



A U S T R A L I A N T R A N S P O R T S A F E T Y B U R E A U

ROAD SAFETY RESEARCH REPORT
CR 197

A blurred, grayscale photograph of a road scene, showing a car in the distance and road markings. The image is out of focus, creating a sense of motion or depth.

ROAD SAFETY

**Community Attitudes
to Road Safety:**
*Community Attitudes Survey
Wave 13, 2000*

March 2000



Department of Transport and Regional Services

Australian Transport Safety Bureau

**Community Attitudes to
Road Safety:**
Community Attitudes Survey Wave 13, 2000

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DOCUMENT RETRIEVAL INFORMATION

Report No.	Date	Pages	ISBN	ISSN
CR 197	March 2000	80	0 642 25520 2	0810-770X

Title and Subtitle

COMMUNITY ATTITUDES TO ROAD SAFETY: Community Attitudes Survey Wave 13, 2000

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Abstract

The thirteenth 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 seat belts and involvement in road crashes.

Keywords

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

NOTES:

- (1) ATSB research reports are disseminated in the interests of information exchange.
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This is the thirteenth in a series of annual surveys of community attitudes and perceptions towards a range of road safety issues. Findings from this 2000 Community Attitudes Survey (CAS 13) were derived from telephone interviews with a national sample of 1,593 Australian residents aged 15 years and over. A summary of the main findings from the 2000 survey, along with a description of emerging trends and patterns, is provided below. More detailed results are provided in the main body of this report.

1.1 Main trends and comparisons - Overall

Vehicle speed and drink driving continue to be clearly perceived by the Australian community as the dominant factors leading to road crashes. The CAS monitor 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 results of speeding and drink driving, there is still 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 (consistently at 97%), opinions on speed enforcement have been much more divided. This year's survey shows 56% of the community still agree with the proposition that 'fines for speeding are mainly intended to raise revenue' and one in three still 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 is growing evidence of a positive shift in public attitudes. Over the past seven surveys, responses to a range of speed-related questions suggest that people are becoming less permissive of speeding behaviours. CAS 13 in particular has shown an increase in acceptance of 50 km/h in residential streets, though desire for 40 km/h is still a minority view. CAS 13 also shows fewer people tolerating speeds over 60 km/h in residential streets.

The CAS series has also shown an increasing trend in the number of people who say or agree that:

- they only speed occasionally or never speed
- there should be no tolerance or at most a 5 km/h tolerance for breaking the speed limit in a 60 km/h zone
- an extra 10 km/h will significantly increase crash risk, and
- in 60 km/h zones, an extra 10 km/h 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/h or above in 100 km/h zones and in the number of people who believe that it is okay to speed if driving safely.

While the research has been showing that fatigue is increasingly being recognised as a major contributor to road crashes, the latest survey shows a small decline in mentions of this factor. Compared with six years ago, mention of fatigue as one of three main reasons for road crashes nearly doubled, from 19% in CAS 7 (1993) to 35% in CAS 12. CAS 13 still records a high 30% mention, unaided.

1.2 State and Territory comparisons

The research shows significant differences in opinion between some States and Territories on major road safety issues such as speed, drink driving and fatigue.

People from the Northern Territory, for example, nominate speed less often than people from all the other States as the main factor in road crashes. They also mention drink driving more often than other States and Territories as the single most likely cause of road crashes.

On average, 10% of Australians report that they mostly drive 10 km/h or more above the speed limit. This number rises to 15% in the ACT. The research shows that breaking the speed limit is reported least often in Tasmania (3%).

The ACT also provides one of the highest perceptions that speed cameras and radar spots are easy to pick, along with Western Australia. CAS 13 shows 42% of the people surveyed in Western Australia and 33% in Victoria stating that they often receive advance warning about the location of speed cameras and radar spots, against a national average of 24%. Queensland (15%) and NSW (20%) are well below the national average on this measure.

While approval of a 50 km/h limit in residential areas is again expressed by a majority of people in all States and Territories, it remains highest in Queensland (73%), followed by NSW (70%) and Victoria (70%).

NSW and ACT residents report the lowest incidence of being breath tested in the last six months (one in five), compared with one third in each of the remaining locations.

After speed and drink driving, fatigue is consistently mentioned as the third most common cause of crashes. Fatigue is mentioned as a crash cause at higher levels than the national average in the ACT, Queensland and NSW. Significant falls in overall mention of fatigue have occurred, however, in the Northern Territory, South Australia and Tasmania.

Spontaneous reference to lack of concentration (the fourth most often nominated crash cause) tends to be most pronounced in South Australia, where 24% say it is the one main factor.

While there has been a national increase in the stated likelihood of wearing a rear seat belt, up from 85% last year to 89% in CAS 13, the Northern Territory (77%) is still below the national average (note that the reported rate has increased from 65% (CAS 12)).

1.3 Demographic comparisons

1.3.1 Age groups

The research clearly shows that age is the main predictor of how frequently drivers exceed the speed limit. One in five of the 15 – 24 year old age group admits to exceeding the speed limit often, compared with one in ten aged 25 – 59 and less than one in twenty in the 60 plus age group.

The youngest group surveyed, 15 – 24 years of age, is still more focused on alcohol (60%) as a road safety issue than speed (53%). Also, they are the most likely to say that they don't drink if they are going to drive (53%), 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 56% (47% in CAS 12) saying 'very likely' in comparison to the national average of 37%. The research has shown an increased interest this year in using a self-operated breath testing machine, up from 28% (CAS 12) to 37%.

1.3.2 Male: Female

Consistent with previous surveys in this series, CAS 13 shows a marked difference in attitudes between females and males when it comes to speeding and drink driving.

More females than males again place speed as the main cause of road crashes (42% v 33%) and think that there should be strict enforcement of speed limits for 60 km/h zones (54% v 42%) and for 100 km/h zones (40% v 25%). Fewer females than males believe it is okay to exceed the speed limit if you are driving safely (27% to 40% of males), with females being more likely to say they never drive at 10 km/h or more over the posted speed limit (25% v 15%).

These attitudes are consistent with the finding that fewer females (16%) than males (24%) said they had been booked for speeding in the last two years.

Females who hold a driver's licence are significantly more likely than males to say they do not drink at any time (23% of females, 13% of males). A larger proportion of female licence holders (44%) than males (36%) say that they do not drink before they drive. Females are still less likely than males to be aware of the correct guidelines for alcohol consumption by their sex, particularly for the first hour.

In the context of being a pedestrian, females (61%) are significantly more likely than males (45%) to think that having a BAC over .05 would affect their ability to act safely as a pedestrian.

1.3.3

City: Rural

While speed and drink driving continue to be nominated as crash causes at a similar frequency in both capital cities and rural locations, fatigue is once again a factor of which the non-metropolitan community is more aware (38% compared with 26% in the cities).

Consistent with previous years, though again at lower levels, residents in non-metropolitan areas (43%) are more likely than those residing in the cities (35%) to believe RBT activity has increased. The community in non-metropolitan areas is also slightly more likely to have noticed an increase in speed enforcement (66% v 60%) and a rise in occupant restraint enforcement (32% v 26%).

People in capital cities are significantly more inclined to report being booked for speeding in the past two years (22% v 16% elsewhere). Those living outside the cities are more likely to want 60 km/h zones in urban areas strictly enforced.

The likelihood of always wearing occupant restraints (both front and rear) is still higher in the cities, although the likelihood of wearing the rear belt has improved this year.

1.4

Summary of CAS 13 (2000) findings

1.4.1

Factors contributing to road crashes

When nominating up to three crash causes, over half of the community include speed (62%) or drink driving (54%).

The third factor is fatigue (30%), followed by lack of concentration (26%).

1.4.2

Alcohol and drink driving

Drink driving remains a significant concern for the Australian community, with 54% mentioning it as one of the three main causes of crashes. CAS 12 noted that this concern was most prevalent among the 15 – 24 age group (66%). The results of this survey show a lower concentration of concern in that age group (down to 60%), but an increase in 25 – 39 age group (from 52% to 58%).

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

1.4.3 Speed

When it comes to nominating the one cause most often leading to road crashes, speed still dominates the Australian community's thinking. At least one in three (38%) people spontaneously mentioned speeding as the single most likely cause. This is three times the next most often mentioned cause, which is drink driving.

All sections of the community maintain favourable attitudes towards speed regulations, with 87% agreeing that 'speed limits are generally set at reasonable levels' and 68% 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 – 69% agree that an extra 10 km/h will significantly increase crash risk and 90% agree that an accident at 70 km/h will make any crash a lot more severe than one at 60 km/h.

A clear majority of the community maintain the favourable attitudes towards speed enforcement that have existed over the past few years. In a 60 km/h zone, 48% favour strict enforcement of the speed limit and a further 36% would only tolerate a 5 km/h excess over the limit. In 100 km/h zones, 33% favour strict enforcement of the speed limit, but 57% would permit up to 10 km/h over the limit before being booked. These results show a continuing and decreasing tolerance for speeding in the community.

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. A high 85% approve of it. All age groups give their support, with approval gaining even more strength as people get older.

1.4.5 Occupant restraints

Consistent with previous years, nearly all people (96%) say they always wear their seat belt in the front seat. Fewer people say they always wear a belt if in the rear seat though the new survey shows the incidence increasing from 85% to 89%. An increase in rear seat belt wearing was evident in most locations, with the largest improvement in the Northern Territory, which has been typically lowest, up from 65% to 77%.

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

1.4.6 Motorcycle riding

Some 7% of Australians say that they have ridden a motorcycle on the road in the last year. Males are in the clear majority (13%).

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 – 24 age group is the most likely to have been involved in a road crash, at 29%. The over 60s are by far the least likely, at 10%.

The following pages describe the research that was carried out for CAS 13 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 thirteenth Community Attitude Survey (CAS 13) 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 13 was conducted by telephone, from the TAVERNER Research Company office in Sydney, during the period 1-26 March 2000.

The thirteen 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
CAS 13	-	March 2000	Printed as ATSB Report CR 197

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 (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 80%. This was a substantial improvement and as high as may reasonably be achieved from any survey of this kind where response is voluntary.

Typically, random respondent selection can lead to over and under representation of particular demographics in the raw sample of respondents to surveys. This can be largely corrected through application of population weighting, as used in all previous surveys in this monitor. ATSB accepted the researchers' CAS 7 (1993) suggestion of varying the

chance of selection during fieldwork to minimise any weighting effects on data reliability.

A two-stage method was then introduced in the sample selection for CAS 8 (1995) and onwards, explained in more detail in the next section.

The survey design for the CAS series since 1993 has retained this overall approach to maximising both the response rate and control over respondent selection. In all of these more recent surveys, TAVERNER Research Company has continued to apply the refinements to the respondent selection process across regions and within each sampled dwelling.

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 13 survey has maintained a response rate that is still very much higher than would be gained from more usual though less rigorous survey approaches and has maintained the improved sample reliability achieved from CAS 7 (1993) onwards. 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 (see below) 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

The survey method adopts a modified Kish-grid sampling approach which was introduced at CAS 7 (1993) for use on the telephone. Calls to dwellings selected for inclusion in the survey are preceded by an advance letter, advising the household about the survey.

An associated and 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 still commonly accepted in most commercial and institutional research as it is simpler and 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 led to some under-representation of persons in the 15-24 age group, particularly males, which was then corrected through population weighting in the analysis.

For CAS 8 (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 limit the mailing of the advance letter to a level that will lead to some 75-80% of respondents being selected on a probability basis. At contact with each dwelling, the respondent selection process increases the chance of males and young people being included in the raw sample. The over-riding principle, however, is that interviewer bias should be eliminated in respondent selection. Hence, the control rests with a computer program selecting the respondent.

At contact with the dwelling, the interviewer lists all household members by sex and by age. The computer program selects the person to interview. Only that person may be interviewed. Workstations are programmed to increase the chance of a 'harder to find' age or sex being selected.

This special programming ensures that whenever there is a young person aged 15 – 29 in the home, the chance of that age group being selected is doubled. Similarly, a 35% increase in the chance of a male being selected was applied for all dwellings. This formula was developed by the researchers from the combined experience of conducting CAS 7-11 (1993 to 1998). Age/sex achievement within region is monitored against the latest available Australian Bureau of Statistics population Census data.

The primary mailout for CAS 13 yielded 81% of the final total number of interviews (1,291 out of 1,593). That included 87 initial refusals and 7 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 the extra 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 an 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 minimum quotas by age/sex within region, a beneficial by-product of this approach has been an unintentional over-achievement 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 achieved sample size for CAS 13 was 1,593 respondents against an original objective of 1,500, with at least 150 interviews in each State and Territory.

The data collected in this survey has been weighted to National and State populations statistics estimated by the Australian Bureau of Statistics as at 30 June, 1998. 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 same sample size objective was set for CAS 13.

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

For that reason, the survey reports on 1,593 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 68% 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 to 26 March 2000. The questionnaire, described below and included under Appendix I, was administered with the selected

respondents using the OZQuest Computer Assisted Telephone Interviewing (CATI) system under the direct control of TAVERNER telephone 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 estimated as at 30 June, 1998.

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 13 were nominated by ATSB. This year, the questionnaire stayed identical to CAS 12. The following issues were covered in this survey. Questions covered awareness, attitudes and behaviour.

- factors believed to lead to road crashes;
- whether agree or disagree with random breath testing (RBT);
- perception of any change in 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 (375 mL) of full strength beer and a bottle (750 mL) 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 0 km/h over the speed limit;
- tolerated speeds in urban 60 km/h zone without being booked;
- tolerated speeds in urban 100 km/h zone without being booked;
- attitudes to particular speed related issues;
- opinions on reducing the current speed limit to 50 or 40 km/h in residential areas;
- 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;
- attitudes toward the law requiring people to carry a licence at all times while driving a motor vehicle;
- knowledge as to whether this law applies to their own State/Territory;
- 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;
- 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.

The questionnaire and the wording used in this CAS 13 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 national proportion, rather than any age/sex adjustments.

<i>Characteristics %</i>	<i>Unweighted %</i>	<i>Weighted %</i>
Base:	1,593	14,648 ('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	49	49
Female	51	51
Occupation:		
Student	9	9
Home duties	8	11
Employed	58	59
Retired/Pensioner	20	19
Unemployed	2	2
Highest Education Level:		
Up to secondary/at school	56	56
Trade/TAFE	19	19
Tertiary	25	25
Driver Characteristics:		
Licence Held		
Have current licence or permit	88	88
Previous holder	3	3
Never held	9	10
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	10
Penalised for Speeding		
Last 6 months	7	7
Last 2 years	18	18

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

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)

The general community continues to associate speed as the factor most often leading to road crashes. This is a finding evident since commencement of this research series CAS 1 (1986). Three times as many people think initially of speed (38%) rather than mention drink driving first (13%), as the main crash cause.

When asked to name up to three crash causes, reference to both speed and drink driving increases significantly. CAS 13 shows over six in ten of the community (62%) including speed in their list, with nearly as many (54%) mentioning drink driving. These two factors continue to dominate the minds of the community as crash causes.

The next group of factors perceived as often leading to road crashes includes driver fatigue, lack of concentration, carelessness, driver attitudes and inexperience.

CAS 13 has once again confirmed driver fatigue as the third most often mentioned factor blamed for causing road crashes, behind speed and drink driving. In line with recent years, close to one in ten people (9%) spontaneously suggested fatigue as the main factor. The proportion including fatigue as one of the top three factors fell slightly to 30% in this latest survey, following a peak in CAS 12 of 35%.

One in ten people (11%) mention lack of driver concentration as the factor most often causing road crashes, which is similar to the proportion mentioning drink driving or fatigue. Reference to lack of concentration increases to 26% when people are asked to nominate up three reasons. This finding is consistent with earlier CAS surveys, confirming lack of driver concentration as a factor often recognised in road crashes.

When all mentions of crash causes are considered, CAS 13 shows carelessness (18%), driver attitudes (18%), and driver inexperience (17%) also continue to be nominated with similar frequency to previous surveys in this CAS series. Other factors include drugs (8%), road conditions (7%), weather (7%) and lack of training (5%).

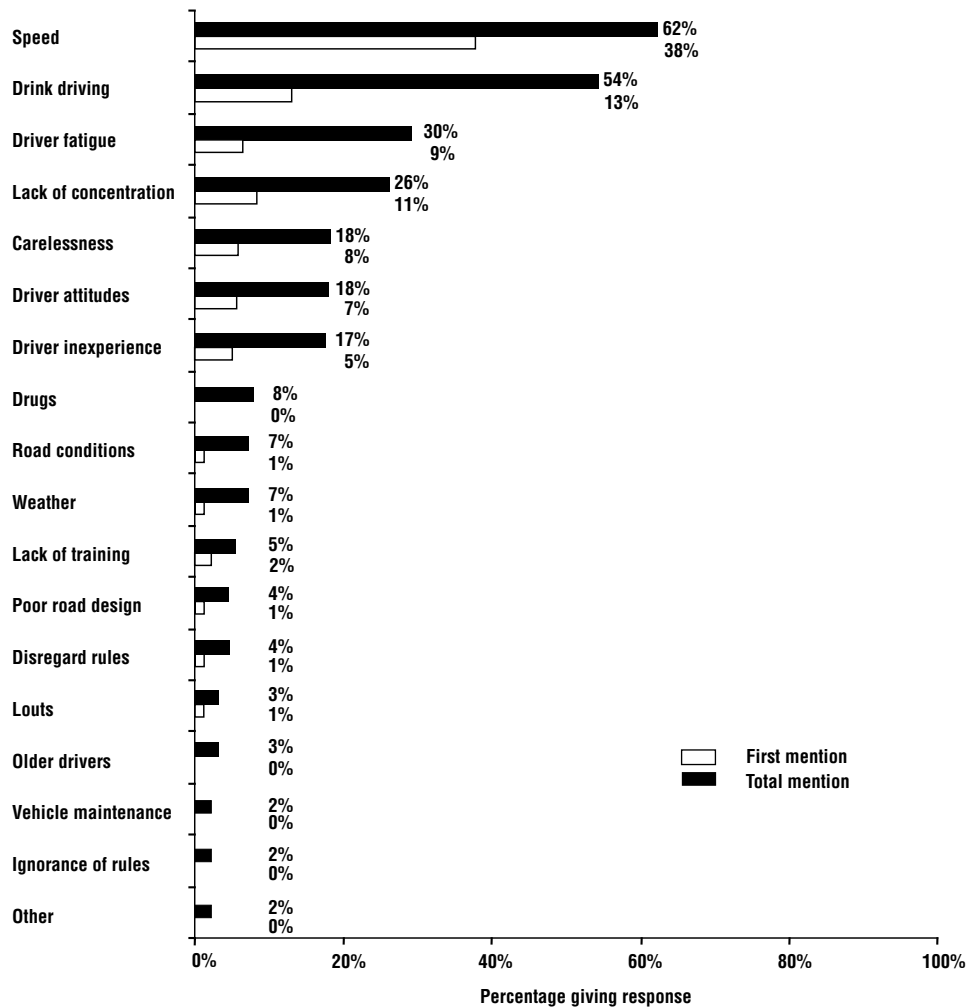
Figure 1 shows the pattern of responses for this latest survey. Appendix II compares figures, where appropriate, across all measures since CAS 6 in 1991.

While both sexes place speed as the single main cause of road crashes, more females (42%) than males (33%) hold that opinion. As in previous surveys, mention of speed as the main factor again progressively increases with age. Some 30% of the 15 – 24 years age group nominate speed first, compared with 42% of the over 60s age group.

Both sexes and all age groups mention speed more often than they mention drink driving as the single main cause of road crashes. As in CAS 12, the youngest age group (15 – 24 years) is the most aware of drink driving as the main cause of crashes.

When all mentions of crash causes are evaluated across age and sex of the community, females still tend to mention speed with more frequency than do males. Similarly, older age groups still mention speed more often than do the younger age groups.

**Figure 1:
Factors contributing to road crashes**



Base: Total sample (n=1593)

The community under 40 years continue to be somewhat more conscious of drink driving as a crash cause than are the older groups.

The 60's and over age group is significantly less likely than younger people to mention driver fatigue, which is the next most commonly nominated factor. This lower reference to fatigue among the older age group occurs both in terms of the single most common cause of road crashes and also when all factors are considered.

Driver concentration is mentioned as a crash cause factor consistently across both sexes and all age groups.

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

	<i>Total</i>	<i>Sex</i>		<i>Age</i>			
		<i>Male</i>	<i>Female</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	%	%	%	%	%	%	%
Main factor							
Speed	38	33	42	30	37	39	42
Drink Driving	13	12	14	26	13	9	8
Fatigue	9	8	11	8	12	12	3
Lack of Concentration	11	12	10	11	10	11	12
All factors (up to 3)							
Speed	62	57	66	53	58	65	68
Drink Driving	54	52	56	60	58	53	45
Fatigue	30	30	30	38	36	32	12
Lack of Concentration	26	25	28	25	23	27	32
Base: Total Sample	1593	811	782	271	446	538	338

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

All States and Territories, with the exception of the Northern Territory, again nominate speed much more often than any other factor as the single most likely cause of road crashes. CAS 13 figures show a range from 33% in South Australia to a high of 48% in Tasmania mentioning speed as the main crash cause. Northern Territory residents tend to mention speed (26%) and drink driving (23%) with close to equal frequency as the one main crash cause.

At least 50% in all the States and Territories mention speed as one of the top three crash causes in CAS 13, as was also the case last year. However, while the highest mention of speeding any location over the previous two years was 64%, CAS 13 has witnessed a high 72% in Tasmania and 70% in Western Australia nominating this factor.

Total reference to speed has increased in the order of ten points among residents in Tasmania, Western Australia and New South Wales. This upward trend is also evident in relation to speed as the one main factor. The lowest incidence of mentioning speed as a contributor to road crashes occurred in the Northern Territory (50%, down from 57% in CAS 12).

Northern Territory residents (23%) continue to be more inclined than those in other locations to refer to drink driving as the main cause of road crashes, though with reduced frequency than last year (35% in CAS 12).

Nonetheless, when all crash causes are considered, there is still a relatively frequent level of unprompted mention of drink driving in the Northern Territory (67%). However, in line with the decline in mentions of drink driving as the one main factor, overall mentions have declined from 74% in CAS 12 and 78% in CAS 11.

Tasmanian respondents (68%) have referred to drink driving this year with more frequency than in CAS 12 (60%), matching the Northern Territory figure (67%). A significant decrease in mention of drink driving is evident in South Australia (down from 61% to 52%).

Fatigue as a crash cause is mentioned most in the ACT (37%), Queensland (35%) and New South Wales (34%). Significant falls in overall mentions of fatigue have been noted in the Northern Territory (down from 40% to 26%), South Australia (34% to 25%) and Tasmania (29% to 19%).

A high mention of a lack of concentration is again evident in South Australia, one in four (24%) nominating it as the one main factor leading to road crashes and 44% overall mentioning it as the main factor. One third of residents in Western Australia and Tasmania place lack of concentration in their top three listing of crash causes.

Table 2:
Perception of speed, drink driving, fatigue and lack of concentration as factors that contribute to road crashes: Main factor and all factors mentioned, by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
Main factor									
Speed	38	39	37	34	33	42	48	26	41
Drink Driving	13	11	16	15	10	11	10	23	10
Fatigue	9	10	7	12	10	9	4	8	12
Lack of Concentration	11	8	9	10	24	17	16	15	12
All factors (up to 3)									
Speed	62	65	58	55	62	70	72	50	64
Drink Driving	54	49	55	57	52	56	68	67	56
Fatigue	30	34	25	35	25	28	19	26	37
Lack of Concentration	26	22	22	29	44	34	33	24	24
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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

While speed and drink driving continue to be nominated at a similar level in both capital cities and locations outside the capitals, CAS 13 again confirms the finding that the non-metropolitan community is more conscious of fatigue than is the capital city community (38% compared with 26%).

Lack of concentration is still an issue that is more often mentioned in the capital cities (29%) than in the country areas (22%). The capital cities are also more likely to nominate negligent driving and impatience in this regard. Road conditions tend to be raised more frequently in non-capital locations, although at relatively lower levels.

Table 3:
Contributing factors to road crashes: Mentions by Capital city and Non-capital city residents

<i>Main factors mentioned (by 5% or more)</i>	<i>Total</i> %	<i>Capital cities</i> %	<i>Non-capitals</i> %
Speed	62	60	64
Drink Driving	54	53	55
Driver Fatigue	30	26	38
Inattention/Lack of Concentration	26	29	22
Carelessness or Negligent Driving	18	22	12
Driver Attitudes, Behaviour or Impatience	18	19	14
Driver Inexperience or Young Drivers	17	17	17
Drugs (other than alcohol)	8	9	7
Road Conditions or Traffic Congestion	7	6	11
Weather Conditions	7	7	7
Lack of driver training	5	6	4
Road design/poor signs	4	3	6
Base: Total Sample	1593	919	674

Up to three responses were allowed.

7 ALCOHOL AND DRINK DRIVING

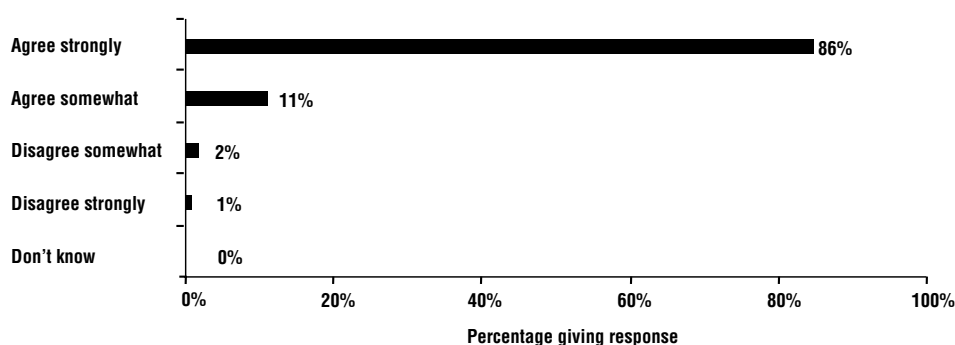
7.1 Support for Random Breath Testing (RBT)

All respondents were asked:

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

Support for RBT continues to be almost universal. A high 86% are 'strongly' in favour and the overall approval figure reaches 97% when we add those who agree 'somewhat' with RBT. Only 3% of the community disapprove of RBT.

Figure 2:
Support for Random Breath Testing of drivers



Base: Total sample (n=1593)

Table 4 shows females are still more likely than males to be 'strongly' in favour of RBT (89% compared with 83% of males). CAS 13 shows an increase in strong support among the 15 to 24 year age group, with high approval figures across all age groups.

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

	<i>Total</i>	<i>Sex</i>		<i>Age</i>			
		<i>Male</i>	<i>Female</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	%	%	%	%	%	%	%
Agree strongly	86	83	89	84	87	85	90
Agree somewhat	11	13	9	12	12	12	8
Net agree	97%	96%	98%	96%	99%	97%	98%
Disagree somewhat	2	3	1	4	1	2	1
Disagree strongly	1	1	0	0	0	1	1
Don't know	0	0	0	0	0	1	0
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	811	782	271	446	538	338

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

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

At least four in five residents in each of the States and Territories exhibit strong agreement with RBT. No State or Territory shows disapproval of RBT by more than 3% of the community. These findings are consistent with CAS 12.

Close to nine in ten people in the capital cities (89%) expressed ‘strong’ agreement with RBT, slightly higher than in the non-capital locations (82%).

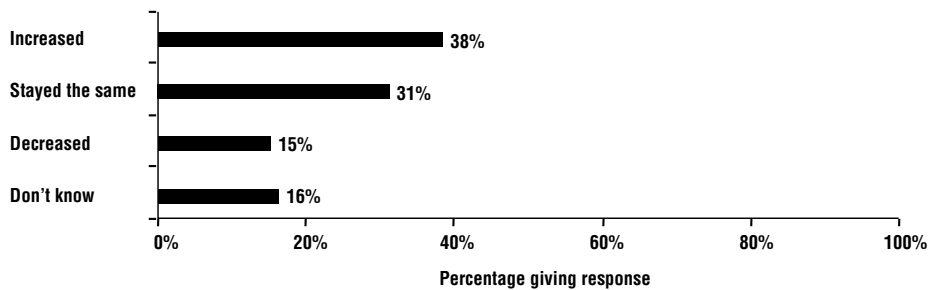
7.2 Perception of RBT activity in the last two years

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 perception that the amount of RBT activity has increased (38%) rather than decreased (15%). Overall, however, there has been a decline in the proportion feeling that RBT activity has increased (from 44% in CAS 12 down to 38% in CAS 13), with a corresponding rise in the proportion saying that this activity has remained the same (from 26% to 31%).

**Figure 3:
Perception of RBT activity in the last two years**



Base: Total sample (n=1593)

The table in Appendix II compares these results over time.

Table 5 below shows the responses for CAS 13 across the sexes and age groups. Previous surveys noted that there were significantly more females than males who believed that RBT activity had increased. CAS 13 has found that difference has decreased as has also the gap between the proportion of males believing activity has increased and stayed the same.

Consistent with previous surveys, the youngest (15 to 24 years) age group is the most likely to say RBT has increased. However, there has been a shift away from the perception of increased activity across all age groups (a decline of between 5% and 9%).

One in four of the community aged over 60 years continue to be unable to comment on changes in RBT activity.

**Table 5:
Perception of RBT activity in the last two years: by Sex and Age**

	Total	Sex		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Increased	38	36	40	50	35	36	35
Stayed the same	31	34	28	30	37	32	21
Decreased	15	15	15	11	14	17	16
Don't know	16	15	17	9	14	15	28
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	811	782	271	446	538	338

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

Table 6 below shows any variations by State or Territory communities saying they have noticed changes in the amount of RBT over the past two years. Unlike CAS 12, where up to three in five people in South Australia, Western Australia and the Northern Territory believed there had been an increase in RBT activity in recent years, this figure is now just under half the residents.

A decrease in RBT activity is again most likely to be mentioned in the ACT (21%) and in NSW (20%). Consistent with this finding, these two locations are also the two least likely to mention any increase in RBT. In fact, the proportion expressing the belief that there is more activity has declined since CAS 12 (by 7% in each of these two locations), with a corresponding rise in the numbers saying it has stayed the same.

Table 6:
Perception of RBT activity in the last two years: by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
Increased	38	29	39	45	48	47	48	47	26
Stayed the same	31	33	32	24	29	33	30	29	38
Decreased	15	20	14	14	9	8	11	12	21
Don't know	16	18	16	17	15	12	12	12	14
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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

Consistent with previous years, although at lower levels, people in the non-capital areas (43%) are more likely than people living in the cities (35%) to believe that RBT activity has increased (Table 7).

Table 7:
Perception of RBT activity in the last two years: by Capital city and Non-capital city areas

	<i>Total</i>	<i>Capital cities</i>	<i>Non-capitals</i>
	%	%	%
Increased	38	35	43
Stayed the same	31	33	28
Decreased	15	16	13
Don't know	16	16	16
Total	100%	100%	100%
Base: Total Sample	1593	919	674

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

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 remained at seven in ten for the past four surveys, after progressively increasing from 61% in CAS 7 (1993) (see Appendix II).

Table 8 shows the current awareness levels for males and females and across the age groups. Unlike earlier surveys where males have typically claimed to be more exposed to RBT, both CAS 12 and CAS 13 have witnessed a closing in the gap. This year, 73% of males said they have seen RBT in operation in the last six months compared with 70% of females nationally.

Awareness of RBT in operation continues to decline with increasing age. The over 60s age group is considerably less likely to have noticed any RBT in the past six months and much less likely to have been tested.

**Table 8:
Exposure to RBT activity in the last six months: by Sex and Age**

	<i>Total</i> %	<i>Sex</i>		<i>Age</i>			
		<i>Male</i> %	<i>Female</i> %	<i>15-24</i> %	<i>25-39</i> %	<i>40-59</i> %	<i>60+</i> %
Seen in operation	71	73	70	81	75	74	52
Personally tested	26	30	23	25	32	29	16
Base: Total Sample	1593	811	782	271	446	538	338

Consistent for the past four years is the proportion of the Australian community who have personally been tested in the last six months (26%) (see Appendix II).

The incidence of having noticed RBT in the past six months across each State and Territory varies little from the national average of 71%. It remains highest in the Northern Territory (78%), despite a decline from the CAS 12 figure of 82%.

Close to one third of the community in each State and Territory recall being personally breath tested in the last six months, with the exception of New South Wales (20%) and the ACT (22%). The figures from CAS 13 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**

	<i>Total</i> %	<i>State or Territory</i>							
		<i>NSW</i> %	<i>VIC</i> %	<i>QLD</i> %	<i>SA</i> %	<i>WA</i> %	<i>TAS</i> %	<i>NT</i> %	<i>ACT</i> %
Seen in operation	71	71	73	68	73	73	73	78	68
Personally tested	26	20	30	29	30	32	33	33	22
Base: Total Sample	1593	274	250	223	184	173	178	155	156

CAS 13 has confirmed last year's finding that RBT operations are observed by similar proportions of the community across both capital cities (72%) and in the areas outside the capitals (70%). The proportions saying they have personally been breath tested in the last six months also continue to be similar between the capitals (25%) and the country areas (29%).

Among people who drink and drive, 75% recall RBT activity in the past 6 months and 29% have reported a personal breath test in that period. Both of these proportions are slightly above the community averages of 71% and 26% respectively and are consistent with previous surveys.

7.4 Perceived effect of a blood alcohol concentration of .05 on ability to act safely as a pedestrian

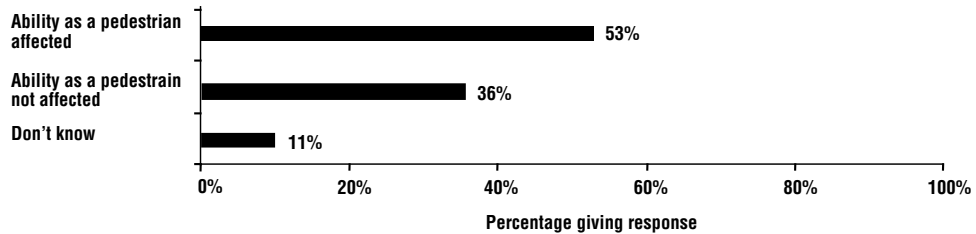
Respondents were asked:

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

CAS 13 confirms an increased community awareness of the effect of alcohol on the ability of pedestrians to act safely. In line with last year, just over half (53%) feel their ability as a pedestrian would be affected by a blood alcohol reading (BAC) of .05.

The CAS 13 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=1593)

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%) are significantly more likely than males (45%) to think that having a BAC over .05 would affect their ability to act safely as a pedestrian.

Unlike CAS 12, no significant differences emerged on opinions about this issue according to respondent age. However, variations were again noted between the States and Territories on this measure. People in Victoria (58%) and New South Wales (54%) continue to be above the average in their agreement that a BAC of .05 would affect them as a pedestrian; however, those in the Northern Territory (49%), Queensland (43%) and Western Australia (42%) are the least likely to accept that they would be affected.

Those residing in capital cities are more accepting that their ability to act as a pedestrian would be affected (55% compared with 49% in non-capital areas).

Beer drinkers (43% of them) are less likely than wine drinkers (59%) to admit an effect of a .05 BAC as a pedestrian. This finding is consistent with previous surveys and also correlates with the findings about males, who are more likely to be beer drinkers.

A comparison of findings since CAS 7 (1993) about the effect of .05 on safe 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:

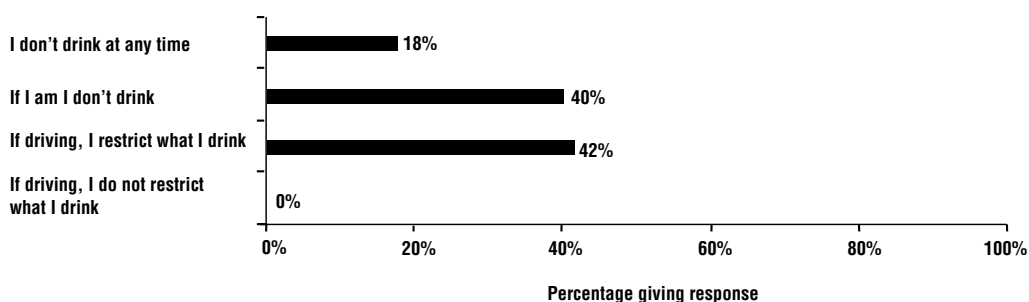
'Which of the following statements best describes your attitude to drinking and driving? Would that be....

- **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 shows the distribution of responses for the total sample of licence holders in CAS 13.

Consistent with CAS 12, 42% of the licence holding community do drink but restrict their intake when driving, 40% do not drink if driving and 18% say they never drink at any time.

**Figure 5:
Attitudes toward drinking and driving**



Base: Current or Past Licence Holders (n=1453)

Comparative information on attitudes to drinking and driving over time at a national level is shown in Appendix II.

Table 10 below shows attitudinal or behavioural differences toward drinking and driving 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' (23% of females against 13% of males);
- males are more likely to say they 'restrict' what they drink (50% against 33% 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' (53%).

**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	18	13	23	19	11	19	25
If I am driving I do not drink	40	36	44	53	39	34	42
Total: Non drinkers who have ever held a licence	58%	49%	67%	72%	50%	53%	68%
If driving, I restrict what I drink	42	50	33	27	50	47	32
If driving, I don't restrict drink	0	0	0	0	0	0	0
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1453	768	685	200	428	519	306

While past surveys have seen licence holders in the Northern Territory as the more likely to say they 'restrict' their alcohol intake when driving, CAS 13 observed little overall variation across the States and Territories this year. Attitudinal or behavioural differences toward drinking and driving, analysed by State and Territory, are shown in Table 11.

Table 11:
Attitudes toward drinking and driving: by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
I don't drink at any time	18	16	19	19	21	16	22	18	13
If I am driving I do not drink	40	46	36	41	32	38	32	33	34
Total: Non drinkers who have ever held a licence	58%	61%	56%	60%	53%	54%	54%	51%	48%
If driving, I restrict drink	42	39	44	40	46	46	45	49	50
If driving, not restrict drink	0	0	0	0	1	0	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1453	247	228	207	161	159	161	146	144

This research confirms the findings over the last four years that the likelihood of drivers from both the city and the country areas restricting their alcohol intake is increasing (42% in both locations in CAS 13).

The proportion of licence holders claiming they never drink when driving has been stable at around 40% over the past few years. CAS 13 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?'

Reported usage of such a machine in the past six months has always been low (6 survey average is 6.6%), but this survey shows the lowest (5%). Young people are more likely to have done so than older people. Overall, CAS 13 shows 14% of the community aged 15 to 24 years have used a breath testing machine in the past six months, with young males the most inclined to have done so (17% compared with 10% of young females).

Few people (5% or less) over the age of 25 have used a public breath testing 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

	<i>Total</i>	<i>Males by age group</i>				<i>Females by age group</i>			
		<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	%	%	%	%	%	%	%	%	%
Used the machine	5	17	7	2	2	10	4	4	2
Base: Licence holders who drink	1191	93	194	244	138	69	184	180	89

This limited usage occurs in all States and Territories. CAS 13 shows the highest rate of usage is in Western Australia (9%), the ACT (8%) and New South Wales (7%).

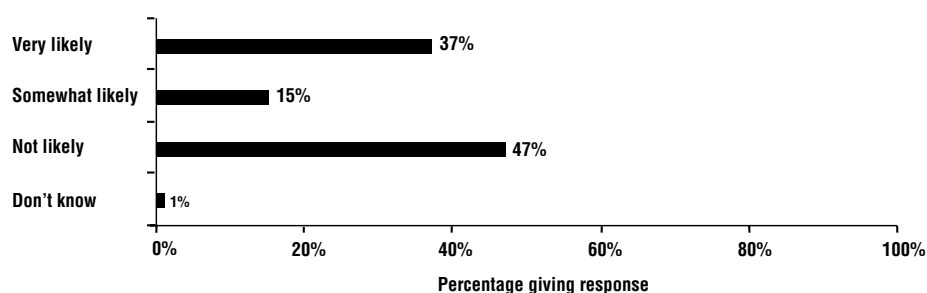
Respondents were then asked:

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

Encouragingly, there has been a marked increase in interest in using a breath testing machine since CAS 12, with 37% of licence holders who ever drink alcohol now saying they would be ‘very’ likely to take the opportunity (compared with 28% last year). A further 15% would be ‘somewhat’ likely.

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 13 are shown below in Figure 6.

**Figure 6:
Likelihood of using a self-operated breath testing machine**



Base: Licence Holders Who Ever Drink (n=1191)

Interest in using a breath-testing machine is equally evident across the sexes. 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 found in CAS 13, 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	37	35	39	56	37	34	25
Somewhat likely to use	15	17	12	13	20	15	6
Unlikely to use	47	47	47	29	42	50	68
Undecided	1	1	2	2	1	1	2
Total	100%	100%	100%	100%	100%	100%	100%
Base: Licence holders who drink	1191	669	522	162	378	424	227

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 56% (up from 47% in CAS 12) of the 15 – 24 age group ‘very’ likely and a further 13% ‘somewhat’ likely.

7.7 Alcohol consumption guidelines

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

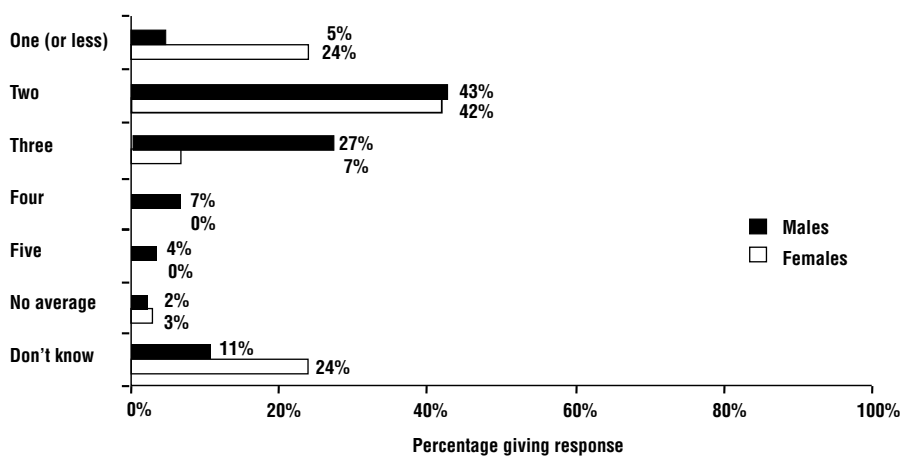
'How many standard drinks do they say a (say sex of the respondent) can have in the first hour to stay under .05?'...and then,

'How many drinks each hour after that will keep you under .05?'

7.7.1 First Hour

Figure 7 below shows the pattern of responses for the number of drinks that people of their sex believe they 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 = 81, Females = 782)

The findings for this question have remained relatively constant over time for both males and females. In CAS 13, 5% of males nominated only one standard drink in the first hour and 43% correctly stated two drinks. A further 27% answered three standard drinks, while 11% nominate more than three drinks in the first hour to stay under the limit of .05. Just 2% maintained that there is no standard number of drinks and a constant 11% were unable to provide any answer.

In line with previous years, CAS 13 finds 24% of females correctly nominating up to one standard drink with a further 42% nominating two standard drinks in the first hour as the current guidelines for females. Three drinks is the highest number of drinks in the first hour mentioned in CAS 13. One in four females cannot provide an answer while 3% say there is no standard number.

Awareness of the correct standard number of drinks in the first hour once again decreases strongly with age for both males and females. Some 55% of males aged 15 – 24 in CAS 13 nominated two standard drinks compared with 29% of the over 60s males (Table 14). This finding is very similar to the CAS 12 results.

The same trend is evident among females, with 43% aged 15 – 24 years correctly nominating one standard drink compared with only 11% of those aged 60 years and over. However, the proportion of females in this younger age group correctly nominating one standard drink has declined from the CAS 12 figure of 52%, with a

corresponding increase in the number who are unsure (17% in CAS 13 compared with 7% last year).

As before, apart from the 15 – 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

	<i>Males by age group</i>					<i>Females by age group</i>				
	<i>Total</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>	<i>Total</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	<i>Male %</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>Female %</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>
One (or less)	5	8	7	3	4	24	43	29	17	11
Two	43	55	50	39	29	42	38	49	42	33
Three	27	24	30	29	20	7	2	7	9	9
Four	7	4	4	9	14	0	0	0	1	0
Five	4	0	3	5	7	0	0	0	0	0
No Average	2	0	1	1	7	3	0	2	4	4
Don't know	11	9	6	14	20	24	17	12	26	43
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	811	144	217	285	165	782	127	229	253	173

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

Tables 15 and 16 compare knowledge of the standard number of drinks in the first hour across States and Territories, to stay under .05. 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, the trends appear consistent.

For the fifth survey in a row, CAS 13 (Table 15) shows that males in Victoria, South Australia, and Tasmania have 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. Findings for males in the remaining States and Territories are above the national average in correctly stating two drinks as the standard in the first hour.

An increase by 5% or more in correct knowledge about the first hour guideline for males has occurred in Western Australia, the Northern Territory, the ACT, and, despite a tendency still to overstate the number of drinks, in Victoria. A decline in correct knowledge has occurred in Tasmania. The findings from males across the States and Territories from CAS 12 to CAS 13 show clear consistency.

Table 15:
Alcohol consumption guidelines - Number of standard drinks in the first hour: Males by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
		<i>Male %</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>
One (or less)	5	6	6	7	2	2	3	2	6
Two	43	44	32	53	36	59	29	51	59
Three	27	35	22	23	29	13	24	27	29
Four	7	2	12	5	16	9	13	4	0
Five	4	0	13	0	1	2	8	0	0
No average	2	3	1	1	1	2	3	0	2
Don't know	11	9	15	9	15	13	20	16	4
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Male respondents	811	140	124	118	92	85	94	80	78

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

While CAS 12 saw females in New South Wales, Western Australia and the Northern Territory as the most likely to state the correct guideline on the number of drinks they may consume in the first hour, knowledge has dropped by more than 10% in these regions in CAS 13. There appears to be more consistency of findings between the States and Territories in this latest research, with the exceptions that knowledge has increased markedly in the ACT to nearly half correctly nominating the guideline, and a relatively large proportion in Tasmania are unable to comment (35%).

The findings for CAS 13 among females, across States and Territories, are 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)	24	25	16	32	20	25	11	29	47
Two	42	35	48	36	52	52	38	41	31
Three	7	9	9	4	4	5	8	13	3
Four	0	0	1	0	0	1	5	0	0
Five	0	0	0	0	0	0	1	0	0
No average	3	3	2	4	3	2	1	0	4
Don't know	24	28	23	25	20	15	35	16	14
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Male respondents	782	134	126	105	92	88	84	75	78

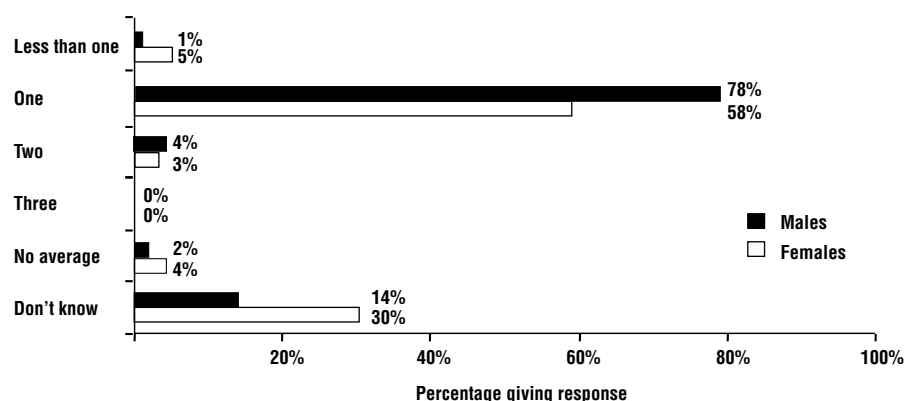
Totals may not add exactly to 100% due to rounding of percentages

7.7.2

After the First Hour

When asked about the consumption guideline after the first hour to keep the BAC under .05, the majority of males (78%, up from 72% in CAS 12) and females (58%) correctly say one drink per hour (Figure 8).

Figure 8:
Alcohol consumption guidelines - Number of standard drinks after the first hour: by Sex



Base: Total sample (Males = 811, Females = 782)

Across the States and Territories, males in the ACT (88%), New South Wales (84%) and Queensland (82%) now show the highest unaided awareness of the correct 'one drink per hour after the first hour' guideline against a national average of 78%. Least awareness of this guideline continues to occur in South Australia (65%) and Tasmania (60%), where a relatively high proportion (21%) cannot give an answer.

Among females, the ACT (71%) and Western Australia (67%) record the highest unaided awareness of the correct number of drinks per hour after the first hour.

As in previous surveys in this CAS series, the guidelines are best known among people who drink and drive. This is the group for whom it is particularly important to be aware of such guidelines. Among these 'at risk' drivers, 77% of males and 78% of females are within one drink of the number specified by the guidelines for the first hour. Similarly, most of these drivers (86% of males and 79% 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 after: by whether they drink when they drive, within Sex

	<i>Sex</i>			
	<i>Males</i>		<i>Females</i>	
	<i>Don't drink or Not if driving</i>	<i>Drink if Driving</i>	<i>Don't drink or Not if driving</i>	<i>Drink if Driving</i>
	%	%	%	%
First hour				
One or less	6	4	22	31
Two	43	44	42	47
Three	26	29	6	11
Four	5	10	0	0
Five	2	6	0	0
No average	2	2	4	0
(Don't know)	17	5	26	11
Total	100%	100%	100%	100%
Each hour after first				
Less than one	2	0	5	6
One	71	86	55	73
Two	4	4	3	3
Three	0	0	0	0
No average	3	2	4	2
(Don't know)	20	8	33	15
Total	100%	100%	100%	100%
Base: Ever held a licence	359	408	441	241

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. Half (53%) the non-teetotal licence holders mainly drink

beer and 39% mainly drink wine or champagne. Just under three in ten (29%) consume mainly spirits or mixed drinks. Full strength beer (33%) is still considerably more popular than light beer (21%). 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 still increases with age, particularly after 40.

Female licence holders who drink are significantly more likely (56%) to favour wine as their main drink than are males (24%). They are also more likely to have mixed drinks (37%) than males (23%). Although based on relatively small sample sizes, young female drivers (57%) 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

	<i>Total</i>	<i>Males by age group</i>				<i>Females by age group</i>			
		<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
		<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>
Full strength beer	33	63	52	45	35	19	17	11	9
Light beer	21	10	30	35	38	8	6	8	20
Net: Beer	53%	74%	81%	80%	73%	28%	23%	20%	29%
Wine/Champagne	39	7	15	32	38	25	59	65	60
Mixed drinks/spirits/liqueurs	29	34	31	14	16	57	39	31	26
Alcoholic cider	1	0	1	0	0	0	3	1	0
Don't drink enough to say	2	2	1	1	2	3	0	2	7
Base: Ever held a licence and ever drink	1191	93	194	244	138	69	184	180	89

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 375 mL 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 (50%); and
- those who drink mainly wine (39%).

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

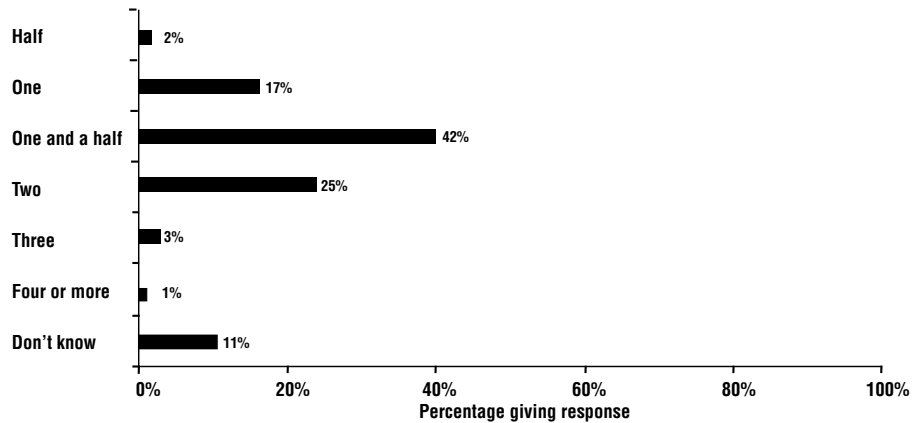
Beer drinkers, either full strength or light, who have ever held a licence, were asked:

'How many standard drinks do you think are contained in a stubby or a can (375 mL) of full strength beer?'

Just over two in five (42%) 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 (25%). Overall, one in five beer drinkers (19%) underestimate the number of standard

drinks in a 375 mL can. One in ten beer drinkers cannot give an answer. Figure 9 below illustrates these responses about beer, which are similar to last year.

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=627)

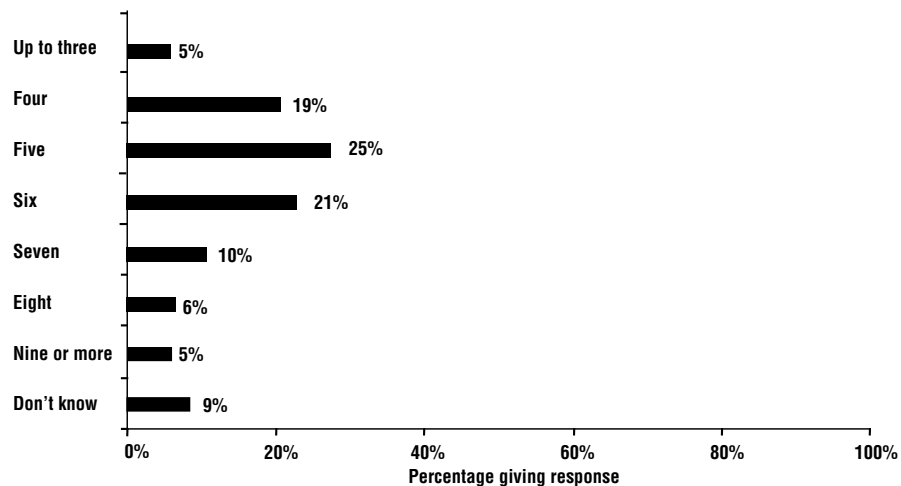
Wine drinkers who have ever held a licence were asked:

'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 still only one in ten of wine drinkers (10%) give that response. Most wine drinkers (70%) continue to believe that a 750 mL bottle contains less than seven standard drinks.

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 750 mL bottle of wine



Base: Wine drinkers who ever held a licence (n=495)

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 in Appendix II.

8 SPEED

8.1 Perception of changes in speed enforcement in the last two years

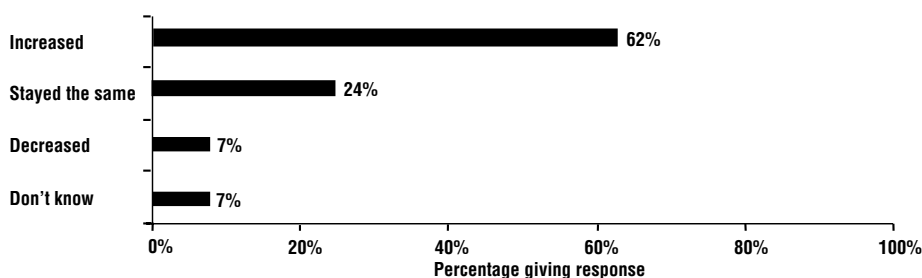
All respondents were asked:

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

Findings from CAS 13 show that 62% of the community think speed enforcement has increased over the past two years. This is comparable with findings from the past three 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 (24%), rather than decreased (7%). 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=1593)

The results for CAS 13 across the age groups, within each sex, can be seen below in Table 19.

The majority in all age groups feel speed enforcement has increased in the last two years.

The over 60 age group has the highest tendency (15%) not to have formed an opinion on this issue though more of them think speed enforcement has increased (51%) than stayed the same (21%) or decreased (13%).

While the majority of males and females in CAS 13 overall perceive speed enforcement to have increased, females in the 15 – 24 and 25 – 39 age brackets display a greater tendency than their male counterparts to express this opinion. The over 60s in both sexes continue to show least awareness of any change in speed enforcement.

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	62	62	65	58	54	76	72	60	49
Stayed the same	24	26	23	27	21	21	18	28	20
Decreased	7	7	9	7	14	2	4	6	12
Don't know	7	4	3	7	11	1	6	5	19
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	144	217	285	165	127	229	253	173

Totals may not add exactly to 100% due to rounding

Among people who have been booked for speeding in the last two years, the perception of increased speed enforcement by police measures a high 86% in CAS 13 (73% last year). For those booked within the last six months, 84% (80% 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 Tasmania (75%), Queensland (72%), the Northern Territory (70%) and the ACT (69%) all reported a higher than the national average perception of police increasing enforcement of speed limits.

The lowest incidence of reporting an increase is again noted in Victoria (55%). No State or Territory, however, reported more than 9% (Victoria and NSW) feeling enforcement had decreased.

A rise in the proportion perceiving an increase in enforcement was observed in both Tasmania (up from 65% to 75%) and the ACT (up from 58% to 69%). In South Australia, Western Australia and the Northern Territory, a downward shift of approximately 7% has occurred in the proportion perceiving increased police enforcement.

Overall, 66% in non-capital city locations believe speed enforcement has increased over the last few years, significantly higher than the 60% figure recorded for those who live in capital cities.

Table 20:
Perception of changes in speed enforcement in the last two years: by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
Increased	62	60	55	72	64	65	75	70	69
Stayed the same	24	24	27	17	27	24	18	19	29
Decreased	7	9	9	3	5	6	3	5	7
Don't know	7	7	8	7	4	5	5	6	4
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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

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?'

This report identified that two in ten people in CAS 13 (20%) 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 similar to previous surveys. Comparative findings over time are shown in Appendix II.

Table 21 shows that male drivers continue to be significantly more likely than females to have been booked for speeding in the last two years (24% of male drivers and 16% of females). While the male incidence for being booked for speeding has been consistent over the past few years, the female incidence has increased from 12% in CAS 11 to 16%

in the latest two surveys. 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 two age groups most likely to have been booked for speeding continue to be the 15 – 24 and 25 – 39 age groups.

Table 21:
Incidence of being booked for speeding: by Sex and Age

	<i>Total</i>	<i>Sex</i>		<i>Age</i>			
		<i>Male</i>	<i>Female</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	%	%	%	%	%	%	%
Booked in last two years	20	24	16	26	23	19	11
Booked in last six months	7	9	5	10	8	7	5
Base: Ever held a licence	1454	768	686	201	428	519	306

Table 22 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 the Northern Territory (32%) and Western Australia (31%). The highest incidence of being booked in the past six months has been reported in the Northern Territory (13%), Western Australia (13%) and Queensland (11%), all above the national average of 7%.

Western Australian drivers were also the most likely to report having been booked for speeding back in CAS 12, particularly in relation to past two year infringements (37%). There has been a marked decline since CAS 12 in the incidence of past two year bookings for speeding in South Australia and Tasmania, while CAS 13 has seen the population reporting this infringement increase from 19% to 32% in the Northern Territory.

Table 22:
Incidence of being booked for speeding: by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
Last two years									
Booked	20	14	24	19	22	31	18	32	16
Driven but not booked	78	84	74	79	78	69	78	65	83
Last six months									
Booked	7	5	7	11	5	13	4	13	4
Driven not booked	91	94	92	87	95	86	92	84	95
Base: Ever held a licence	1454	247	229	207	161	159	161	146	144

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

People residing in capital cities are significantly more likely to report being booked for speeding in the past two years (22% against 16% in non-capital locations).

The reported incidence of being booked for speeding again correlates with driving frequency and distance. In CAS 13, 10% of people who drive 50 kilometres or more from home three or more times a week received a speeding ticket in the past 6 months against an average for all drivers of 7%. Among that same group of drivers, 30% have received a speeding ticket in the past two years against a driver average of 20%. These findings are consistent with CAS 12.

8.3 Reported changes in driving speed in the last two years

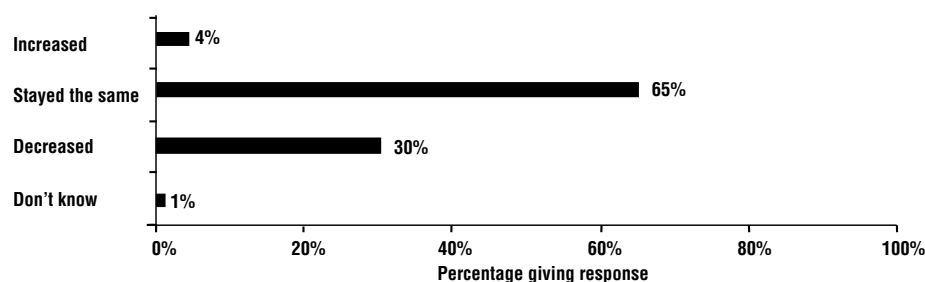
All licence holders who have driven in the last two years were asked:

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

A steady two thirds of drivers (65%) report that their driving speed has remained unchanged in the last two years, while 30% say they have decreased their speeds. Relatively few drivers (4%) say their speeds have increased.

CAS 13 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 last two years (n=1430)

Consistent with previous surveys, drivers aged 15 – 24 are the most likely group to say their speeds have increased (9% or close to twice the national average). Relatively more young male drivers (14%) than young female drivers (5%) say they have increased their speeds.

Among drivers who have received a speeding ticket in the last two years, 51% believe that their speed has stayed the same in that time, 43% indicate it has decreased and 6% say it has increased. These figures remain similar to findings in previous surveys.

Table 23 shows the responses to this question by region. No State or Territory more than 6% of their community saying they have increased their speed in the last two years. South Australia (73%) and Tasmania (71%) account for the highest proportions claiming no change in speed.

The location reporting the highest decrease in speed is Queensland (38%). A claim of a decrease in speed has risen in the order of 10% in the ACT (from 21% to 33%) and in Victoria (from 21% to 28%).

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	4	4	4	3	4	6	4	5	4
Stayed the same	65	65	67	59	73	60	71	59	61
Decreased	30	28	28	38	22	33	24	35	33
Don't know	1	3	1	0	1	1	0	0	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Base: Driven in the last

two years	1430	243	225	204	161	158	156	141	142
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Totals may not add exactly to 100% due to rounding of percentages

Those in non-capital locations are more likely to have not made any change to their driving speeds over the last two years.

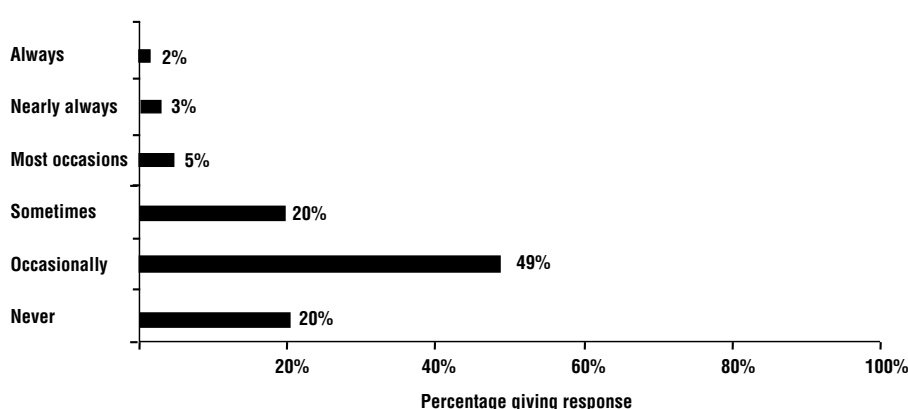
8.4 Frequency of driving at 10 km/h or more over the speed limit

Licence holders who have driven in the last two years were also asked:

'How often do you drive at 10 km/h or more over the speed limit?'

One in five in CAS 13 indicate they 'never' exceed the posted speed limit by 10 km/h or more. Half (48%) claim to do this 'just occasionally'. One in ten say they exceed the speed limit on most or all occasions. These findings, shown in Figure 13, reflect little change from last year.

Figure 13:
Frequency of driving at 10 km/h or more over the speed limit



Base: Beer drinkers who ever held a licence (n=1430)

Males still report a greater likelihood than females to exceed the speed limit by 10 km/h or more. Females (25%) are still much more likely than males (13%) to say they 'never' drive at 10 km or more over the speed limit.

As in previous surveys, age is a key predictor of how frequently drivers exceed the speed limit. One in five 15 – 24 year olds in CAS 13 admit to often exceeding the posted limit, compared with one in ten aged 25 – 39 years and no-one in the 60 years and over category.

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

Table 24:
Frequency of driving at 10 km/h or more over the speed limit: by Sex and Age

	Total	Sex		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Always	2	3	0	3	3	1	0
Nearly always	3	4	2	6	3	3	0
Most occasions	5	5	4	11	6	4	0
Sometimes	20	23	18	24	24	23	7
Just occasionally	49	50	48	40	51	50	53
Never	20	15	25	12	14	18	37
Total	100%	100%	100%	100%	100%	100%	100%
Base: Driven in last two years	1430	759	671	199	423	515	293

Just under one in five people (17%) booked for speeding in the last two years still drive 10 km/h or more over the speed limit on at least most occasions. This compares with the national average of 10%, though it represents a decline on the 24% reported in CAS 12. One in four booked in the past six months say they still drive at 10 km/h or more above the speed limit on at least most occasions. There was a similar last year.

As in earlier surveys in this series, frequency of long distance 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, 22% say that they drive at 10 km/h or more above the speed limit on at least most occasions (the national average is 10%). The incidence of often exceeding the speed limit by at least 10 km/h declines to 10% among those who would drive this distance on a weekly basis, and further declines to 6% among people who less often or rarely drive long distances.

Frequent speeding (that is, drive at 10 km/h or more above the speed limit on at least most occasions) tends to be reported with similar frequency across the States and Territories in CAS 13 (around one in ten). The exceptions are the ACT, with a slightly higher figure of 15%, and a relatively low incidence once again in Tasmania (3%).

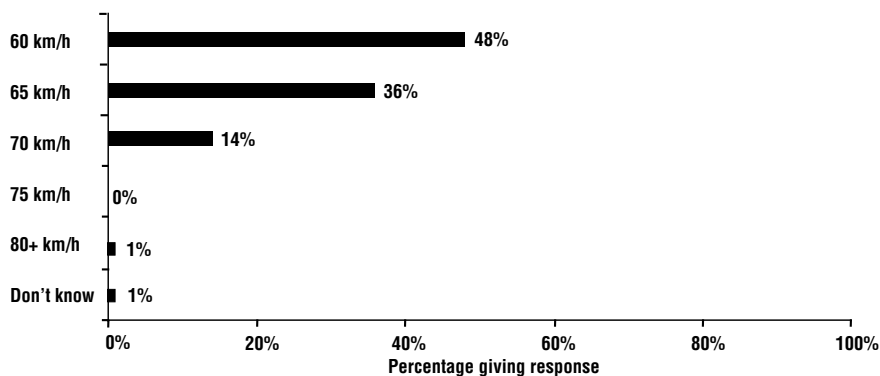
8.5 Tolerated speeds for 60 km/h speed zones

All respondents were asked:

‘Now thinking about 60 km/h speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?’

There has been little change since CAS 11 in the proportion of the community believing 60 km/h in urban areas should be strictly enforced. As shown in Figure 14 below, close to half of the general public nationally (48%) feel 60 km/h is the appropriate speed, with a further 36% stating they would allow the limit to be exceeded by 5 km/h. Some 14% feel that 70 km/h would be acceptable. Less than 2% say that speeds above 70 km/h should be permitted.

Figure 14:
Maximum speed tolerated in a 60 km/h urban speed zone



Base: Total sample (n=1593)

Support for strictly enforcing the 60 km/h limit is still stronger among females (54%) than among males (42%).

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

While CAS 12 revealed close to equal support for a 60 km/h and a 65 km/h urban limit across all age groups under 60 years, this latest survey has witnessed a return to the acceptance of strict enforcement of the 60 km/h limit among those aged 25 years and over. Support continues to decline among the 15 – 24 year age group, in favour of as much as 70 km/h.

Table 25:
Maximum speed tolerated in a 60 km/h urban speed zone: by Sex and Age

	<i>Total</i>	<i>Sex</i>		<i>Age</i>			
		<i>Male</i>	<i>Female</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>
60 km/h	48	42	54	33	46	49	64
65 km/h	36	38	34	45	38	36	26
70 km/h	14	18	10	18	16	14	7
75 km/h	0	1	0	1	0	0	0
80+ km/h	1	1	1	3	0	0	1
Don't know	1	0	1	0	0	1	3
Total	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1593	811	782	271	446	538	338

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

Marked changes in opinion since CAS 12 are noted in the findings from this current survey across the nation. Support for strict enforcement of the 60 km/h limit in urban areas has dropped significantly in the areas previously displaying highest acceptance, viz, Victoria (CAS 12, 47%), Tasmania (CAS 12, 48%) and the ACT (CAS 12, 49%). New South Wales (55%) and Queensland (52%) now show the highest support, well above the national average of 48%, while South Australia (37%), the ACT (38%) and Tasmania (39%) display least support for strict enforcement.

As in previous surveys, people living outside the capital cities (55%, up from 48%) are more likely than those in the cities (44%) to want the 60 km/h limit enforced.

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

Table 26:
Maximum speed tolerated in a 60 km/h urban speed zone: by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
60 km/h	48	55	43	52	37	42	39	43	38
65 km/h	36	34	38	33	42	35	44	37	40
70 km/h	14	9	16	13	19	22	14	15	21
75+ km/h	0	0	1	0	0	0	1	2	0
80 km/h	1	2	0	0	0	1	0	1	0
Don't know	1	0	2	2	2	0	2	3	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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

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

8.6 Tolerated speeds for 100 km/h speed zones

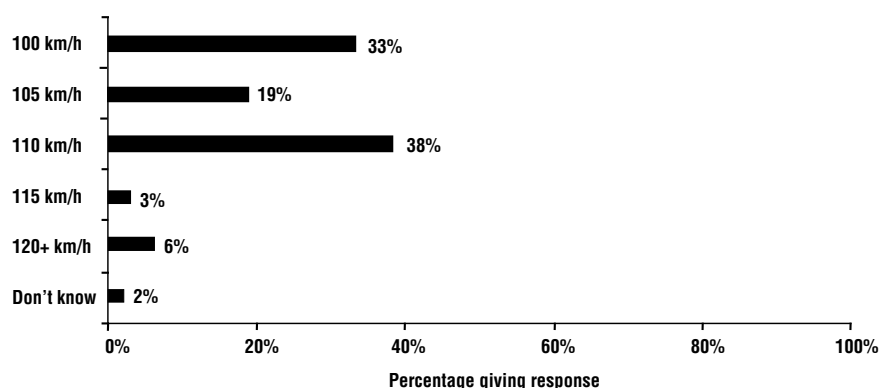
All respondents were then asked:

'Now thinking about 100 km/h 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/h. In the other States, it is 110 km/h 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/h speed zones.

Figure 15 shows that one in three people in rural areas (33%) support a strict 100 km/h enforcement, with a further 57% accepting up to 10 km/h over that limit. Close to one in ten (9%) accept 115 km/h or more in these zones. These responses have been similar since this question was introduced in CAS 9 (1996). Comparison figures over time are provided for reference in Appendix II.

Figure 15:
Maximum speed tolerated in a 100 km/h rural speed zone



Base: Total sample (n=1593)

Females (40%) continue to be significantly more likely than males (25%) to say that the 100 km/h rural speed limit should be enforced. Males (13%) are still more likely than females (6%) to tolerate rural speeds of 115 km/h or more in 100 km/h zones.

Strict enforcement of the 100 km/h zones in rural areas is most accepted by people aged over 40 years, and particularly the over 60 age group. The most commonly supported speed limit among people under 40 years is 110 km/h.

Table 27:
Maximum speed tolerated in a 100 km/h rural speed zone: by Sex and Age

	Sex			Age			
	Total	Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
100 km/h	33	25	40	25	27	33	48
105 km/h	19	19	18	20	18	16	23
110 km/h	38	42	33	45	46	37	19
115 km/h	3	4	2	4	2	4	0
120+ km/h	6	8	4	5	7	9	3
Don't know	2	1	3	0	0	1	7
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	811	782	271	446	538	338

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

In line with last year there is very little difference between people living in either the city or country areas supporting enforcement of a 100 km/h limit where posted in rural areas.

Support for strict enforcement of posted 100 km/h rural limits varies little between the States and Territories. CAS 13 has witnessed a shift in opinion in the Northern Territory where 38% (up from 26%) now support the 100 km/h enforcement. However, three in five in the Northern Territory would support a limit of 110 km/h or more in a 100 km/h rural zone. A similar figure is evident in the ACT, showing these two areas being the least likely to support enforcement.

Table 28:
Maximum speed tolerated in a 100 km/h urban speed zone: by State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
100 km/h	33	38	26	31	33	32	33	38	25
105 km/h	19	18	24	12	23	14	23	9	18
110 km/h	38	34	38	43	33	40	38	36	47
115 km/h	3	2	3	4	4	6	1	1	4
120+ km/h	6	5	7	8	5	6	1	14	6
Don't know	2	2	2	2	2	2	4	2	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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/h you are significantly more likely to be involved in an accident**
- **An accident at 70 km/h will be a lot more severe than an accident at 60 km/h.**

The statements that the Australian public most commonly agree with continue to be:

- **speed limits are generally set at reasonable limits (87%, no change from last year);**
- and
- **an accident at 70 km/h will be a lot more severe than an accident at 60 km/h (90% against 87% last year).**

In the case of 'an accident at 70 km/h will be a lot more severe than an accident at 60 km/h', CAS 13 has found a rise in the proportion strongly agreeing (from 62% last year to 69%). Similarly, there has been a slight increase in the number strongly agreeing with the statement 'speed limits are generally set at reasonable limits' (from 50% to 55%).

The statement agreed with at the next level is

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

Close to seven in ten (69% this year, compared with 65% last year) agree with this statement. CAS 13 has witnessed a rise in the number strongly agreeing, from 30% in CAS 12 to 38% now. The proportion of the community strongly agreeing with this proposition has been progressively increasing over the last four measures.

CAS 13 has again shown that that the majority of the community still believes that:

- **Fines for speeding are mainly intended to raise revenue.**

Overall, 56% agree with that statement, including 27% 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 registering least agreement is:

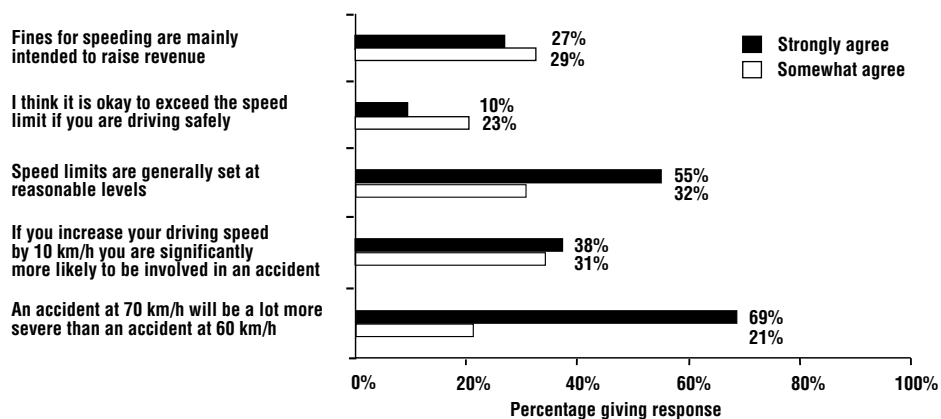
- **It is OK to exceed the speed limit if you are driving safely.**

One third of the community again agree with this statement, strong agreement evident among one in ten. Some 65% continue to disagree with this proposition, two in five (40%) again strongly disagreeing.

Figure 16 below 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=1593)

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

'Fines for speeding are mainly intended to raise revenue'
(63%:51%), particularly for the 'agree strongly' response (35%:20%).
These figures are consistent with CAS 12.

'I think it is okay to exceed the speed limit if you are driving safely'
(40%:27%). Again, these findings are in line with last year.

Females are more likely than males this year to agree that:

'Speed limits are generally set at reasonable levels' (91%:83%).

They also continue to be significantly more likely than males to strongly agree with the statement:

'If you increase your driving speed by 10 km/h you are significantly more likely to be involved in an accident' (41%:34%).

However, as noted last year, the gap between the overall agreement levels has been declining over time, such that females are only slightly¹ more likely to agree in total this year.

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

	<i>Total</i> %	<i>Sex</i>		<i>Age</i>			
		<i>Male</i> %	<i>Female</i> %	<i>15-24</i> %	<i>25-39</i> %	<i>40-59</i> %	<i>60+</i> %
Fines for speeding are mainly intended to raise revenue	56	63	51	49	60	57	56
It is okay to speed if you are driving safely	33	40	27	38	35	31	30
Speed limits are generally set at reasonable levels	87	83	91	83	90	86	90
If you increase speed by 10 km/h, you are significantly more likely to be involved in an accident	69	67	70	73	68	62	73
An accident at 70 km/h will be a lot more severe than at 60 km/h	90	89	91	89	92	90	91
Base: Total Sample	1593	811	782	271	446	538	338

In line with all previous surveys, drivers who regularly travel 50 kilometres or more at least three times a week are significantly more likely (40%) than other people (national average of 27%) 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 13 agreeing either 'strongly' or 'somewhat' about these five propositions.

¹ Significant at the 90% confidence limit

**Table 30:
Agreement (strongly or somewhat) with statements on speed related issues: by State and Territory**

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
Fines for speeding are mainly intended to raise revenue	56	53	53	59	70	59	59	49	48
It is okay to speed if you are driving safely	33	32	30	38	37	36	24	37	38
Speed limits are generally set at reasonable levels	87	86	90	85	86	88	88	90	85
If increase driving speed by 10 km/h significantly more likely to be involved in an accident	69	72	66	65	70	65	63	59	67
An accident at 70 km/h will be a lot more severe than at 60 km/h	90	90	92	89	90	92	85	78	89
Base: Total Sample	1593	274	250	223	184	173	178	155	156

Residents of South Australia are the most inclined to express agreement with the statement that ‘fines for speeding are mainly intended to raise revenue’ (70%), a finding evident since CAS 10. Little variation of significance is again evident between States and Territories for other statements, showing national consistency of opinion (Table 30 above).

8.8 Lowering the current speed limit in residential areas

The following statement was read out to all respondents:

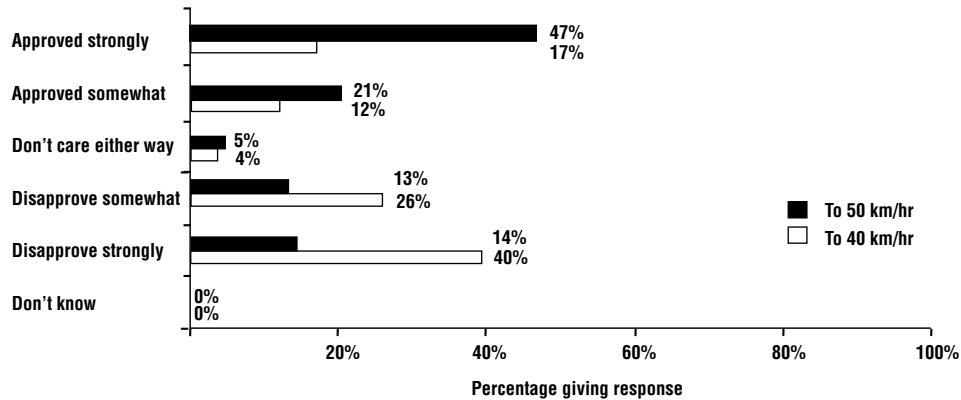
‘Some road safety authorities believe that the speed limit in residential areas should be lowered from 60 km/h to 50 or 40 km/h. This would only apply to local streets and minor roads, not arterial roads or highways.’

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

The majority of Australians (68%) approve of lowering the speed limit in residential areas to 50 km/h, with a further 5% not caring either way (Figure 17). CAS 13 shows a continuing increase in support for this 50 km/h proposition, with approval now at the highest level recorded since the question was introduced in 1995 (CAS 8). The proportion ‘strongly’ approving is 47% in this latest survey, a significant increase over the figure of 39% recorded last year.

The idea of a 40 km/h speed limit elicits support by only 29% of the community, a level recorded with relative consistency since 1995.

Figure 17:
Feelings about Lowering Speed Limit in Residential Area



Base: Total sample (n=1593)

8.8.1

The 50 km/h proposition

While a majority of both sexes are in favour of lowering the residential speed limit to 50 km/h, females remain more strongly in favour (50% compared with 44% of males). Overall support among males has gradually increased from 56% in CAS 11 to 67% now.

Approval of the 50 km/h limit in residential streets continues to increase with age. Disapproval remains highest (38%) among the 15 – 24 age group (Table 31) though the majority in this age group (53%) approve of it.

Table 31:
Feelings about lowering the residential speed limit to 50 km/h: by Sex and Age

	Total %	Sex		Age			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Approve strongly	47	44	50	27	52	47	57
Approve somewhat	21	23	20	26	19	21	22
Total approve	68%	67%	69%	52%	71%	69%	78%
Not care either way	5	5	5	10	6	3	3
Disapprove somewhat	13	11	15	19	11	13	9
Disapprove strongly	14	17	11	19	12	14	9
Don't know	0	0	0	0	0	0	0
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	811	782	271	446	538	338

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

Approval of a 50 km/h limit in residential areas is again expressed by a majority in all States and Territories. It remains highest in Queensland (73%), with seven in ten in New South Wales and Victoria also showing approval. Regions below the national approval

average of 68% include the ACT (55%), the Northern Territory (57%), Tasmania (60%) and Western Australia (60%). (see Table 32).

Table 32:
Lowering the residential speed limit to 50 km/h: State and Territory

	<i>Total</i>	<i>State or Territory</i>							
		<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
Approve strongly	47	49	47	53	41	38	35	33	28
Approve somewhat	21	21	23	20	23	22	25	24	27
Total approve	68%	70%	70%	73%	64%	60%	60%	57%	55%
Not care either way	5	5	5	5	6	3	5	9	8
Disapprove somewhat	13	13	11	9	14	19	21	16	13
Disapprove strongly	14	11	15	12	15	19	13	18	22
Don't know	0	0	0	0	1	0	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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

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

8.8.2

The 40 km/h proposition

While females (34%) are more likely than males (24%) to be in favour of a 40 km/h limit in residential areas, close to two thirds of females are against the proposition. Seven in ten males disapprove. In general terms the national community is divided between disapproving 'strongly' and disapproving 'somewhat'.

Table 33 below shows these opinions about a 40 km/h speed limit in residential areas, by age and sex of the community in CAS 13.

Table 33:
Feelings about lowering the residential speed limit to 40 km/h: by Sex and Age

	<i>Total</i>	<i>Sex</i>		<i>Age</i>			
		<i>Male</i>	<i>Female</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
		<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>
Approve strongly	17	13	21	6	18	17	24
Approve somewhat	12	12	13	11	15	10	12
Total approve	29%	25%	34%	17%	33%	27%	36%
Not care either way	4	5	3	7	3	3	4
Disapprove somewhat	26	25	28	32	22	26	28
Disapprove strongly	40	46	35	44	42	43	31
Don't know	0	0	0	0	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	811	782	271	446	538	338

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

8.9 Identifying speed camera or radar spots

Two new questions were introduced in CAS 12 and repeated in CAS 13. 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.'

Opinion again appeared to be divided on this issue. Half of the national community (49%) maintain overall that it is 'easy' to identify the spots of operation and just under half (44%) say it is 'difficult'.

There is still very little difference between the sexes or the age groups of licence holders up to 60 years in the distribution of responses (Table 34). While half the males and females in CAS 13 feel it is 'easy' to pick speed camera and radar spots, males are more likely to express the view that it is difficult.

Licence holders over 60 years, however, are most inclined to say that it is 'very difficult' to pick speed camera and radar spots. This age group also includes a significant proportion unable to comment (17%).

Table 34:
Ease of picking speed camera and radar spots: by Sex and Age

	<i>Total</i>	<i>Sex</i>		<i>Age</i>			
		<i>Male</i>	<i>Female</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	%	%	%	%	%	%	%
Very easy	12	12	13	11	16	12	7
Fairly easy	37	36	37	41	40	37	27
Total 'Easy' (net)	49%	48%	50%	52%	56%	50%	34%
Fairly difficult	30	33	25	32	29	30	29
Very difficult	15	14	16	12	12	16	20
Total 'Difficult' (net)	44%	47%	41%	45%	40%	45%	49%
Don't know	7	5	9	3	4	5	17
Total	100%	100%	100%	100%	100%	100%	100%
Base: Ever Held a Licence	1454	768	686	201	428	519	306

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

Similar to CAS 12 findings, people in the ACT (64%), Western Australia (64%), Victoria (58%) and Tasmania (58%) are more likely than elsewhere overall to indicate knowledge of speed camera and radar spots. In each of these locations the proportion answering 'easy to pick the spots' has increased since CAS 12. CAS 13 found the highest incidence of answering 'difficult to pick' is in Queensland (53%), New South Wales (49%) and South Australia (48%).

Table 35:
Ease of picking speed camera and radar spots: State and Territory

	<i>Total</i>	<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
Very easy	12	9	14	10	14	22	11	14	17
Fairly easy	37	32	43	33	32	42	47	38	47
Total easy (net)	49%	40%	58%	43%	46%	64%	58%	52%	64%
Fairly difficult	30	30	28	33	35	23	25	27	25
Very difficult	15	19	10	20	13	7	14	13	5
Total difficult (net)	44%	49%	38%	53%	48%	30%	39%	41%	30%
Don't know	7	11	4	4	6	6	3	8	5
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1454	247	229	207	161	159	161	146	144

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

An increase in the tendency to answer 'easy' was evident across all States/Territories with the exceptions of New South Wales and Queensland.

There appears to be no significant difference in stated ease of picking speed camera or radar spots according to such variables as driving distance and frequency, likelihood of drinking and driving, type of alcoholic beverage consumed, exposure to RBT or having been booked for speeding in the past two years.

At a national level, receipt of any advance warning of speed camera or radar spots still appears to be more of an occasional circumstance rather than common occurrence. The most common answer for all community sub-groups nationally is 'just occasionally' (38%).

Around one in four drivers (27%), however, do say that they get warning of speed camera or radar spots either 'quite' often (14%) or 'very' often (13%). Unlike CAS 12 last year, however, males were no more likely than females to say they had received any such warning in this 2000 survey. Likelihood of being aware of such a warning was highest among 15 – 24 year old licence holders and gradually declined with age.

Findings about receiving any warnings of speed camera or radar spots by sex and by age of licence holders are shown below in Table 36.

Table 36:
Frequency get advance warning about speed camera or radar spots: by Sex and Age

	<i>Sex</i>			<i>Age</i>			
	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Under 24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
	%	%	%	%	%	%	%
Very often	13	14	12	20	15	12	5
Quite often	14	15	14	16	15	16	10
Net often	27%	29%	26%	36%	30%	28%	15%
Sometimes	18	18	19	15	25	15	15
Just occasionally	38	38	39	37	31	42	45
Never	14	14	14	13	13	13	18
Don't know	2	1	3	0	1	1	6
Total	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1454	768	686	201	428	519	306

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 38% saying they

are alerted often (24% 'very' often). There is also evidence that licence holders living in the capital cities (32%) are more likely than those in the non-metropolitan areas (18%) to receive this advance warning.

As in CAS 12, major differences were reported between the different States and Territories in receiving advance warning of speed camera or radar spots. Table 37 below shows a relatively high 42% of Western Australian licence holders aware of 'often' receiving advance warning. Victoria (38%), the Northern Territory (35%) and South Australia (34%) are also above the national average of 27%. Queensland (15%) and NSW (20%) are 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

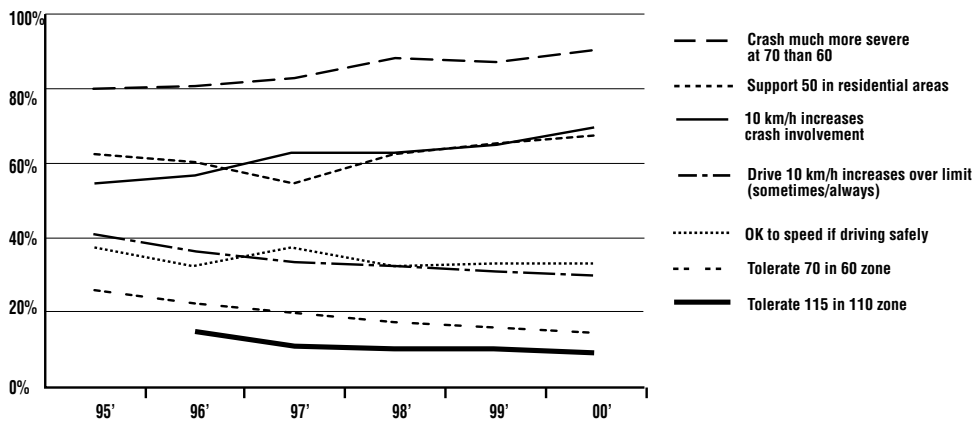
	State or Territory								
	Total	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
Very often	13	10	15	9	15	22	11	20	13
Quite often	14	10	23	6	19	20	19	15	14
Net Often	27%	20%	38%	15%	34%	42%	30%	35%	27%
Sometimes	18	19	20	16	20	16	16	22	16
Just occasionally	38	42	30	50	35	29	43	29	39
Never	14	18	10	18	11	7	9	12	17
Don't know	2	2	3	1	1	5	2	2	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1454	247	229	207	161	159	161	146	144

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 2000.

Figure 18:
Attitudes to speeding - Comparisons over time



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

While there continues to be universal support for drink driving enforcement through RBT (97%), community opinion remains divided on speed enforcement. As in last year's survey, 56% of the community agree with the proposition that 'fines for speeding are mainly intended to raise revenue' and one third agree that 'it is okay to exceed the speed limit if you are driving safely.'

However there are encouraging indications of a shift in public attitude. Over the past six 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/h 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 30% of people who say they always or sometimes drive over the limit.
- (16) Should Lower Speed Limits to 50 km/h – Approve
 - the national average prior to CAS 13 for approval was 61%;
 - this year, approval for the lowering of speed limits has again increased to its highest level, reaching 68%.
- (17) Speed Tolerance in 60 km/h Zone
 - 48% have no tolerance for breaking the speed limit, increasing from 44% last year and a previously consistent level recorded over the prior five years;
 - there is a decreasing trend in the tolerance for a 10 km/h margin before getting booked, from an average of 18% over the last five years to 14% in CAS 13.
- (18) Speed Tolerance in 100 km/h Zones
 - a decrease in the tolerance for a margin of 15 km/h or above, from a high of 15% four years ago to one in ten for the last three years.
- (19b) Agreement with Statement ‘It is OK to exceed the speed limit if you are driving safely’;
 - average agreement with statement has been 34.2%, decreasing to 33% for the last three years.
- (19d) Agreement with Statement ‘If you increase your speed by 10 km/h, you are significantly more likely to be involved in an accident’
 - there is an increasing trend of agreement with this statement over 6 years from 55% to 69%;
 - the average percentage of agreement was 62% prior to CAS 13 when the survey recorded a high of 69% agreement.
- (19e) Agreement with Statement ‘An accident at 70 km/h will be a lot more severe than an accident at 60 km/h’
 - agreement with this statement shows a consistently high majority, averaging 85% over time;
 - this new survey shows a further upward trend, to 90%.

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 six years that police enforcement has increased.
- (13) Personal Driving Speed in Last 2 Years
 - consistently high majority (95%) 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%).

9.1 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:

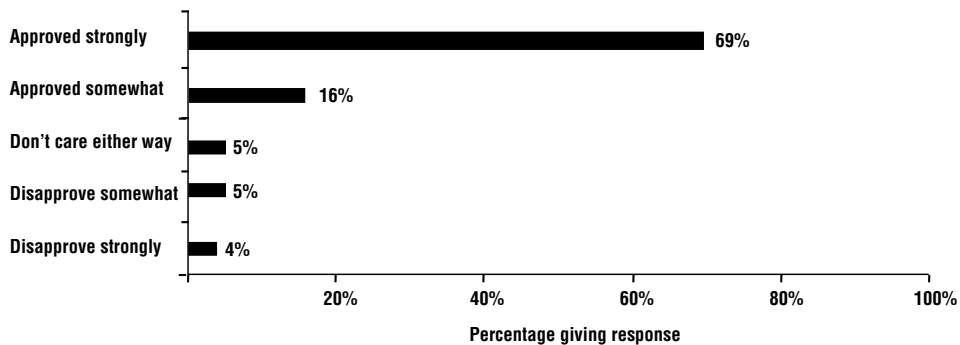
'How do you feel about this law (which requires people to carry their licence at all times when driving any motor vehicle)?'

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?'

CAS 13 confirms a large majority of the community is in favour of compulsory licence carriage. Figure 19 shows that nearly seven in ten people (69%) strongly support this requirement being law, with total approval measuring 85% after adding in those people who somewhat approve of this proposition. Only 9% disapprove.

Figure 19:
Feelings about a law requiring drivers to carry licence at all times



Base: Total sample (n=1593)

Overall support is again more pronounced among females (89%) than males (82%). While a clear majority of both sexes support the idea 'strongly', females (74%) are much more likely than males (64%) to have that opinion.

All age groups also show clear majority support, with approval continuing to gain even more strength as age increases.

In line with CAS 12, all States and Territories exhibit approval of this idea by at least three in four residents, with a majority being 'strongly' in favour. This year, approval across the States and Territories is highest in South Australia (91%), with Victoria (90%) and New South Wales (86%) again in the top three.

No region in CAS 13 has an approval level below 75%. On balance, CAS 13 shows people in the capital cities (87%) demonstrate higher approval than those outside the capitals (83%).

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 five surveys since these questions were introduced, most people in all regions believe that

such a law already exists in their particular area. Nine in ten people in both New South Wales (90%) and Victoria (89%) again expressed this view.

An increase in the order of ten percent expressing the opinion this is an existing law was noted in the ACT (85%), the Northern Territory (75%) and Queensland (67%). The Western Australian community remains least likely to believe such a law exists in their State (42%).

Approval of the law is high (75% or higher) regardless of respondents' belief about whether such legislation exists in their State.

These findings for CAS 13 are illustrated in Table 38, together with an analysis of approval 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

	<i>State or Territory</i>								
	<i>Total</i>	<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
Whether it is the law	%	%	%	%	%	%	%	%	%
Yes it is	78	90	88	67	64	42	59	75	85
No, it is not	11	2	4	18	21	37	24	9	2
Don't know about it	12	8	8	15	16	21	17	16	13
Approval by whether or not it is thought to be the law	%	%	%	%	%	%	%	%	%
It is law – approve	69	79	80	59	58	35	56	59	73
It is law – but disapprove of it	6	6	7	6	4	3	2	5	6
It is law – don't care	3	5	2	3	2	3	1	10	6
No law – would approve	7	1	3	13	18	21	16	6	2
No law – would disapprove	2	0	1	3	2	12	6	2	0
No law – don't care	1	0	0	2	0	3	2	2	0
Don't know if law – approve	10	6	8	12	15	19	13	12	7
Don't know if law – disapprove	1	1	0	2	0	2	3	1	3
Don't know if law – don't care	1	1	0	1	0	1	1	3	1
Overall Approval	%	%	%	%	%	%	%	%	%
Yes – approve	86	86	91	84	91	75	85	77	82
No not approve	9	7	8	11	6	17	11	8	8
Don't know	5	7	1	5	3	8	4	15	10
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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:

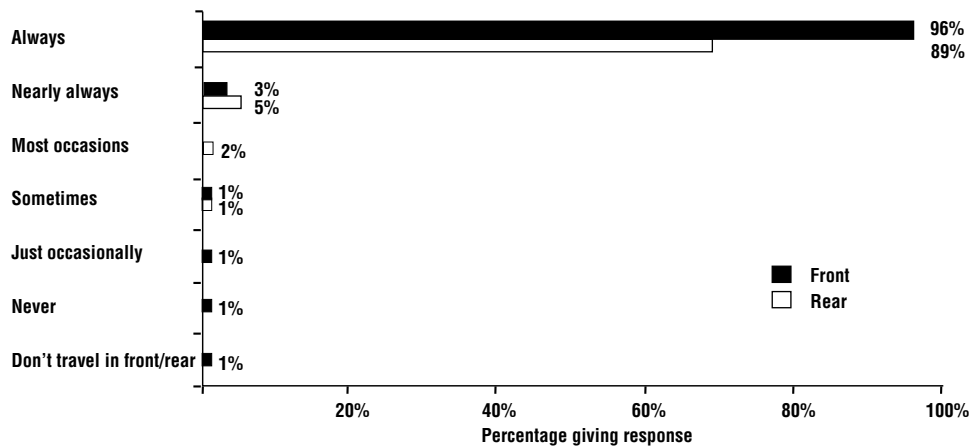
‘When travelling in a car, how often do you wear a seat belt in the front seat, either as a driver or a passenger? Would that be always, nearly always, most occasions, or never?’

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

Consistent with the previous surveys throughout this series, 96% say they always use a seat belt in the front seat.

Slightly fewer (89%) say they always use seat belts in the back seat and another 5% claim to do so ‘nearly always’. The CAS 13 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=1593)

There is again little difference in the incidence of males (95%) or females (97%) using their front seat belt all the time.

Females (91%) are still more likely than males (88%) to say that they always wear seat belts in the rear seat. However, it should be noted that this figure of 88% for males represents a significant increase on the 81% recorded in CAS 12.

The claim of always wearing a rear seat belt varies from a low of 77% in the Northern Territory (up from 65% in CAS 12) to a high of 91% in Victoria and NSW.

All but one region recorded an increase in rear seat belt use this year. The exception was the ACT, which remained at an above average of 86%. The relatively low incidence of rear seat belt use in the Northern Territory continues to be significantly below all of the other regions and has been consistently low over the last few surveys.

The figures for CAS 13 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**

	<i>State or Territory</i>								
	<i>Total</i>	<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
In the front seat	96	97	97	96	92	93	97	92	95
In the rear seat	89	91	91	87	85	89	88	77	86
Base: Total Sample	1593	274	250	223	184	173	178	155	156

As was the case in CAS 12, this survey has shown a higher proportion of the capital city population (97%) than those in the non-capital areas (94%) always using front seat belts. Likelihood of using rear belts all the time is also higher in the cities (91%) this year compared with the country (86%).

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.

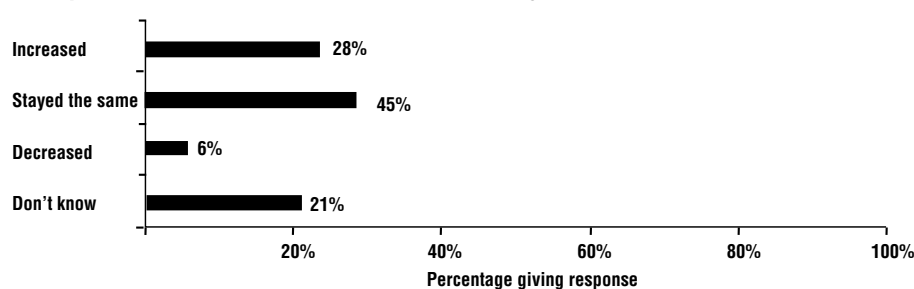
9.3 Occupant restraint enforcement

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 belt enforcement increased, stayed the same or decreased?'

Close to three in ten people (28%) say that occupant restraint enforcement has increased in the last two years. A further 45% say it has stayed the same while only 6% say it has decreased. One in five (21%) are not able to give an opinion on this issue. These figures are shown in Figure 21 in the next page and are consistent with perceptions of seat belt enforcement recorded 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=1593)

Unlike last year, females are now more inclined than males to feel that seat belt enforcement has increased (31% compared with 25% of males). While no significant differences were evident in CAS 12 between the age groups, this year's survey shows the youngest and the oldest groups were the most likely to perceive an increase in enforcement.

Increased activity has again been noticed significantly more in Tasmania (38%) and this is also the case in Queensland this year (36%). People in the ACT (16%) are again least inclined to have noticed any increase in occupant restraint enforcement, with figures also declining in Western Australia (18%). (Table 40).

Table 40:
Occupant restraint enforcement in the last two years: by State and Territory

	<i>State or Territory</i>								
	<i>Total</i>	<i>NSW</i>	<i>VIC</i>	<i>QLD</i>	<i>SA</i>	<i>WA</i>	<i>TAS</i>	<i>NT</i>	<i>ACT</i>
	%	%	%	%	%	%	%	%	%
Increased	28	28	27	36	31	18	38	26	16
Stayed the same	45	46	42	39	44	55	45	49	51
Decreased	6	6	7	4	5	5	2	6	9
Don't know	21	21	24	20	20	22	15	19	24
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1593	274	250	223	184	173	178	155	156

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

Increased occupant restraint enforcement continues to be noticed more often outside the capital city areas (32%) than in the capitals (26%).

9.4 Riding a motorcycle on the road in the last year

Two questions on riding motorcycles on the road were introduced in CAS 12, and included in this latest survey. 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?'

As was the case last year, a similar 7% of Australians aged 15 and over say they have driven a motorcycle on the road in the last year. Similarly to CAS 12, these motorcycle riders more commonly:

- live in non-metropolitan regions (10%) rather than in the cities (6%);
- are aged under 40 years (18% – 9% over 40 years);
- are males (13% – 1% females);
- often drive long distances (at least 50 km or more, 3 times a week) (14%);
- drink and drive (11%) and drink beer (12%) rather than other beverages.

There are no significant differences between the States and Territories in relation to the incidence of motorcycle riding on the road in the last year.

CAS 13 has again identified 7% of the community as having ridden as a passenger on a motorcycle on the road in the last year. These passengers most commonly:

- are males or females aged under 25 years (20%);
- do not have a driver's licence (19%);
- often drive 50 km or more at least 3 times a week (10%).

There is again a marginally wider range in incidence of being a motorcycle passenger across the States and Territories than is the case for being in control (the driver) of the motorcycle. The incidence of motorcycle passengers ranges from 4% in NSW and South Australia to a high of 12% in the ACT.

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 13 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. There is no difference between sexes. Again similar to last few 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.

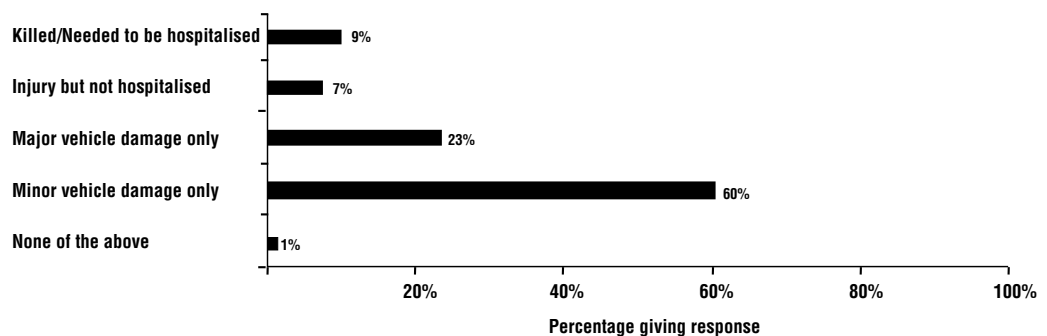
**Table 41:
Involvement in a road crash in the last three years: by Age and Sex**

	Total %	Sex		Age			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Yes	18	19	18	29	20	15	10
Base: Total Sample	1593	811	782	271	446	538	338

People living in the capital cities (21%) continue to be more likely than those in the country areas (12%) 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 a crash in the last three years (n=265)

CAS 13 shows that nearly one in five (16%, down from 23% last year) 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.

APPENDIX I: QUESTIONNAIRE FOR CAS 13

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 13

TAVERNER Research Company
Level 2, 88-90 Foveaux Street
SURRY HILLS, NSW 2010
March, 2000
Taverner
Ref:TRC.665/MT
Consultancy Commission No.TI999/1523

FINAL QUESTIONNAIRE CAS 13

Good (...). My name is (...) from TAVERNER Research Company. I am calling about the letter sent last week from the Director of the Australian Transport Safety Bureau (for the Department of 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 Australian Transport Safety Bureau (a section of the Department of Transport and Regional Services) conducts regular surveys into public opinion. Your home has been selected AT RANDOM to be included in this year's Community Attitudes 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?

Number.

IF ONLY ONE, INTERVIEW THAT PERSON IF TWO OR MORE, SAY:

To help me select the person for this interview, please tell me the name of each of those (..number..) people. Please **start 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

<p>Q.1a) What factor do you think most often leads to road crashes? RECORD SINGLE RESPONSE IN MENTION) Q.(1a) GRID BELOW. ALL OTHER RESPONSES IN COLUMN FOR Q.1(b) (Other Mentions)</p>	<p>Q.1b) What other factors lead to road crashes? What else? ACCEPT MULTIPLES AND (First RECORD IN GRID BELOW - MAXIMUM TWO RESPONSES IN Q.1(b)</p>	
	<p>Q.1(a) First Mention</p>	<p>Q.1(b) Other Mentions (up to 2)</p>
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/C'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 AFTER CAS 10

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

IF "do not drink/only drink at home", SAY: "Do you EXPECT it would affect your ability to act safely as a pedestrian, 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 GOTO 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?
READ OUT TO CLARIFY

1. Car: Learner’s permit
2. Car: Provisional Licence or P/plate
3. Car: Full driver’s licence
4. Heavy Vehicle licence
5. Bus driver’s licence
6. Motorcycle: Learner’s permit
7. Motorcycle: Provisional licence
8. Motorcycle: Full 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 GOTO 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

Q.12a)/b) DELETED AFTER CAS 9

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 I 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.15a)

Q.15b) How many standard drinks do you think are contained in a stubby or can (375 mls) 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.15a)

Q.15c) How many standard drinks do you think are contained in a bottle (750 mls) 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 CASI0/11/12

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/h 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/h speed zones in URBAN areas, how fast should people be allowed to drive without being booked for speeding?

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

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

1. 100 km/h
2. 105 km/h
3. 110 km/h
4. 115 km/h
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 I "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 OUT**

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

<i>ROTATE ORDER</i>	<i>Agree Strongly</i>	<i>Agree Somewhat</i>	<i>Disagree Somewhat</i>	<i>Disagree Strongly</i>	<i>(Don't know)</i>
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/h you are significantly more likely to be involved in an accident	1	2	3	4	5
e) An accident at 70 km/h will be a lot more severe than an accident at 60 km/h	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/h to 50 or 40 km/h. 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 local streets and minor roads IN RESIDENTIAL AREAS to 50 km/h? Would you ... **READ OUT**

IF RESPONDENT SAYS THIS ALREADY HAS HAPPENED, SAY... “How DO you feel about lowering the speed limit in local RESIDENTIAL streets and minor roads to 50 km/h?”

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/h? Would you ... **READ OUT**

IF RESPONDENT SAYS THIS ALREADY HAS HAPPENED, SAY... “How DO you feel about lowering the speed limit in LOCAL RESIDENTIAL streets and minor roads to 40 km/h?”

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)

INTRODUCED IN CAS 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

.....

OCCUPANT 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. AustraliaGO TO CLOSE
2. United KingdomGO TO D.9
3. EireGO TO D.9
4. ItalyGO TO D.9
5. GreeceGO TO D.9
6. YugoslaviaGO TO D.9
7. Other Europe SPECIFY:GO TO D.9
8. China/Hong Kong/TaiwanGO TO D.9
9. VietnamGO TO D.9
10. Other Asia SPECIFY:GO TO D.9
11. Other English Speaking Country: SPECIFY: ..GO TO D.9
12. Other Country SPECIFY:GO TO D.9
- Not establishedGO 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
13. 2000
99. Not established

CLOSE

RESPONDENT NAME:

TELEPHONE NUMBER:DATE: / / 2001

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

	<i>CAS 13</i> <i>(2000)</i> %	<i>CAS 12</i> <i>(1999)</i> %	<i>CAS 11</i> <i>(1998)</i> %	<i>CAS 10</i> <i>(1997)</i> %	<i>CAS 9</i> <i>(1996)</i> %	<i>CAS 8</i> <i>(1995)</i> %	<i>CAS 7</i> <i>(1993)</i> %	<i>CAS 6</i> <i>(1991)</i> %
1. Factors believed to contribute to road crashes								
First mention (unaided, full sample)								
Speed	38	35	34	39	34	34	29	33
Drink Driving	13	14	14	14	15	16	23	15
Lack of Concentration	11	12	13	11	12	n/a	11	9
Driver Fatigue	9	11	10	6	8	n/a	5	5
Carelessness	8	8	8	8	9	n/a	12	7
Driver Attitudes	7	6	7	7	5	n/a	5	7
Driver Inexperience	5	4	3	4	6	n/a	6	5
Road Conditions	1	2	2	2	3	n/a	4	7
Road Design	1	1	3	2	1	n/a	n/a	6
Lack of Training	2	2	2	2	2	n/a	n/a	1
Total Mentions (unaided, full sample)								
Speed	62	58	57	63	57	56	55	51
Drink Driving	54	54	54	57	55	50	64	51
Lack of Concentration	26	25	28	25	24	n/a	22	16
Driver Fatigue	30	35	27	22	22	24	19	14
Carelessness / Negligence	18	17	19	19	23	n/a	26	21
Driver Attitudes	18	14	15	18	14	n/a	14	14
Driver Inexperience	17	15	15	15	14	n/a	15	12
Road Conditions	7	11	11	9	12	12	15	21
Weather	7	7	9	8	6	7	n/a	3
Road Design	4	6	8	7	6	8	n/a	5
Drugs (other than alcohol)	8	7	8	7	6	3	n/a	5
Lack of Driver Training	5	5	6	5	6	n/a	n/a	7
Lack of Vehicle Maintenance	2	2	5	2	2	4	n/a	n/a
Disregard Rules	4	3	4	4	3	4	n/a	n/a
Ignorance of Rules	2	2	3	3	3	4	n/a	n/a
2. Agreement with Random Breath Testing								
(full sample)								
Total "Agree"	97	96	97	98	n/a	n/a	96	97
3. RBT Activity								
(full sample)								
Increased	38	44	44	46	39	41	37	n/a
No change	31	36	29	26	24	22	31	n/a
Decreased	15	14	12	11	13	15	17	n/a
Don't know	16	16	15	17	25	21	16	n/a
Seen RBT - Past 6 Months	71	70	70	70	67	62	62	n/a

4. Incidence of Past 6 Month Breath Testing (current or past licence holders)								
Noticed	71	70	70	70	67	62	61	n/a
Tested	26	26	26	25	20	17	20	20
5. As Pedestrian, Would you be Affected by a .05 BAC - YES (full sample)								
	53	55	54	47	50	48	48	n/a
6. Attitudes Toward Drinking and Driving (current or past licence holders)								
I don't drink at any time	18	17	21	20	22	21	21	19
If I am driving I don't drink	40	40	39	39	41	43	34	41
If I am driving I restrict what I drink	42	42	40	41	37	34	44	39
If I am driving I don't restrict what I drink	nil	nil	nil	nil	nil	1	1	1
7. Use of Breath Testing Machine (current or past licence holders who drink)								
Past 6 Months	5	8	6	8	6	7	n/a	n/a
Very likely to Use, If Opportunity	37	28	31	33	29	27	n/a	n/a
8. Alcohol Consumption Guidelines								
Males - First Hour (all males)								
One	5	7	7	7	10	6	8	n/a
Two	43	42	42	38	33	36	25	n/a
Three	27	24	25	31	31	34	34	n/a
Four or more	11	12	11	12	9	12	14	n/a
Don't know	11	13	15	12	17	12	19	n/a
Males - After First Hour (all males)								
Less than one	1	2	3	3	3	2	4	n/a
One	78	72	75	76	65	75	67	n/a
Two	4	6	4	5	6	6	9	n/a
Three	0	1	1	1	1	2	1	n/a
Don't know	14	17	16	16	24	15	19	n/a
Females - First Hour (all females)								
One	24	28	29	28	27	23	19	n/a
Two	42	40	37	42	36	44	39	n/a
Three	7	6	7	6	9	10	9	n/a
Four or more	nil	2	2	1	1	2	2	n/a
Don't know	24	21	24	22	27	21	31	n/a
Females - After First Hour (all females)								
Less than One	5	7	6	7	7	4	5	n/a
One	58	60	56	63	54	63	52	n/a
Two	3	4	2	2	2	2	3	n/a
Three	nil	nil	1	nil	nil	nil	3	n/a
Don't know	30	28	34	12	37	31	37	n/a

**9. Alcoholic Beverage Mainly Consumed
(current or past licence holders who drink)**

Full Strength Beer	33	26	34	33	36	28	n/a	n/a
Light Beer	21	16	20	22	20	n/a	n/a	n/a
Net Beer (Full or Light)	53	42	54	50	49	n/a	n/a	n/a
Wine	39	33	40	41	41	30	n/a	n/a
Mixed Drinks	29	22	28	27	32	25	n/a	n/a

**10. Standard Drinks in a 375 mL Stubby or Can Full Strength Beer
(licence holders who drink light or full strength beer mainly)**

One or less	19	19	15	18	15	17	n/a	n/a
One and a half	42	47	45	42	39	43	n/a	n/a
Two	25	22	28	25	32	30	n/a	n/a
Three	3	1	2	3	1	1	n/a	n/a
Four or more	1	1	1	1	nil	nil	n/a	n/a
Don't know	11	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	5	4	6	5	3	4	n/a	n/a
Four	19	23	18	15	19	14	n/a	n/a
Five	25	22	25	22	23	34	n/a	n/a
Six	21	20	23	22	23	26	n/a	n/a
Seven	10	9	9	6	8	3	n/a	n/a
Eight	6	8	4	10	7	5	n/a	n/a
Nine or more	5	3	5	5	5	5	n/a	n/a
Don't know	9	11	10	13	12	9	n/a	n/a

**12. Police Speed Enforcement
(full sample)**

Increased	62	64	62	66	57	60	n/a	n/a
No change	24	22	26	22	26	26	n/a	n/a
Decreased	7	8	6	6	6	4	n/a	n/a
Don't know	7	7	6	6	11	9	n/a	n/a

**13. Personal Driving Speed in Last 2 Years
(full sample)**

Increased	4	6	5	8	6	8	6	n/a
Stayed the Same	65	66	68	64	64	66	72	n/a
Decreased	30	27	26	27	29	26	22	n/a

**14. Frequency Drive 10 km/h Over Limit
(driven in past two years)**

Always/most occasions	10	11	8	12	15	17	15	n/a
Sometimes	20	20	24	21	21	24	20	n/a
Occasionally	49	46	45	43	42	37	45	n/a
Never	20	23	23	23	22	22	20	n/a

**15. Booked for Speeding
(drivers)**

Past 6 months	7	7	6	8	5	5	5	n/a
Past 2 years	20	21	19	18	16	n/a	n/a	n/a

**16. Should Lower Speed Limits - Approve
(full sample)**

To 50 km/h in residential areas	68	65	62	55	61	62	n/a	n/a
To 40 km/h in residential areas	29	30	33	24	31	30	n/a	n/a

17. Speed Tolerance in 60 km/h Zones

(full sample)

60 km/h	48	44	49	44	44	37	n/a	n/a
65 km/h	36	37	31	34	31	34	n/a	n/a
70 km/h	14	14	15	18	19	22	n/a	n/a
75+ km/h	1	2	2	2	3	4	n/a	n/a
Don't know	1	2	2	2	3	3	n/a	n/a

18. Speed Tolerance in 100 km/h Zones

(full sample)

100 km/h	33	33	36	35	34	n/a	n/a	n/a
105 km/h	19	16	14	13	12	n/a	n/a	n/a
110 km/h	38	38	37	37	36	n/a	n/a	n/a
115 km/h	3	4	3	4	5	n/a	n/a	n/a
120+ km/h	6	6	7	7	10	n/a	n/a	n/a
Don't know	2	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	56	50	52	49	54	n/a	n/a
b) It is OK to exceed the speed limit if you are driving safely	33	33	32	37	33	37	n/a	n/a
c) Speed limits are generally set at reasonable levels	87	87	89	90	87	85	n/a	n/a
d) If you increase your speed by 10 km/h, you are significantly more likely to be involved in an accident	69	65	63	63	57	55	n/a	n/a
e) An accident at 70 km/h will be a lot more severe than an accident at 60 km/h	90	87	88	83	81	80	n/a	n/a

20. Incidence of Wearing Seat Belts**(full sample)**

Always - Front	96	95	96	95	95	96	97	94
Always - Rear	89	85	88	88	86	86	85	82

21. Seat Belt Enforcement**(full sample)**

Increased	28	27	31	30	33	37	n/a	n/a
No change	45	47	45	47	36	38	n/a	n/a
Decreased	6	6	5	5	4	5	n/a	n/a
Don't know	21	21	19	19	27	21	n/a	n/a

22. Compulsory Licence Carriage**(full sample)**

Approve strongly	69	68	72	64	68	n/a	n/a	n/a
Approve somewhat	16	15	15	20	15	n/a	n/a	n/a
Net "approve"	85	84	87	84	83	n/a	n/a	n/a

23. Involvement in Road Accident -**Past 3 Years**

Involved (total sample)	18	18	18	20	17	20	20	n/a
Among those involved.....								
Someone killed/hospitalised	9	9	11	5	5	9	5	n/a
Someone injured/not hospitalised	7	14	10	14	14	9	10	n/a
Major vehicle damage, no one injured	23	25	17	24	25	30	20	n/a
Minor vehicle damage, no one injured	60	51	59	56	54	52	55	n/a

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.

	<i>Interviews Achieved (number)</i>						
	<i>Total</i>	<i>Sex</i>		<i>Age</i>			
		<i>Male</i>	<i>Female</i>	<i>15-24</i>	<i>25-39</i>	<i>40-59</i>	<i>60+</i>
Region							
Sydney	143	73	70	24	38	46	35
Other	131	67	64	22	33	46	30
NEW SOUTH WALES	274	140	134	46	71	92	65
Melbourne	131	66	65	22	38	43	28
Other	119	58	61	21	30	40	28
VICTORIA	250	124	126	43	68	83	56
Brisbane	105	55	50	14	36	34	21
Other	118	63	55	19	29	44	26
QUEENSLAND	223	118	105	33	65	78	47
Adelaide	104	52	52	20	29	32	23
Other	80	40	40	13	20	23	24
SOUTH AUSTRALIA	184	92	92	33	49	55	47
Perth	103	50	53	19	28	36	20
Other	70	35	35	11	21	23	15
WESTERN AUSTRALIA	173	85	88	30	49	59	35
Darwin	90	45	45	17	29	31	13
Other	65	35	30	13	19	25	8
NORTHERN TERRITORY	155	80	75	30	48	56	21
Hobart	87	48	39	12	28	26	21
Other	91	46	45	14	24	33	20
TASMANIA	178	94	84	26	52	59	41
ACT	156	78	78	30	44	56	26
TOTAL	1593	1544	1486	512	848	1020	650

APPENDIX IV: NOTES TO ASSIST IN THE INTERPRETATION OF DATA

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:

$$\text{Standard Error} = \sqrt{\frac{(100-p)p}{n}} \quad \text{where } p = \text{survey result (the percentage giving any answer)} \\ n = \text{the sample size (for the total or any sub-group)}$$

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
	+/- %	%+/- %	+/- %	+/- %	%+/- %
1593 (total sample Wave 13)	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 1.5% of survey estimates, assuming a 10% or 90% result, and 2.5% assuming a 50% result, based on the achieved sample size of 1593.

