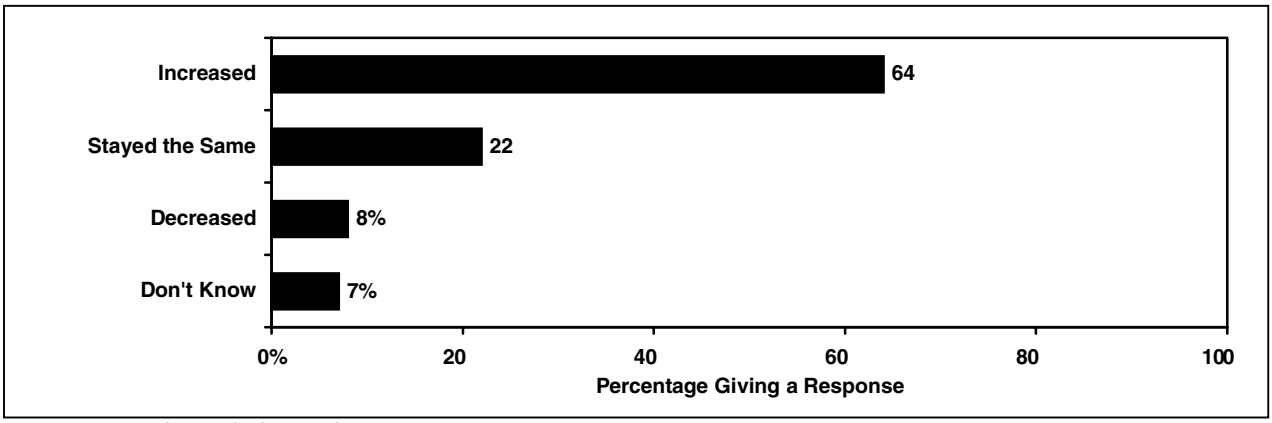
All respondents were asked:

> *"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 amoun of speed enforcemen increased, stayed the same or decreased?*

Findings from CAS 12 show that 64% of the community think speed enforcement has increased over the past two years. This is comparable with findings from the past two years. A comparison over time is shown in Appendix II.

Most of the other people think that police enforcement of speed has remained the same as two years ago (22%), rather than decreased (8%). A further 7%, mainly older people, are undecided (Figure 11).

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



Base: Total Sample (n=1600)

All age groups feel speed enforcement has increased in the last two years. The 60 and over age group has the highest tendency (12%) not to have formed an opinion on this issue though more of them think speed enforcement has increased (55%) than stayed the same (20%) or decreased (6%).

Males and females in CAS 12 show very similar patterns on whether speed enforcement has changed, with the majority of both sexes perceiving that it has increased. The over 60s in both sexes show least awareness of any increase in speed enforcement.

The results for CAS 12 across the age groups, within each sex, can be seen below in Table 19.

Table 19: 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	64	70	63	63	56	68	67	67	54
Stayed the Same	22	24	27	25	18	26	22	16	21
Decreased	8	4	5	8	11	5	5	10	14
Don't know	7	3	5	5	14	1	7	8	11
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	153	212	279	172	127	224	264	169

Totals may not add exactly to 100% due to rounding

CAS 12 also notes that 21% of people who had ever held a licence said they had been booked for speeding in the past two years and that 7% had been booked in the past six months. These proportions are at least as high as in previous years. Among people who have been booked for speeding in the last two years, the perception of increased speed enforcement by police measures 73% in CAS 12 (75% last year). For those booked within the last six months, 80% (78% last year) feel the police have 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 20 shows regional differences in Australia for perceptions of speed enforcement. People in the Northern Territory (76%), Queensland (73%) Western Australia (72%) and South Australia (71%) all reported a higher than national average perception of police increasing enforcement of speed limits.

Lowest incidence of reporting an increase in CAS 12 is noted mainly for Victoria (54%). In no State or Territory, however, did more than 11% (Victoria) feel enforcement had decreased. The only location to show any significant change in speed enforcement is the Northern Territory where the proportion believing it to have increased has risen from a relatively low 48% in CAS 11 to a high 76% in CAS 12.

Table 20: 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	64	60	54	73	71	72	65	76	58
Stayed the Same	22	24	28	14	16	21	24	16	30
Decreased	8	8	11	6	9	3	5	7	6
Don't Know	7	8	7	7	4	4	7	1	5
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	278	244	226	191	178	179	152	152

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 CAS 12 (21%) who have ever held a licence said they have been booked for speeding in the past two years and that 7% have been booked in the past six months. These proportions are, as noted, similar to previous surveys. Comparative findings over time are shown in Appendix II.

Table 21 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 16% of females). The incidence of females booked in the past two years has grown from 12% in CAS 11 to 16% in CAS 12 while the male incidence has remained the same.

On a similar pattern, more male drivers (9%) than female drivers (5%) have been booked in the past six months, which is consistent with the findings in previous surveys in this series.

The CAS 12 incidence of drivers in the 15 to 24 age group having been booked for speeding in the past two years is still a high 27%. However, there has been a consistent rise in speeding offences by the 25 to 39 years age group from 17% in CAS 10 to 23% in CAS 11 to 29% in CAS 12.

The likelihood of being booked for speeding therefore spreads fairly evenly up to 40 years of age or so, after which time the incidence becomes progressively and markedly lower.

Table 21: Incidence of Being Booked for Speeding: by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	Under-24	25-39	40-59	60+
Booked in Last Two Years.....	21%	25%	16%	27%	29%	16%	10%
Booked in Last Six Months.....	7%	9%	5%	10%	9%	5%	3%
Base: Ever Held a Licence	1467	770	697	208	425	530	304

Table 22 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 in the past two years is reported in Western Australia (37%), South Australia (31%) and Tasmania (26%). Highest incidence of being booked in the past six months has been reported in Western Australia (13%), Northern Territory (10%) and Tasmania (9%), all above the national average of 7%.

The lowest incidence of speed booking in the past six months is in the ACT (3%) while the incidence in South Australia has fallen from 14% in CAS 11 to 6% in CAS 12. The main increase in recent bookings has occurred in Western Australia up from 9% in the last six months in CAS 11 to 13% in CAS 12.

Table 22: 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:.....	21%	14%	21%	19%	31%	37%	26%	19%	11%
• Driven but Not Booked.....	77%	85%	74%	79%	67%	60%	71%	81%	87%
LAST SIX MONTHS									
• Booked:.....	7%	5%	7%	7%	6%	13%	9%	10%	3%
• Driven but Not Booked:.....	91%	94%	88%	92%	93%	84%	88%	90%	94%
Base: Ever Held a Licence	1467	249	225	208	179	162	162	143	139

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, CAS 12 shows 10% of people who drive 50 kilometres or more from home three or more times a week receiving a speeding ticket in the past 6 months against an average for all drivers of 7%. Among that same group of drivers, 34% have received a speeding ticket in the past two years against a driver average of 21%.

8.3 Reported Changes in Driving Speed in the Last Two Years

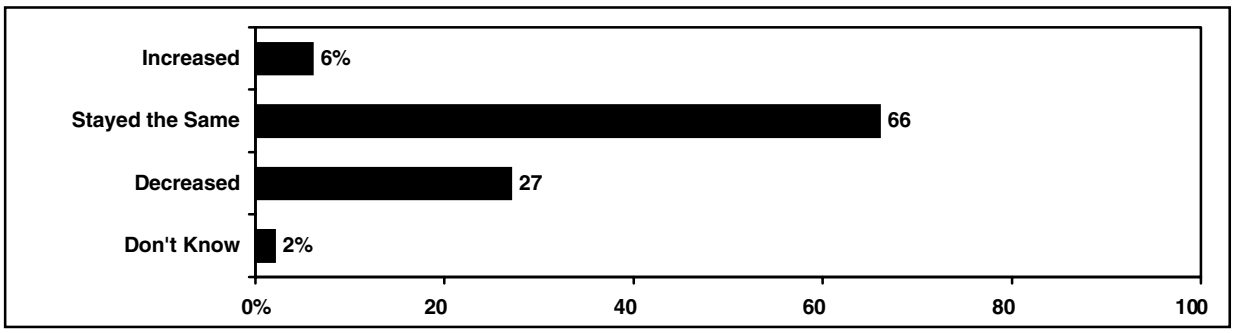
All licence holders who have driven in the last two years were asked:

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

A steady two thirds of drivers (66%) report that their driving speed has remained unchanged in the last two years. Around one in four drivers say they have decreased their speeds (27%). Relatively few drivers (6%) say their speeds have increased.

CAS 12 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=1437)

Among male drivers in CAS 12, three in ten (29%) say they have decreased their speed, compared with one in four female drivers (25%). Only 4% of males say they have increased their speeds and two in three (65%) maintain their speeds have not changed in the past two years.

More females this year (7%) than last year (4%) say their speeds have increased though most females (66%) say their speeds have remained the same.

The fact that so many male and female drivers are saying that they have decreased their driving speeds is an overall positive finding about road attitudes. It confirms the direction of findings reported last year.

As before, drivers aged 15 to 24 continue to be the most likely group to say their speeds have increased (11% or close to twice the national average). Relatively more young female drivers (15%) than young male drivers (8%) say they have increased their speeds.

Among drivers who have received a speeding ticket in the last two years, 55% believe that their speed has stayed the same in that time, 38% believe it has decreased and 7% (also close to national average) say it has increased. These figures remain similar to findings in previous surveys.

Table 23 shows the responses to this question by region. Last year we found no significant regional differences in the patterns of claimed speed change. CAS 12 has identified a number of changes over the past year.

While no State or Territory has an incidence of more than 8% saying they have increased their speed, claimed decrease in speed has risen by 5% in Queensland (from 31% to 36%), by 8% in South Australia (from 21% to 29%) and by 9% in the Northern Territory (from 24% to 34%).

The locations where fewest drivers say their speed has decreased are the ACT (21%) and Victoria (21%). The highest incidence of claiming a speed decrease has occurred in Queensland (36%) and the Northern Territory (34%).

Table 23: 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.....	6	7	6	3	3	4	4	8	6
Stayed the same.....	66	65	71	59	66	65	69	56	70
Decreased.....	27	25	21	36	29	29	25	34	21
Don't Know.....	2	3	1	2	1	1	2	2	3
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Driven in the Last Two Years	1437	212	216	205	177	157	158	143	136

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

There is little difference in the likelihood of claiming to have decreased speed between the cities and the country areas.

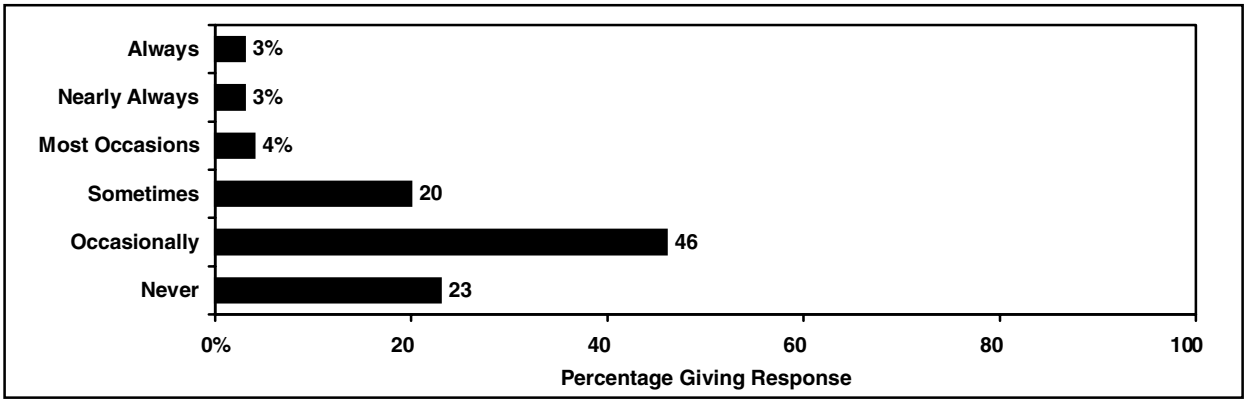
8.4 Frequency of Driving at 10 km/hr or More Over the Speed Limit

Licence holders who have 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 CAS 10 and CAS 11 (1997 & 1998), close to one in four (23%) in CAS 12 say that they "*never*" exceed the posted speed limit by 10 km/hr or more. A further 46% claim to do this "*just occasionally*". Around 11% this year say they exceed the speed limit on most or all occasions, which is a slight increase over last year and closer to the 12% reported in CAS 10.

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



Base: Driven in the Last Two Years (n=1437)

Males still report a greater tendency than females to exceed the speed limit by 10 km/hr or more. Females (28%) are still much more likely than males (19%) to say they '*never*' drive at 10 km or more over the speed limit.

As in previous surveys, age is the main predictor of how frequently drivers exceed the speed limit. Only 4% of drivers in the 60 and over age category say that they often exceed the speed limit. This also applies to only 7% in the 40 to 59 age group, which maintains last year's improvement over CAS 10 in 1997 (14%). The incidence of frequently exceeding the speed limit among both the 15 to 24 and the 25 to 39 age groups in CAS 12 is admitted by at least double that of the older age groups. However, CAS 12 has noted a high 25% of the 15 to 24 age group claiming they never exceed the speed limit.

These results are shown below, in Table 24. Comparative figures over time appear in Appendix II**.**

Table 24: Frequency of Driving at 10 km/hr or More Over the Speed Limit: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	Under-24 %	25-39 %	40-59 %	60+ %
Always	3	5	2	9	3	2	1
Nearly always	3	4	2	3	5	2	1
Most occasions	4	6	3	7	6	3	2
Sometimes	20	19	21	27	24	20	8
Just Occasionally	46	48	44	30	48	54	41
Never	23	19	28	25	12	20	47
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Driven in the Last Two Years	1437	759	678	207	420	525	285

In CAS 12, one in four people (24%) booked for speeding in the last two years still drive 10 km/hr or more over the speed limit on at least most occasions. This compares with the national average of 11% and is higher than the 20% reported in CAS 11. An even higher proportion (25%) of people booked in the past six months still drive at 10 km/hr or more above the speed limit on at least most occasions.

As in earlier surveys in this series, frequency of long distance of driving is an indicator of propensity to exceed the speed limit. Among people who drive 50 km or more at least three times a week, 18% say that they drive at 10 km/hr or more above the speed limit on at least most occasions. Only 12% of people who drive such a distance around once per week exceed the speed limit in that way. The incidence of often exceeding the speed limit by at least 10 km/hr reduces to only 8% among people who less often or rarely drive long distances.

Frequent speeding (that is, drive at 10 km/hr or more above the speed limit on at least most occasions) appears still to be most prevalent in Western Australia (17%) and occur least in South Australia (4%) and Tasmania (7%). The relatively high incidence of often exceeding the 10 km/hr limit in the Northern Territory reported last year (18%) has declined to 11% in CAS 12.

8.5 Tolerated Speeds for 60 km/hr Speed Zones

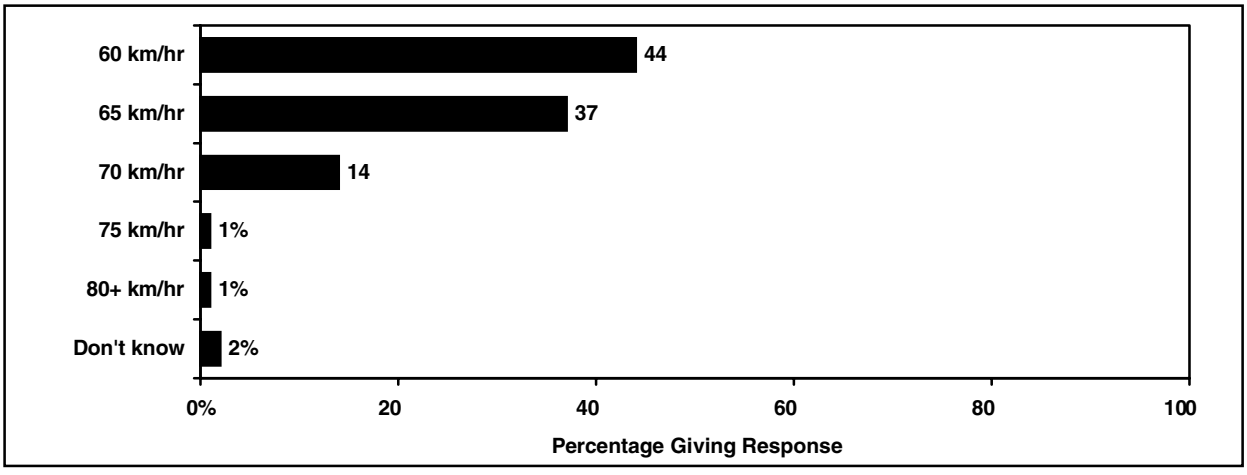
All respondents were asked:

> *"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 44% of the community believe 60 km/hr in urban areas should be strictly enforced. This is a decrease from 49% in CAS 11, returning to the CAS 10 (1997) level.

A further 37% would allow the limit to be exceeded by 5 km/hr and another 14% feel that 70 km/hr would be acceptable. Under 2% say that speeds above 70 km/hr should be permitted.

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



Base: Total Sample (n=1600)

Support for strictly enforcing the 60 km/hr limit is still stronger among females (49%) than among males (39%), though these figures both reflect a small decline in support for enforcement of that limit.

Table 25 below also shows that the 60 and over age group is the again the least tolerant of urban speeds in excess of 60 km/hr. This has typically been the case in previous surveys, reflecting a tendency for growth in conservative attitudes as age increases.

The research shows, however, a slight reversal this year in the community trend towards becoming more accepting that the 60 km/hr limit should be strictly enforced, after consistent increases in support over the past four years. Support has fallen in all age groups. There is now close to equal support for a 60 km/hr and a 65 km/hr limit across a age groups under 60 years.

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

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
60 km/hr	44	39	49	36	41	43	60
65 km/hr	37	42	33	42	39	42	25
70 km/hr	14	15	14	18	19	12	8
75 km/hr	1	1	-	2	-	1	-
80 + km/hr	1	1	1	2	-	1	1
Don't Know	2	3	2	1	1	2	7
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	816	784	280	436	543	341

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

The only State or Territory that has shown an increase in support for strict enforcement of the 60 km/hr limit in urban areas is Tasmania (up from 44% to 48%). Tasmania now shows the highest level of support after the ACT (49%), with Victoria (47%) and NSW (46%) also above the national average of 44%.

Support is lowest in the Northern Territory (34%) and also in Western Australia where it has fallen from 44% last year to 34% in CAS 12.

As in previous surveys, people living outside the capital cities (48%) are more likely than those in the cities (42%) to want the 60 km/hr limit enforced.

Table 26 shows variations by region for maximum speeds tolerated in a 60 km/hr urban speed zone.

Table 26: Maximum Speed Tolerated in a 60 km/hr Urban Speed Zone: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
60 km/hr	44	46	47	43	40	36	48	34	49
65 km/hr	37	35	39	37	41	43	34	43	34
70 km/hr	14	15	11	15	15	19	12	17	14
75+ km/hr	1	1	1	1	1	1	1	1	-
80 km /hr	1	1	1	1	1	-	1	4	-
Don't Know	2	2	2	2	3	2	4	2	1
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	278	244	226	191	178	179	152	152

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.

8.6 Tolerated Speeds for 100 km/hr Speed Zones

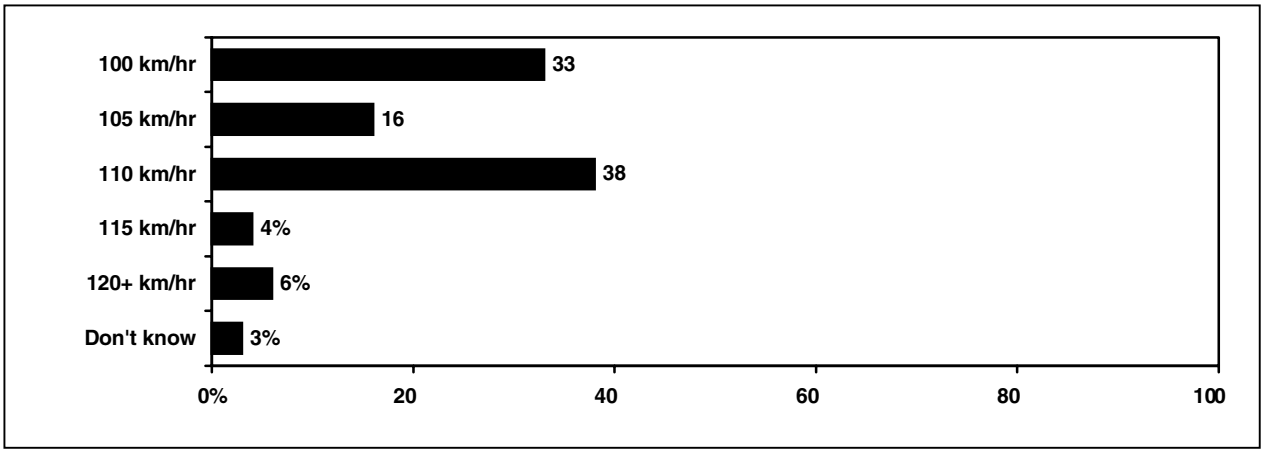
All respondents were then asked:

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

In New South Wales, Victoria, Queensland, the Northern Territory and the ACT, the speed limit in rural areas is in fact 100 km/hr. In the other States, it is 110 km/hr unless posted as some other speed. However, for consistency with previous surveys, all respondents were only asked to consider the question in terms of 100 km/hr speed zones.

Figure 15 shows that one in three people in rural areas (33%) support a strict 100 km/hr enforcement, with a further 52% accepting up to 10 km/hr over that limit. These opinions have been similar since this question was introduced four years ago in CAS 9 (1996). Comparison figures over time are provided for reference in Appendix II.

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



Base: Total Sample (n = 1600)

Females (44%) continue to be significantly more likely than males (25%) to say that the 100 km/hr rural speed limit should be enforced. Support for strict enforcement of the limit in 100 km/hr zones among men has fallen from 29% last year to 24% in CAS 12. Males (13%) are still more likely than females (8%) to tolerate rural speeds of 115 km/hr or more in 100 km/hr zones.

The 60 plus age group (57%), particularly the older females (70%), is the most likely to want the limit in 100 km/hr zones strictly enforced in rural areas. However, the most commonly supported speed limit in 100 km/hr rural zones among all age groups under 60 years is 110 km/hr. The 25 to 39 years age group, with little difference in attitude between males and females of that age, are the most in favour of increasing the allowed speed to at least 110 km/hr in such zones That tendency among 25 to 39 year olds to tolerate speeds over a 100 km/hr limit was also evident in CAS 11 but has increased in strength this year.

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

	TOTAL WITH THIS LIMIT %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
100 km/hr	35	25	44	28	19	38	59
105 km/hr	16	16	16	16	18	17	10
110 km/hr	37	43	31	41	45	38	19
115 km/hr	5	6	3	5	7	3	2
120+ km/hr	6	7	4	10	9	2	3
Don't Know	3	3	2	-	2	2	80
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total With This Limit	1052	524	528	182	288	367	215

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

Overall, 48% in CAS 12 tolerate speeds of at least 110 km/hr in rural 100 km/hr zones. This figure has been very stable over the surveys. One in ten (11%) people tolerate a speed of at least 115 km/hr in these zones.

CAS 12 shows very little current difference between people living in either the city or country areas supporting enforcement of a 100 km/hr limit where posted in rural areas. Last year, CAS 11 showed slightly more support for enforcing the limit, or close to it, among people living away from the capital cities.

Comparing States and Territories, support for strict enforcement of posted 100 km/hr rura limits is strongest in New South Wales (38%) and Tasmania (38%). It is lowest in the Northern Territory (26%) and the ACT (28%).

Support for a limit of at least 110 km/hr in 100 km/hr rural zones is now strongest in Western Australia (60%), where this already exists, plus the Northern Territory (54%) and the AC (54%), against the national average of 48% (see Table 28).

Table 28: Maximum Speed Tolerated in a 100 km/hr Urban Speed Zone: by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
100 km/hr	33	38	35	28	30	25	38	26	28
105 km/hr	16	15	16	17	18	14	18	15	15
110 km/hr	38	33	37	41	37	48	32	36	45
115 km/hr	4	5	5	4	4	4	3	3	2
120+ km/hr	6	5	5	7	9	9	6	16	7
Don't Know	3	3	2	3	2	1	3	4	2
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	816	784	280	436	543	341	152	152

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

8.7 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 acciden*
- *An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr*

The only noticeable attitude change for any of these statements over the past 12 months has been a slight increase in the proportion of the community saying '*fines for speeding are mainly intended to raise revenue'.* CAS 12 now shows 56% agreeing with that statement, compared with 51% in CAS 11. In relation to the other statements, the positive changes that were reported in CAS 11 appear to have been confirmed.

The statements that the Australian public most commonly agree with are:

- *speed limits are generally set at reasonable limits"* (87% against 89% last year)
  and
- an *accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr* (87% against 88% last year).

In the case of 'an *accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr*', CAS 12 has found the proportion strongly agreeing to be 62%. This is very similar to last year (61%). This consolidates and confirms the increase in agreement with this statement that was reported last year over CAS 10 (1997).

One in every two people strongly agree with the statement '*speed limits are generally se at reasonable limits*' (50%) which is also very close to the CAS 11 finding of 52%. Again, this confirms the stronger level of community acceptance of current speed limits was reported last year.

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.*

Two thirds (65%) of the community agree with this statement, including 30% who strongly agree with it. The finding is similar to last year. While similar proportions of the community have agreed with this statement, the proportion *'strongly'* in agreement increased last year over CAS 10 (1997), from 26% to 32%. The figure for CAS 12 (30%) confirms this improvement.

As noted, CAS 12 has confirmed a growing belief that:

- *Fines for speeding are mainly intended to raise revenue* (56% agree, against 51% in CAS 11).

A majority in the community (56%) agree with that statement, including 26% agreeing strongly. The historical trend has been for people to agree more ardently that speeding fines are mainly intended to raise revenue, as well as more people simply agreeing.

The statement with least agreement is:

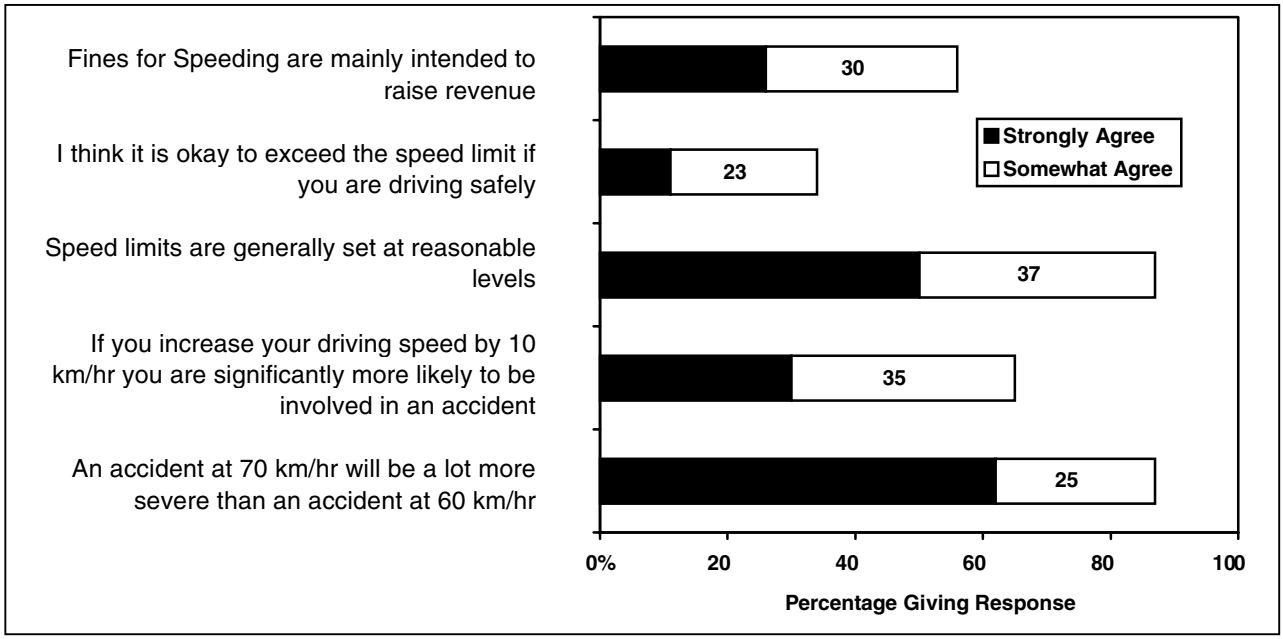
- *It is OK to exceed the speed limit if you are driving safely*.

Again, CAS 12 (33%) confirms the fall in agreement that was identified from CAS 10 in 1997 (36%) to CAS 11 (32%). This reaffirms a positive direction in road use attitude. The incidence of agreeing '*strongly'* is 11% this year, which is similar to the 9% recorded in CAS 10 (1997) and CAS 11). The fall from 29% agreeing '*somewhat'* in CAS 10 to 23% in CAS 11 was repeated in CAS 12.

Conversely, two people in three (65%) still disagree with this last statement; the proportion disagreeing '*strongly'* with it, at 36%, is also still well above the CAS 10 (1997) figure of only 29%, following 40% last year.

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 = 1600)

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

"*Fines for speeding are mainly intended to raise revenue*" (65%:47%), particularly for the "*agree strongly*" response (33%:19%). Males, in particular, show an increasing propensity to agree with this statement.

"I think it is okay to exceed the speed limit if you are driving safely" (39%:27%). However, *the gap between male and female agreement to this statemen appears to be declining*

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" (68%:62%). Again. the gap between male and female agreement to this statement appears to be declining*

Findings among the sexes and the different age groups are shown below in Table 29.

Table 29: 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	56%	65%	47%	53%	61%	55%	54%
It is okay to speed if you are driving safely	33%	39%	27%	34%	35%	33%	30%
Speed limits are generally set at reasonable levels	87%	85%	89%	84%	90%	87%	86%
If you increase speed by 10 km/hr, you are significantly more likely to be involved in acciden	65%	62%	68%	67%	62%	66%	68%
An accident at 70 km/hr will be a lot more severe than at 60 km/hr	87%	88%	87%	87%	88%	88%	86%
Base: Total Sample	1600	816	784	280	436	543	341

Drivers who regularly travel 50 kilometres or more at least three times a week, as has been the case in all previous surveys, are significantly more likely (37%) than other people (national average of 26%) to believe **strongly** that speeding fines are primarily used to raise revenue. This opinion is again also evident among those who have been booked for speeding, particularly those booked in the past two years, and again among beer drinkers and licence holders who drink and drive.

All of those population subgroups are again also the most likely to support the idea that it is okay to exceed the speed limit if driving safely.

Table 30 shows the proportions across the States and Territories in CAS 12 agreeing either '*strongly*' or '*somewhat*' about these five propositions.

Residents of South Australia particularly and also Tasmania, as in CAS 10 and CAS 11 (1997 & 1998), are the most inclined to express agreement with the statement that *'fines for speeding are mainly intended to raise revenue*' (over 60%).

Differences between States and Territories for other statements are generally small, showing national consistency of opinion (Table 30).

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

	TOTAL	STATE OR TERRITORY							
		NSW	VIC	QLD	SA	WA	TAS	NT	ACT
Fines for speeding are mainly intended to raise revenue.....	56%	54%	58%	49%	71%	58%	63%	55%	53%
It is okay to speed if you are driving safely	33%	36%	33%	30%	28%	33%	27%	23%	39%
Speed limits are generally set a reasonable levels.....	87%	87%	86%	86%	92%	84%	93%	91%	94%
If increase driving speed by 10 km/hr, significantly more likely to be involved in an acciden	65%	65%	70%	61%	65%	65%	59%	60%	69%
An accident at 70 km/hr will be a lo more severe than at 60 km/hr.....	87%	86%	91%	86%	84%	90%	83%	80%	89%
Base: Total Sample	1600	816	784	280	436	543	341	152	152

8.8 Lowering the Current Speed Limit in Residential Areas

The following statement was read out to all respondents:

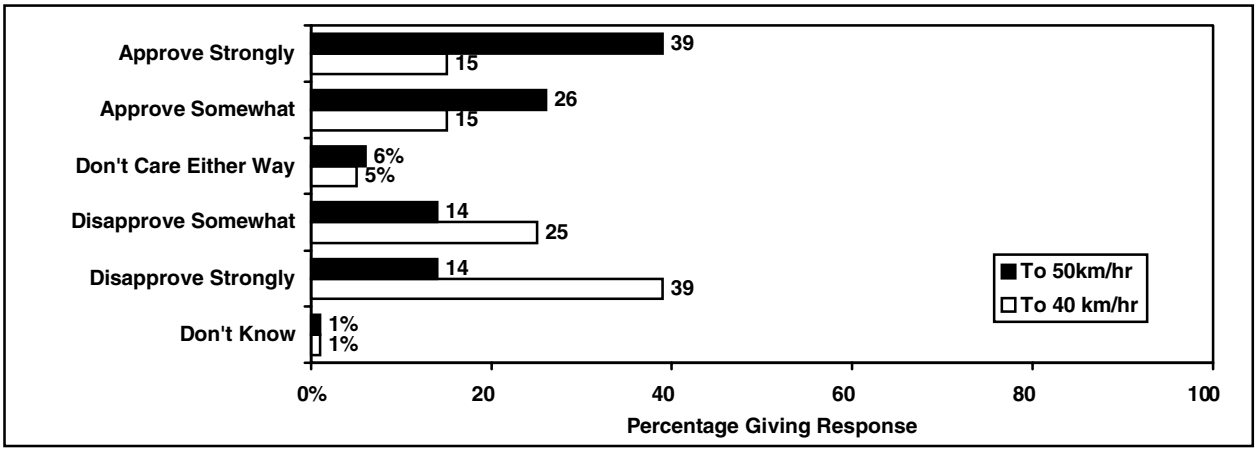
> *"Some road safety authorities believe that the speed limit in residential areas should be lowered from 60 km/hr to 50 or 40 km/hr. This would only apply to local streets and minor roads, not arterial roads or highways"*

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 (65%) approve of lowering the speed limit in residentia areas to 50 km/hr with a further 6% not caring either way (Figure 17). The CAS trend shows a small though continuing increase in support for the 50 km/hr proposition, with approva now at the highest level recorded since the question was introduced in 1995.

The idea of a 40 km/hr speed limit elicits support by only 30% of the community, compared with 33% in CAS 11. Apart from the CAS 10 finding in 1997, when support fell to 24%, approval of a 40 km/hr speed limit has been recorded at a consistent level around 30% since 1995.

Figure 17: Feelings about Lowering Speed Limit in Residential Areas



Base: Total Sample (n=1600)

While a majority of both sexes (65%) are in favour of lowering the residential speed limit to 50 km/hr, females (67%) remain more in favour than males (62%). Support among males has increased from 56% last year, but is still below the figure of 68% recorded in CAS 9 (1996). Approval continues to increase with age. Disapproval remains highest (41%) among the 15-24 age group (Table 31).

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.....	39	38	39	20	37	45	49
Approve somewha	26	24	28	26	26	27	24
TOTAL APPROVE	**65%**	**62%**	**6%**	**4%**	**6%**	**7%**	**7%**
Not care either way.....	6	6	6	13	5	4	4
Disapprove somewha	14	13	15	19	14	12	10
Disapprove strongly.....	14	18	11	22	16	10	13
Don't know.....	1	1	1	-	2	1	-
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	816	784	280	436	543	341

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

Approval of a 50 km/hr limit in residential areas is expressed by a majority in all States and Territories. It is highest now in Queensland, which has shown an increase in approval fro 61% in CAS 11 to 71% this year. Approval has also grown strongly in Western Australia over the past year, from 50% in CAS 11 to 60% in CAS 12, though it is still below the current national approval average of 65%. Other States and Territories below the nationa average in CAS 12 are Tasmania (57%), the ACT (60%) and the Northern Territory (60%) (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.....	39	37	37	52	35	32	39	33	27
Approve somewha	26	28	26	19	29	29	18	27	33
TOTAL APPROVE	**65%**	**66%**	**63%**	**71%**	**63%**	**60%**	**57%**	**60%**	**60%**
Not care either way.....	6	6	9	3	6	6	6	8	4
Disapprove somewha ..	14	13	13	14	18	15	15	13	15
Disapprove strongly.....	14	14	15	11	12	19	21	18	20
Don't know.....	1	2	1	-	-	-	1	-	2
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	278	244	226	191	178	179	152	152

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

While females (31%) are more likely than males (28%) to be in favour of a 40 km/hr limit in residential areas, fewer females feel this way now compared to CAS 11 (38%). Overall, two thirds (64%) of the community are against the 40 km/hr proposition. In general terms the community is more inclined to disapprove "strongly" rather than disapprove "somewhat".

Table 33 below shows these opinions by age and sex of the community in CAS 12.

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	15	14	16	9	15	14	22
Approve somewha	15	14	15	13	14	17	13
TOTAL APPROVE	**30**	**28**	**31**	**23**	**28**	**31**	**35**
Not care either way	5	5	5	11	3	3	5
Disapprove somewha	25	23	27	23	24	25	28
Disapprove strongly	39	43	35	43	43	39	31
Don't know	1	1	2	1	2	2	1
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	816	784	280	436	543	341

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

8.9 Identifying Speed Camera or Radar Spots

Two new questions were asked in CAS 12, replacing questions about knowledge of speeding penalties that had been introduced in CAS 11. The new questions were asked of past and present licence holders:

> *"In the areas you usually drive, how easy or how difficult is it to pick the spots where speed cameras or radar are likely to be operating?"*
>
> and
>
> *"In the areas you usually drive, how often do you get any advance warning about spots where speed cameras or radar police are operating, on any particular day? By advance warning, I mean by public radio, word of mouth, flashing headlights from on-coming vehicles or any other way you might find out about them in advance.*

The most common responses for ease of picking speed camera or radar are divided equally between *'fairly easy*' (33%) and '*fairly difficul* ' (32%). Similarly, though at a lower level, the balance are divided equally between ' *very easy*' (14%) and ' *very difficul* ' (13%). There appears to be little consensus on this issue. Another 8% feel they cannot answer the question.

CAS 12 shows too that there is also very little difference between the sexes or the age groups of licence holders under 60 years in the distribution of responses (Table 34). Rather than expressing more difficulty in picking these spots, older licence holders are less able to answer.

Table 34: Ease of Picking Speed Camera and Radar Spots: by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Very easy	14	15	14	20	15	15	8
Fairly easy	33	33	33	29	35	35	27
TOTAL "EASY" (net)	**47%**	**48%**	**46%**	**50%**	**50%**	**49%**	**35%**
Fairly difficul	32	32	33	36	32	33	29
Very difficul	13	14	12	11	13	12	17
TOTAL "DIFFICULT" (net)	**45%**	**46%**	**45%**	**46%**	**45%**	**45%**	**46%**
Don't know	8	7	9	4	5	5	19
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Ever Held a Licence	1467	770	697	208	425	530	304

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

CAS 12 has found communities in the ACT (59%), Western Australia (56%) and Tasmania (54%) are more likely than elsewhere overall to pick speed camera and radar spots. Least likelihood exists in South Australia (39%), the Northern Territory (44%) and Queensland (44%).

Table 35: Ease of Picking Speed Camera and Radar Spots: State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Very easy	14	14	17	14	9	13	19	16	13
Fairly easy	33	29	32	35	30	43	36	28	46
TOTAL "EASY" (net)	**47%**	**43%**	**49%**	**49%**	**39%**	**56%**	**54%**	**44%**	**59%**
Fairly difficul	32	34	35	27	39	32	22	28	25
Very difficul	13	14	8	17	17	8	12	21	7
TOTAL "DIFFICULT" (net)	**45%**	**48%**	**42%**	**44%**	**56%**	**40%**	**35%**	**49%**	**32%**
Don't know	8	9	9	6	5	4	11	7	9
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Ever Held a Licence	1467	278	244	226	191	178	179	152	152

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

As driving distance and frequency increases, so too does the belief that speed camera and radar spots can be picked. However, all community groups contain a high incidence of believing that such spots are hard to pick. There appears to be no significant difference in stated ease of picking speed camera or radar spots according to such variables as likelihood of drinking and driving, type of alcoholic beverage consumed, exposure to RB or having been booked for speeding in the past two years.

At a national level, advance warning of speed camera or radar spots is more of an occasional circumstance rather than common occurrence. The most common answer for all community sub-groups nationally is "just occasionally".

Around one in four drivers (24%), however, do say that they get warning either "quite" often (13%) or "very" often (10%). These tend more often to be males (26%) rather than females (21%) and also tend more often to be in the age group 25 to 59 (each 26%) rather than in either the younger or older groups (each 18%).

Findings by sex and by age of the community are shown below in Table 36.

Table 36: Frequency Get Advance Warning about Speed Camera or Radar Spots: by Sex and Age

	TOTAL	SEX		AGE			
	%	Male %	Female %	Under 24 %	25-39 %	40-59 %	60+ %
Very often	10	12	8	10	10	12	7
Quite often	13	14	12	9	16	14	11
Net "Often"	**24%**	**26%**	**21%**	**18%**	**26%**	**26%**	**18%**
Sometimes	19	19	18	19	24	18	10
Just Occasionally	35	35	35	37	32	37	35
Never	19	17	22	23	16	17	26
Don't know	4	3	4	2	1	2	12
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Ever Held a Licence	1467	759	678	207	420	525	285

Again at a national level, the group that often drive 50 km or more at least 3 times a week appears to be most aware of speed camera or radar spot warnings, with 31% saying they are alerted either '*very*' often (14%) or '*quite*' often" (17%). These people represent 16% of licence holders (around one in six). There is also evidence that licence holders living in the capital cities (27%) are more likely than those in the non-metropolitan areas (17%) to receive this advance warning.

There are, however, some major differences at the different State and Territory level in receiving advance warning of speed camera or radar spots. Table 36 below shows a relatively high 38% of the Western Australian licence holders are receiving advance warning. Victoria (31%) and the Northern Territory (29%) are also above the nationa average of 24%.

The locations with lowest likelihood are the ACT (13%) and Queensland (15%). NSW (18%) is also well below the national average on this measure (Table 37).

Table 37: Frequency Get Advance Warning about Speed Camera or Radar Spots: by State and Territory

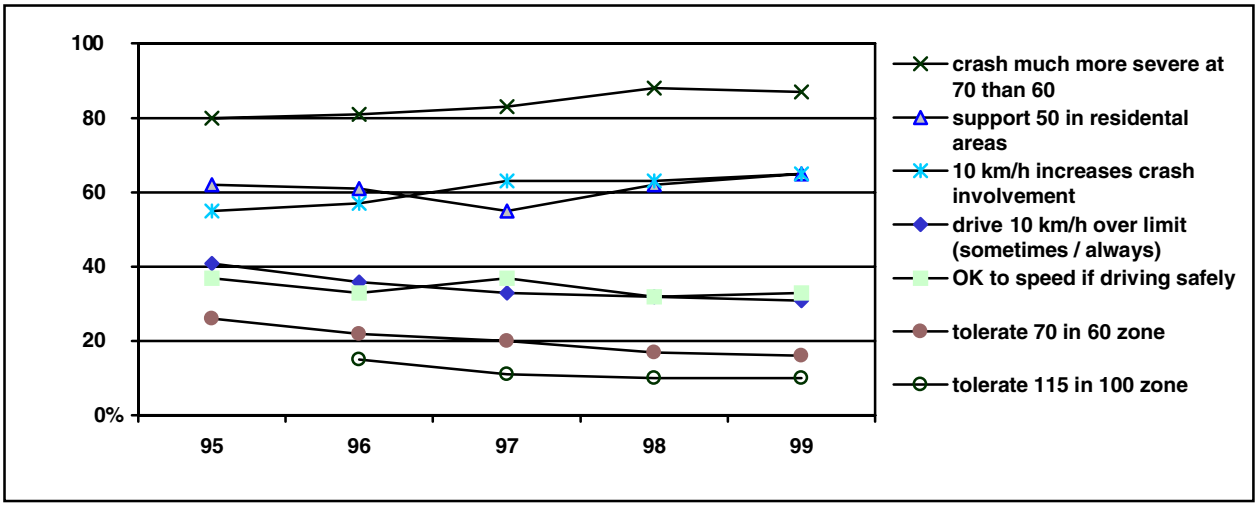
	TOTAL	STATE OR TERRITORY							
	%	NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Very often	10	6	13	8	10	22	13	18	4
Quite often	13	12	18	7	16	16	10	11	9
Net "Often"	**24%**	**18%**	**31%**	**15%**	**26%**	**38%**	**24%**	**29%**	**13%**
Sometimes	19	19	21	14	23	15	23	18	19
Just Occasionally	35	35	31	40	38	33	33	29	41
Never	19	**23**	**13**	**27**	**11**	**11**	**16**	**23**	**25**
Don't know	4	5	4	3	2	3	4	1	2
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Ever Held a Licence	1467	278	244	226	191	178	179	152	152

Totals may not add exactly to 100% due to rounding of percentage

8.10 Summary of Speed Attitude Trends

Figure 18 shows trends in attitudes to speeding over the period 1995 to 1999.

Figure 18: Attitudes to Speeding - Comparisons Over Time



Vehicle speed is perceived by the Australian community as the dominant factor leading to road crashes.

There seems to be a division in people's thinking when it comes to speed enforcement in contrast to the almost universal support (97%) for drink driving enforcement through the RBT operations. In this year's survey, 56% of respondents agree with the proposition that "fines for speeding are mainly intended to raise revenue" and over a third agreed that "it is okay to exceed the speed limit if you are driving safely."

On the other hand, there are very encouraging indications of a shift in public attitudes. Over the past five years, responses to a range of speed-related questions suggest that people are becoming far less permissive of speeding behaviours. This is supported by the following findings (the numbers in brackets refer to the numbering in Appendix II, comparing result over time).

(14) Frequency Drive 10 km/hr Over Limit
- consistent clear majority of 69% say they only occasionally or never speed
- there has been a gradual decrease since 1995 from 41% to 31% of people who say they always or sometimes drive over the limit

(16) Should Lower Speed Limits to 50 km/hr – Approve
- the national average for approval is 61%
- this year those approving the lowering of speed limits has reached its highest level, an increase to 65%,

(17) Speed Tolerance in 60 km/hr Zones
- 44% would have no tolerance for breaking the speed limit and this is consistent with the average over five years
- there is a decreasing trend in the tolerance for a 10 km/hr margin before getting booked, from an average of 18% to 14% of people

(18) Speed Tolerance in 100 km/hr Zones

- a decrease in the tolerance for a margin of 15 km/hr or above, from a high of 15% four years ago to 10% this year and last

(19b) Agreement with Statement *"It is OK to exceed the speed limit if you are driving safely"*

- average agreement with statement has been 34.4%, decreasing to 33% for the last two years

(19d) Agreement with Statement *"If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident"*

- there is an increasing trend of agreement with this statement over 5 years from 55% to 65%
- the average percentage of agreement is 61%

(19e) Agreement with Statement *"An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr"*

- agreement with this statement shows a consistently high majority, on average 84%
- this survey shows a trending upward to 87%

The following measures of public attitudes towards speed show consistently high positive attitudes:

(12) Police Speed Enforcement

- consistently high belief (average 62%) each year for the past five years that police enforcement has increased

(13) Personal Driving Speed in Last 2 Years

- consistently high majority (93%) state that their speed has either stayed the same or decreased

(19c) Agreement with Statement *"Speed limits are generally set at reasonable levels"*

- consistently high majority agree with the statement (87%).

9. OTHER ISSUES MEASURED

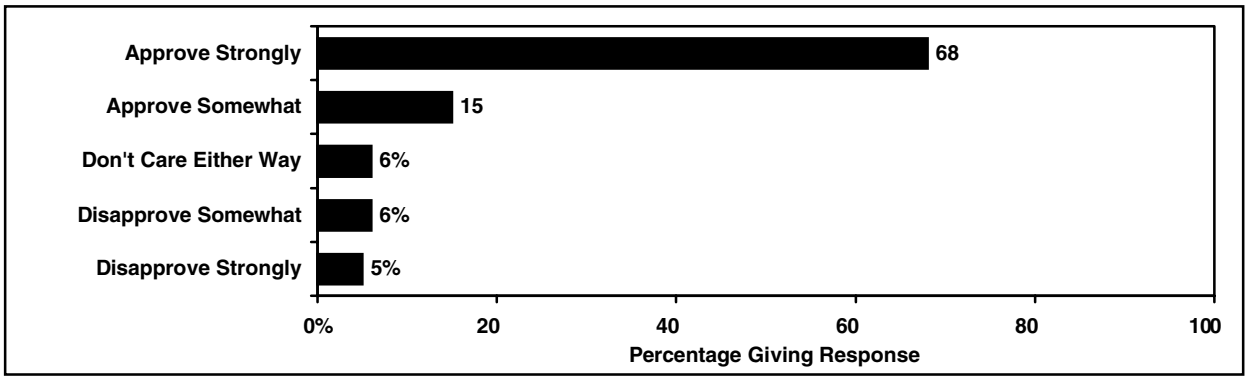
9.1 Law Requiring Drivers To Carry Their Licence

The survey includes two questions addressing attitudes and awareness concerning legislation requiring drivers to carry their licence. All respondents were informed that it is compulsory in some Australian States 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 then
>
> *"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 19 shows that nearly seven in ten people (68%) strongly support this requirement being law, with total approval measuring 87% after adding in those people who somewhat approve of this proposition. This finding is more in line with CAS 9-10 (1996-1997), reversing the rise in strong approval (to 72%) reported last year, but reiterates the fact that a large majority of the community is in favour of compulsory licence carriage. Only 11% disapprove.

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



Base: Total Sample (n=1600)

Overall support is again more pronounced among females (86%) than males(81%). While a clear majority of both sexes support the idea strongly, females (73%) are much more likely than males (64%) to hold that strong opinion.

All age groups also show majority support, with approval gaining even more strength as age increases.

All States and Territories exhibit approval of this idea by at least three in four residents, with a majority being strongly in favour. Approval across the States and Territories is still highest in New South Wales (89%), where such legislation is in fact current, and in Victoria (86%) and the ACT (85%).

No region in CAS 12 shows an approval level below 76% 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 that has a strict licence carriage requirement. However, as shown in each of the last four surveys since these questions were introduced, most people in all regions believe that such a law already exists in their particular area. This again reflects the view of at least nine in ten people in both New South Wales (91%) and Victoria (91%) and nearly eight in ten in the ACT (76%). Opinion appears much more divided on whether or not such a law exists in the other States or Territory, with the Western Australian (44%) and Tasmanian (53%) communities least likely to believe it exists in their States.

Approval of the law is high regardless of respondents' belief about whether such legislation exists in their State.

These findings for CAS 12 are illustrated in Table 38, together with an analysis of approva and disapproval according to belief about the law being in place.

Table 38: 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
Whether it is the La	%	%	%	%	%	%	%	%	%
Yes it is	77	91	91	59	63	44	53	64	76
No, it is not	12	3	2	22	26	37	26	17	8
Don't know about it	11	5	7	19	11	19	22	19	16
Approval by Whether or Not it is Thought to be the Law	%	%	%	%	%	%	%	%	%
It is law – approve	67	81	80	52	49	35	47	52	64
It is law – but disapprove of i	7	6	7	6	10	7	4	9	7
It is law – don't care	3	3	3	2	4	2	2	3	5
No law – would approve	8	3	1	13	18	27	15	11	6
No law – would disapprove	3	-	1	6	5	8	10	3	-
No law – don't care	1	-	-	3	3	2	-	2	1
Don't know if law – approve	8	5	5	13	9	14	19	16	15
Don't know if law – disapprove	2	1	1	4	2	2	3	1	1
Don't know if law – don't care	1	-	-	1	1	3	-	2	1
Overall Approval	%	%	%	%	%	%	%	%	%
Yes – approve	84	89	86	78	76	76	80	80	85
No not approve	11	7	9	16	16	17	17	14	8
Don't know	5	4	5	6	8	7	3	6	7
Base: Total Sample	1600	278	244	226	191	178	179	152	152

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

Comparative findings since CAS 9 (1996) in relation to belief about this licence carriage legislation being in place and approval of such a law are shown in Appendix II.

9.2 Incidence of Wearing Seat Belts

All respondents were asked:

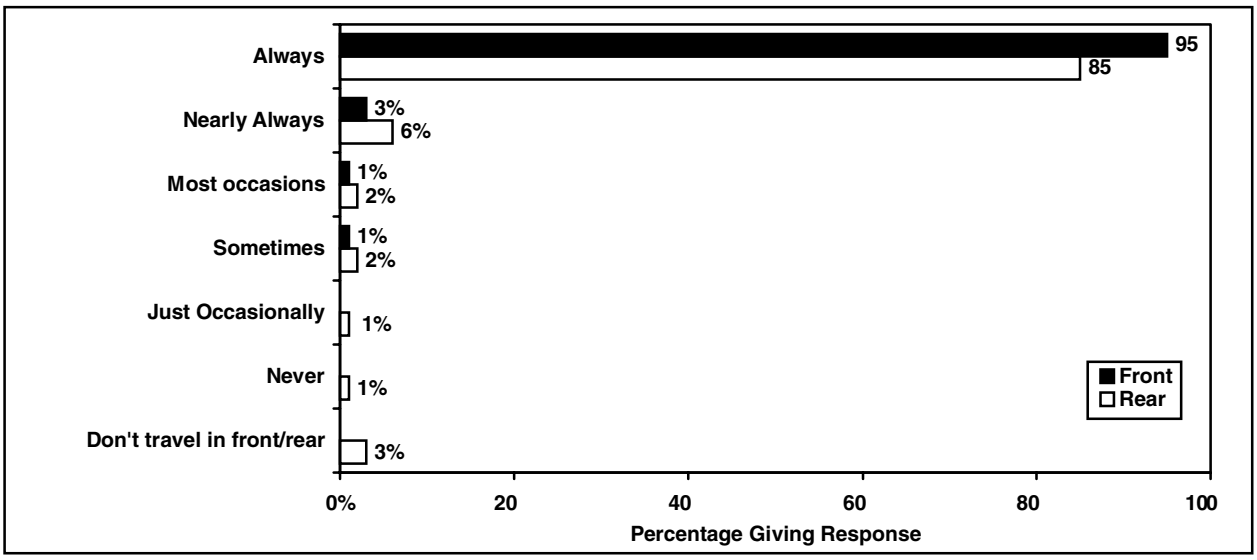
> *"When travelling in a car, how often do you wear a seat belt in the front seat, either as a driver or a passenger? Would that be always, nearly always, most occasions, or never?"*

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

Consistent with the previous surveys in this series, nineteen out of twenty people say they always use a seat belt in the front seat (95% in CAS 11).

Slightly fewer (85%) say they always use seat belts in the back seat and another 6% clai to do so "*nearly always*". The CAS 12 figures on claimed wearing frequency in the front and back seats is shown below in Figure 20.

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



Base: Total Sample (n=1600)

CAS 11 last year showed very little difference between males and females in saying that they always wear a seat belt in the front seat (95% versus 98%). CAS 12 now suggests, as was the case in earlier surveys, that males (92%) are once again significantly less likely than females (still a high 98%) to use their front seat belt all the time.

Females (89%) are still more likely than males (81%) to say that they always wear seat belts in the rear seat, with this gap appearing to increase.

While the claimed incidence of always wearing a front seat belt is high throughout the community, there are still some significant differences between the States and Territories. The incidence ranges from a low of 87% in the Northern Territory to a high of 98% in NSW. Tasmanians have increased their propensity to say they are using front seat belts from 92% last year to 96% in CAS 12, while small reductions have been noticed in Victoria, Queensland and Western Australia.

The claim of always wearing a rear seat belt varies from a low of only 65% in the Northern Territory to a high of 87% in Victoria. No State or Territory recorded any increase in rear seat belt this year. The relatively low incidence in Northern Territory is significantly below all of the other regions and has been consistently low over the last surveys. It declined between CAS 11 and CAS 12 from 74% to 65%.

The figures for CAS 12 across the States and Territories for the community saying they always wear a front or rear seat belt are shown in Table 39.

Table 39: Always Wear Seat Belts: by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	VIC	QLD	SA	WA	TAS	NT	ACT
In the front seat	95%	98%	94%	93%	94%	95%	96%	87%	92%
In the rear seat	85%	86%	87%	83%	82%	85%	84%	65%	86%
Base: Total Sample	1600	278	244	226	191	178	179	152	152

CAS 11 last year showed little difference in likelihood of wearing seat belts between people living in or away from the capital cities. CAS 12 however has shown a higher proportion of the capital city population (98%) than those in the non-capital areas (91%) always using front seat belts. Likelihood of using rear belts all the time varies little between the cities (86%) and the country (84%).

Comparative figures as far back as CAS 6 (1991) for claiming to wear a seat belt all the time in the front or back seat, for the community as a whole, are shown in Appendix II.

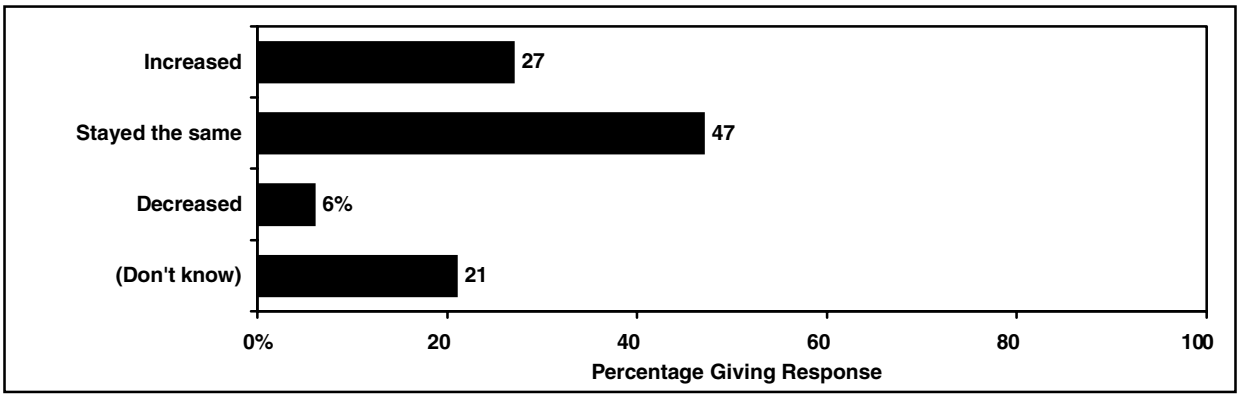
9.3 Occupant Restraint Enforcement

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 bel enforcement increased, stayed the same or decreased?"*

Just over one in four (27%) say that occupant restraint enforcement has increased in the last two years. A further 47% say it has stayed the same while only 6% say it has decreased. One in five (21%) are unable to give an opinion on this issue. These figures are shown in Figure 21 in the next page. They suggest a slight decline in perceptions of seat belt enforcement since last year. Comparative results over time are also shown in Appendix II.

Figure 21: Occupant Restraint Enforcement in the Last Two Years



Base: Total Sample (n=1600)

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

Increased activity, however, has been noticed significantly more in Tasmania (36%) and NSW (32%) than elsewhere. Least likelihood of increased activity being noticed again showed in the ACT (Table 40).

Table 40: 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	27	32	21	27	25	23	36	27	16
Stayed the same	47	39	55	47	47	51	41	54	51
Decreased	6	8	3	6	7	3	3	7	8
Don't know	21	21	21	20	20	22	20	12	25
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1600	278	244	226	191	178	179	152	152

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

Increased occupant restraint enforcement has been noticed more often outside the capital city areas (34%) than in the capitals (23%), in CAS 12. This is a wider gap than reported in both CAS 11 (36% versus 28%) and in CAS 10 (34% versus 28%).

9.4 Riding a Motorcycle on the Road in the Last Year

Two questions on riding motorcycles on the road were included in CAS 12 for the first time. Respondents were asked:

> "Have you personally driven a motorcycle on the road in the last year?
> and
> *"Have you been a passenger on a motorcycle on the road in the last year?"*

While most Australians have not driven a motorcycle on the road in the last year, 8% say they have done so.

These motor cycle riders most commonly:

- live in non-metropolitan regions (11%) than in the cities (6%);
- are aged under 40 years (10%);
- are males (13%);
- often drive long distances (at least 50 km or more, 3 times a week) (17%);
- drink and drive (13%) and drink beer (13%) rather than other beverages;
- are more likely than the average to have been booked for speeding in the last two years (15%).

The incidence of motorcycle riding on the road in the last two years varies from 6% in Victoria to 10% in Western Australia. This is a relatively narrow and consistent range of incidence across all States and Territories.

CAS 12 has also identified that 8% of the community have ridden as a passenger on a motorcycle on the road in the last two years. The passengers most commonly:

- are males or females aged under 25 years (19%);
- often drive 50 km or more at least 3 times a week (13%);
- are more likely than the average to have been booked for speeding in the last two years (15%).

The incidence of being a motorcycle passenger on the road in the last two years varies from 6% in Victoria to 11% in Western Australia and 12% in the ACT. This is a marginally wider range of incidence across all States and Territories than is the case for being in control (the driver) of the motorcycle.

9.5 Involvement in a Road Crash

Respondents were asked:

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

CAS 12 shows that close to one in five (18%) of the community have been involved in some form of road crash in the last 3 years (Table 41). This is the same figure as reported last year and is consistent with all prior surveys.

The youngest, 15-24 years, age group continues to be much more likely to have been involved in a crash during this time with no difference between sexes. Again similar to last surveys in this series, the over 60 age group is by far the least likely to have had involvement in a road crash in the last three years.

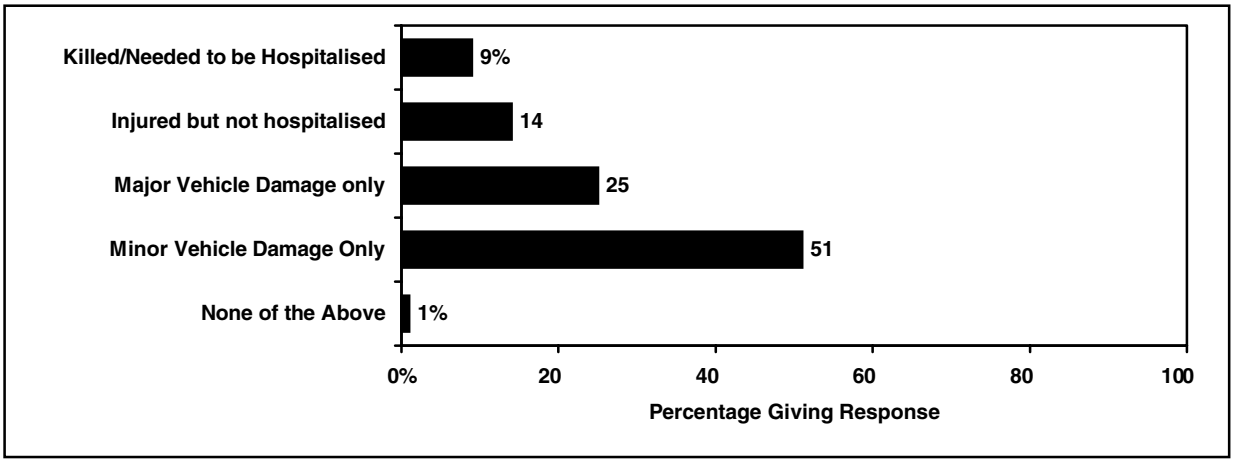
Table 41: Involvement in a Road Crash in the Last Three Years: by Age and Sex

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Yes.....	18%	18%	17%	30%	18%	17%	7%
Base: Total Sample	1600	816	784	280	436	543	341

People living in the capital cities (20%) continue to be more likely than those in the country areas (13%) to have been involved in crashes. This too has been a consistent finding.

Figure 22 below depicts the severity of the crashes reported in the last three years.

Figure 22: Severity of Crash in the Last Three Years



Base: Been in an crash in the last three years (n=256)

CAS 12 shows that nearly one in four (23%) who have been involved in a crash in the last three years have reported some injury to an occupant with 9% being fatal or requiring hospitalisation.

The survey also identified that more females (21%) than males (8%) in road crashes had been injured though not needing to be hospitalised.

Appendix I: Questionnaire

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 12

Our Ref:TRC.576/MT
Contract No.99/0257

TAVERNER Research Company
Level 2, 88-90 Foveaux Street
SURRY HILLS NSW 2010

May/June, 1999

FINAL QUESTIONNAIRE CAS12

Good (....). My name is (....) from TAVERNER Research Company. I am calling about the letter sent last week from the Minister for Transport and Regional Services, 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. Please st**art with the youngest.**

Person No.	Persons name/position	Sex (M/F)	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
_____	22	22
(Don't know/none)	25	25

DRINK DRIVING SECTION

The next few questions are about random breath testing of drivers, or R.B.T., 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 CAS11/12

Q.5 Do you think that a blood alcohol reading of .05 (point 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's licence or motor cycle licence or permit?

1. Yes **CONTINUE**
2. No **GO TO Q.8**

IF LICENSED:

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

1. Every day of the week
2. 4-6 days a week
3. 2-3 days a week
4. At least one day a week
5. Less than one day a week/at least sometimes
6. Never/Do not drive nowadays **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.7b, 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 CAS10/11/12**

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

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

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

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

ASK EVERYONE:

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

How many standard drinks do they say a **(..say sex of this 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)

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 CAS10/11/12

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+
6. (Don't know)

Q.21c)/d)/e) DELETED FOR WAVE 12 AND RELACED WITH NEW Q.21f) AND Q.21g)

IF EVER HELD LICENCE (Coded 1 "YES" in Q.6 or Q.8), CONTINUE - OTHERS GO TO Q.22

Q.21f) *In the areas you usually drive, how easy or how difficult is it to pick the spots where speed cameras or radar are likely to be operating? In your opinion, is it READ OU*

1. Very easy
2. Fairly easy
3. Fairly difficult
4. Very difficult
5. (Don't know)

Q.21g) "In the areas you usually drive, how often do you get any advance warning about spots where speed cameras or radar police are operating, on any particular day? By advance warning, I mean by public radio, word of mouth, flashing headlights from on-coming vehicles or any other way you might find out about them in advance. Is it..." READ OUT

1. Very often
2. Quite often
3. Sometimes
4. Just occasionally
5. Never
6. (Don't know)

EVERYONE

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)

NEW FOR WAVE 12 (IGNORE QUESTION NUMBERING FOR ORDER OF PRESENTATION

Q.29) Have you personally driven a motorcycle on the road in the last year?

1. Yes
2. No

Q.30) Have you been a passenger on a motorcycle on the road in the last year?

1. Yes
2. No

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 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 **GO TO CLOSE**
2. United Kingdom **GO TO D.9**
3. Eire **GO TO D.9**
4. Italy **GO TO D.9**
5. Greece **GO TO D.9**
6. Yugoslavia **GO TO D.9**
7. Other Europe SPECIFY: **GO TO D.9**
8. China/Hong Kong/Taiwan **GO TO D.9**
9. Vietnam **GO TO D.9**
10. Other Asia SPECIFY: **GO D.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
12. 1999

99. Not established

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

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	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	CAS 6* (1991) %
1. Factors Believed to Contribute to Road Crashes							
First Mention (unaided, full sample)							
Speed	35	34	39	34	34	29	33
Drink Driving	14	14	14	15	16	23	15
Lack of Concentration	12	13	11	12	n/a	11	9
Driver Fatigue	11	10	6	8	n/a	5	5
Carelessness	8	8	8	9	n/a	12	7
Driver Attitudes	6	7	7	5	n/a	5	7
Driver Inexperience	4	3	4	6	n/a	6	5
Road Conditions	2	2	2	3	n/a	4	7
Road Design	1	3	2	1	n/a	n/a	6
Lack of Training	2	2	2	2	n/a	n/a	1
Total Mentions (unaided, full sample)							
Speed	58	57	63	57	56	55	51
Drink Driving	54	54	57	55	50	64	51
Lack of Concentration	25	28	25	24	n/a	22	16
Driver Fatigue	35	27	22	22	24	19	14
Carelessness / Negligence	17	19	19	23	n/a	26	21
Driver Attitudes	14	15	18	14	n/a	14	14
Driver Inexperience	15	15	15	14	n/a	15	12
Road Conditions	11	11	9	12	12	15	21
Weather	7	9	8	6	7	n/a	3
Road Design	6	8	7	6	8	n/a	5
Drugs (other than alcohol)	7	8	7	6	3	n/a	5
Lack of Driver Training	5	6	5	6	n/a	n/a	7
Lack of Vehicle Maintenance	2	5	2	2	4	n/a	n/a
Disregard Rules	3	4	4	3	4	n/a	n/a
Ignorance of Rules	2	3	3	3	4	n/a	n/a
2. Agreement with Random Breath Testing							
(full sample)							
Total "Agree"	96	97	98	n/a	n/a	96	97
3. RBT Activity							
(full sample)							
Increased	44	44	46	39	41	37	n/a
No change	36	29	26	24	22	31	n/a
Decreased	14	12	11	13	15	17	n/a
Don't know	16	15	17	25	21	16	n/a
Seen RBT - Past 6 Months	70	70	70	67	62	62	n/a
4. Incidence of Past 6 Month Breath Testing							
(current or past licence holders)							
Noticed	70	70	70	67	62	61	n/a
Tested	26	26	25	20	17	20	20
5. As Pedestrian, Would you be Affected by a .05 BAC - YES							
(full sample)							
	55	54	47	50	48	48	n/a

* Prior to changes in sample design

Appendix II: Summary Results Over Time

	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	CAS 6* (1991) %
6. Attitudes Toward Drinking and Driving							
(current or past licence holders)							
I don't drink at any time	17	21	20	22	21	21	19
If I am driving I don't drink	40	39	39	41	43	34	41
If I am driving I restrict what I drink	42	40	41	37	34	44	39
If I am driving I don't restrict what I drink	nil	nil	nil	nil	1	1	1
7. Use of Breath Testing Machine							
(current or past licence holders who drink)							
Past 6 Months	8	6	8	6	7	n/a	n/a
Very likely to Use, If Opportunity	28	31	33	29	27	n/a	n/a
8. Alcohol Consumption Guidelines							
Males - First Hour (all males)							
One	9	7	7	10	6	8	n/a
Two	42	42	38	33	36	25	n/a
Three	24	25	31	31	34	34	n/a
Four or more	12	11	12	9	12	14	n/a
Don't know	13	15	12	17	12	19	n/a
Males - After First Hour (all males)							
Less than one	2	3	3	3	2	4	n/a
One	72	75	76	65	75	67	n/a
Two	6	4	5	6	6	9	n/a
Three	1	1	1	1	2	1	n/a
Don't know	17	16	16	24	15	19	n/a
Females - First Hour (all females)							
One	28	29	28	27	23	19	n/a
Two	40	37	42	36	44	39	n/a
Three	6	7	6	9	10	9	n/a
Four or more	2	2	1	1	2	2	n/a
Don't know	21	24	22	27	21	31	n/a
Females - After First Hour (all females)							
Less than One	7	6	7	7	4	5	n/a
One	60	56	63	54	63	52	n/a
Two	4	2	2	2	2	3	n/a
Three	nil	1	nil	nil	nil	3	n/a
Don't know	28	34	12	37	31	37	n/a
9. Alcoholic Beverage Mainly Consumed							
(current or past licence holders who drink)							
Full Strength Beer	26	34	33	36	28	n/a	n/a
Light Beer	16	20	22	20	n/a	n/a	n/a
Net Beer (Full or Light)	42	54	50	49	n/a	n/a	n/a
Wine	33	40	41	41	30	n/a	n/a
Mixed Drinks	22	28	27	32	25	n/a	n/a

* Prior to changes in sample design

Appendix II: Summary Results Over Time

	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	CAS 6* (1991) %
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	19	15	18	15	17	n/a	n/a
One and a half	47	45	42	39	43	n/a	n/a
Two	22	28	25	32	30	n/a	n/a
Three	1	2	3	1	1	n/a	n/a
Four or more	1	1	1	nil	nil	n/a	n/a
Don't know	10	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	4	6	5	3	4	n/a	n/a
Four	23	18	15	19	14	n/a	n/a
Five	22	25	22	23	34	n/a	n/a
Six	20	23	22	23	26	n/a	n/a
Seven	9	9	6	8	3	n/a	n/a
Eight	8	4	10	7	5	n/a	n/a
Nine or more	3	5	5	5	5	n/a	n/a
Don't know	11	10	13	12	9	n/a	n/a
12. Police Speed Enforcement							
(full sample)							
Increased	64	62	66	57	60	n/a	n/a
No change	22	26	22	26	26	n/a	n/a
Decreased	8	6	6	6	4	n/a	n/a
Don't know	7	6	6	11	9	n/a	n/a
13. Personal Driving Speed in Last 2 Years							
(full sample)							
Increased	6	5	8	6	8	6	n/a
Stayed the Same	66	68	64	64	66	72	n/a
Decreased	27	26	27	29	26	22	n/a
14. Frequency Drive 10 km/hr Over Limit							
(driven in past two years)							
Always/most occasions	11	8	12	15	17	15	n/a
Sometimes	20	24	21	21	24	20	n/a
Occasionally	46	45	43	42	37	45	n/a
Never	23	23	23	22	22	20	n/a
15. Booked for Speeding							
(drivers)							
Past 6 months	7	6	8	5	5	5	n/a
Past 2 years	21	19	18	16	n/a	n/a	n/a
16. Should Lower Speed Limits - Approve							
(full sample)							
To 50 km/hr in residential areas	65	62	55	61	62	n/a	n/a
To 40 km/hr in residential areas	30	33	24	31	30	n/a	n/a

* Prior to changes in sample design

Appendix II: Summary Results Over Time

	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	CAS 6* (1991) %
17. Speed Tolerance in 60 km/hr Zones (full sample)							
60 km/hr	44	49	44	44	37	n/a	n/a
65 km/hr	37	31	34	31	34	n/a	n/a
70 km/hr	14	15	18	19	22	n/a	n/a
75+ km/hr	2	2	2	3	4	n/a	n/a
Don't know	2	2	2	3	3	n/a	n/a
18. Speed Tolerance in 100 km/hr Zones (full sample)							
100 km/hr	33	36	35	34	n/a	n/a	n/a
105 km/hr	16	14	13	12	n/a	n/a	n/a
110 km/hr	38	37	37	36	n/a	n/a	n/a
115 km/hr	4	3	4	5	n/a	n/a	n/a
120+ km/hr	6	7	7	10	n/a	n/a	n/a
Don't know	3	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	56	50	52	49	54	n/a	n/a
b) It is OK to exceed the speed limit if you are driving safely	33	32	37	33	37	n/a	n/a
c) Speed limits are generally set at reasonable levels	87	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	65	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	87	88	83	81	80	n/a	n/a
20. Incidence of Wearing Seat Belts (full sample)							
Always - Front	95	96	95	95	96	97	94
Always - Rear	85	88	88	86	86	85	82
21. Seat Belt Enforcement (full sample)							
Increased	27	31	30	33	37	n/a	n/a
No change	47	45	47	36	38	n/a	n/a
Decreased	6	5	5	4	5	n/a	n/a
Don't know	21	19	19	27	21	n/a	n/a
22. Compulsory Licence Carriage (full sample)							
Approve strongly	68	72	64	68	n/a	n/a	n/a
Approve somewhat	15	15	20	15	n/a	n/a	n/a
Net "approve"	84	87	84	83	n/a	n/a	n/a
23. Involvement in Road Accident - Past 3 Years							
Involved (total sample)	18	18	20	17	20	20	n/a
Among those involved……							
Someone killed/hospitalised	9	11	5	5	9	5	n/a
Someone injured/not hospitalised	14	10	14	14	9	10	n/a
Major vehicle damage, no one injured	25	17	24	25	30	20	n/a
Minor vehicle damage, no one injured	51	59	56	54	52	55	n/a

* Prior to changes in sample design

Appendix III: Actual Sample Distribution

Appendix III: Actual Sample Distribution

The sample was a stratified random design within each State and Territory. The table shows the actual numbers of interviews achieved by the sampling method used by TAVERNER Research Company. The age/sex achievement was monitored against a proposed sample distribution that ensured reasonable numbers of interviews by age group within sex for 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	146	74	72	27	35	49	35
Other	132	72	60	18	33	44	37
NEW SOUTH WALES	***278***	***146***	***132***	***45***	***68***	***93***	***72***
Melbourne	127	63	64	22	36	40	29
Other	117	54	63	18	28	43	28
VICTORIA	***244***	***117***	***127***	***40***	***64***	***83***	***57***
Brisbane	112	57	55	22	33	36	21
Other	114	55	59	19	31	37	27
QUEENSLAND	***226***	***112***	***114***	***41***	***64***	***73***	***48***
Adelaide	115	63	52	23	25	36	31
Other	76	40	36	12	21	25	18
SOUTH AUSTRALIA	***191***	***103***	***88***	***35***	***46***	***61***	***49***
Perth	105	55	50	19	31	34	21
Other	73	38	35	12	21	25	15
WESTERN AUSTRALIA	***178***	***93***	***85***	***31***	***52***	***59***	***36***
Darwin	92	47	45	16	27	41	8
Other	60	30	30	13	21	20	6
NORTHERN TERRITORY	***152***	***77***	***75***	***29***	***48***	***61***	***14***
Hobart	77	40	37	15	20	22	20
Other	102	56	46	17	30	34	21
TASMANIA	***179***	***96***	***83***	***32***	***50***	***56***	***41***
ACT	***152***	***72***	***80***	***27***	***44***	***57***	***24***
TOTAL	**1600**	**816**	**784**	**280**	**436**	**543**	**341**

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% +/- %
1600 (total sample Wave 12)	1.5	2.0	2.2	2.4	2.5
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.