

Community Attitudes to Road Safety

Community Attitudes Survey
Wave 14, 2001

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Department of Transport and Regional Services
Australian Transport Safety Bureau

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Wave 14, 2001**

Conducted March 2001

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COMMUNITY ATTITUDES TO ROAD SAFETY:
Community Attitudes Survey Wave 14, 2001

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Abstract

The fourteenth in a series of national surveys on community attitudes to road safety was conducted in March – April 2001 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) This report is disseminated in the interests of information exchange.
 - (2) The views expressed are those of the author(s) and do not necessarily represent those of the Commonwealth.
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1. EXECUTIVE SUMMARY

This is the fourteenth in a series of annual surveys of community attitudes and perceptions towards a range of road safety issues. Findings from this 2001 Community Attitudes Survey (CAS 14) were derived from telephone interviews with a national sample of 1,550 Australian residents aged 15 years and over. A summary of the main findings from the 2001 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.

The results from the current survey provide a snapshot of community perceptions across a range of road safety issues, and data from past surveys provide a view of changes in community attitudes over time.

1.1. Main Trends and Comparisons - Overall

The Australian community continues to identify speed as the single most likely cause of road crashes. When asked to nominate the main factor that leads to road crashes, 37% say speed, almost three times the number that say driver fatigue (13%) or drink driving (12%). When asked to name three crash factors, over half the community include speed (59%) and drink driving (52%) in their list, and one in three include driver fatigue (33%).

This survey reveals a growing awareness of the dangers of speeding and increasing evidence of a shift in attitudes across a range of speed-related behaviours. The community appears to be moving towards a more responsible attitude to speed, and there is a decline in the level of extreme attitudes to speed, across a range of areas.

Nine out of ten licence holders recognise that increasing speed greatly increases crash severity, agreeing that 'An accident at 70 km/h will be a lot more severe than an accident at 60km/h' (90%). Two out of three (67%) are aware of the link between speed and crash involvement, agreeing that 'A 10 km/h increase in driving speed significantly increases the risk of being involved in a crash'.

There is a growing trend in acceptance of initiatives to protect the community from the dangers of speed. Support for a 50 km/h limit in residential areas continues to increase (73%) and close to half (49%) of the community support zero speed tolerance (i.e. strict enforcement of the 60km/h speed limit) in urban streets.

It is also widely accepted (88%) that 'speed limits are generally set at reasonable levels'. However, one in three (33%) still consider it reasonable to speed, agreeing with the statement that 'it is okay to speed if you are driving safely'.

Despite this widespread recognition of the risks associated with speeding, the community is less willing to accept the need for speed enforcement, in comparison with its support for drink driving enforcement. Support for random breath testing is almost universal (consistently 96%), while close to six in ten (58%) agree with the statement that 'fines for speeding are mainly intended to raise revenue'.

This reluctance to endorse speed enforcement may be linked to driver behaviour, with more people admitting to speeding than drink driving. This is most evident when comparing the extremes of speed and drink driving behaviour. The number who say they mostly or always 'drive at 10 km/h or more over the speed limit' (11%) is an order of

magnitude larger than the number who agree that 'If I am driving I do not restrict what I drink' (1%).

The community exhibits a growing recognition of the contribution of driver fatigue to road crashes, with 13% identifying fatigue as the main cause of crashes and one in three (33%) including fatigue in their list of the three main causes of road crashes. Awareness of fatigue as a crash factor is highest (39%) among those aged 25 to 39 years.

A new series of questions introduced in 2001 suggests that our awareness of fatigue as a crash factor is in many cases based on actual experience, with one in seven (14%) of those asked recalling having fallen asleep at the wheel while driving. Among these, a similar proportion (16%) had an accident as a result. Males (20%) are more than twice as likely as females (8%) to have ever fallen asleep at the wheel while driving. Approximately half of all people who have fallen asleep at the wheel (54%) recall doing so just once, mostly on a country trip lasting over two hours.

1.2. State and Territory Comparisons

The stratified sample adopted in this survey allows comparisons to be made across State and Territory borders. While to a certain extent jurisdictions follow the national trend, the research continues to show significant differences in opinion between States and Territories on major road safety issues of speed, drink driving and fatigue.

Residents of the Northern Territory are still clearly the most likely to mention drink driving as the one main factor leading to road crashes. However, CAS 14 has also shown an increased awareness in the Northern Territory about the effect of speed.

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 Victoria (78%), NSW (74%) and Queensland (73%), with a significant increase evident in the ACT (72%). South Australia continues to be among the locations most inclined to agree that fines for speeding are mainly intended to raise revenue.

New South Wales residents (18%) again show the lowest exposure to Random Breath Testing (RBT) in the six months prior to the survey, with Tasmania (22%) and South Australia (23%) also below the national average of 25% in 2001. Closer to one in three in each of the remaining locations report being tested in the past six months.

Fatigue is again most likely to be suggested as a crash cause and at increased levels in the ACT and in Queensland. A significant increase in mentions of fatigue as one of the main crash causes has also occurred in the Northern Territory and Western Australia in 2001.

Residents in the Northern Territory (47%), consistent with their relatively high awareness of the dangers of drink driving, are now more likely than people elsewhere in Australia (37%) to say they do not drink when driving. This is a marked turnaround from CAS 13 when these people were more likely to say they restrict any alcohol intake rather than abstain. A similar trend is evident in South Australia. Northern Territory licence holders who drink express the greatest desire for a self-operated breath testing device, where 53% are 'very' likely to use one if available compared to a national average of 34%.

The perception that RBT activity has increased over the past 2 years continues to decline across most States and Territories. South Australian residents most readily express the view

that RBT activity has increased (45%). A perception of decreasing RBT activity is again evident most often in NSW, the ACT and Tasmania.

Most people across the States and Territories agree that a BAC of .05 would affect their ability as a pedestrian. A noticeable increase in the percentage of Northern Territory residents expressing this view has been noted in CAS 14. Opinion tends to be divided in Western Australia.

Although still below the national average, Northern Territory residents continue to demonstrate an increasing propensity to wear a rear seat restraint, now at a high of 83%.

1.3. Demographic Comparisons

1.3.1. Age groups

Viewed against historical data this survey continues to reveal a growing awareness among younger sections of the community across a range of road safety issues.

The research clearly shows that age is the main predictor of how frequently drivers exceed the speed limit. However, while the tendency to exceed the speed limit continues to decline with age, the number of under 24 year olds saying they mostly or always do so has declined from 20% to 15% and is now at the same level as the 25-39 years age group.

Speed tends still to be referred to far more often than drink driving as the single main cause of road crashes, regardless of age. The one exception is those under 24 who mention speed and drink driving with similar frequency. Mentions of speed as one of three main crash factors has declined, reflecting a greater focus on the dangers of drink driving among this group.

However, more 15-24 year olds are now showing support for strict adherence to the limit in a 60 km/h zone, and while similar numbers support 65 km/h, the number tolerating 70 km/h in a 60 km/h zone has halved. Traditionally, tolerance of speeds in excess of 60 km/h could be seen to decline with age. In this survey speed tolerance is broadly similar across the 15-60 year group, then drops markedly, with 60% of those over 60 years favouring strict enforcement. A similar pattern emerges in relation to speed tolerance in 100 km/h zones.

While approval for RBT remains high across the age groups, over one in ten males aged 15-24 years disagree with it. This youngest age group continues to be the most inclined to feel that RBT levels have increased. Claimed exposure to RBT is highest among this age group, which is also the most inclined to say a BAC of .05 will affect their ability as a pedestrian. This youngest age group is most likely to say 'I don't drink if driving' (48% compared with a national average of 37%), and remains the most interested in the use of self-operated breath testing machines. Some 22% of the 15-24 years age group (up from 14% in CAS 13) have used such a device in the past six months.

CAS 14 has shown an increasing awareness of fatigue as a key crash factor, among people under 40 years, from 36% in CAS 13 to 43%, against a national average of 33%.

1.3.2. Male : Female

Both gender continue to refer to speed far more often than drink driving as the one main road crash cause, particularly females (41% compared with 32% of males). When all mentions of crash causes are considered, females (57%) are more conscious than males (48%) of drink driving.

There has been an increase in the number of males in favour of strict enforcement of the 60 km/h limit, to a point where females are now only marginally more likely to express this view. However, females are more in favour than males of strict enforcement in 100 km/h zones. Support for 50 km/h zones has gradually increased over the survey periods; males and females are equally likely to agree with this initiative.

More males than females believe 'it is okay to exceed the speed limit if you are driving safely' and that 'fines for speeding are mainly intended to raise revenue'. Males still report

a higher tendency than females to exceed the speed limit by 10 km/h or more, although at a reduced margin.

CAS 14 again shows males (22%) are also more likely than females (16%) to have been booked for speeding in the last two years. By age, the under 24s (28%) are the most likely to have been booked for speeding in the past two years, against a national average of 19%.

Females continue to be more likely than males to express 'strong' support for RBT and the gap in opinion appears to be widening. CAS 14 has shown a return to the situation where males notice police RBT activity more often than females (75%:65%).

Females who have held a driver's licence are significantly more likely than males to say they do not drink at any time (23% of females, 15% of males). Female licence holders (41%) are also more inclined than males (33%) to say that they do not drink when driving.

Males are still more likely than females to be aware of the correct guidelines for alcohol consumption by their sex, particularly for the first hour. However, CAS 14 has shown an increase in the number of females aware of their guideline of up to one standard drink in the first hour. Females are more inclined to express interest in the use of self-operated breath testing machines.

Females (58%) are again significantly more likely than males (47%) to believe that having a BAC over .05 would affect their ability to act safely as a pedestrian.

Males (20%) are more than twice as likely as females (8%) to have ever fallen asleep at the wheel while driving.

1.3.3. City : Rural

While speed and drink driving continue to be nominated as crash causes by similar proportions in both capital cities and non-capital locations, a higher awareness of fatigue is again evident among the non-metropolitan community. Overall, 42% of the non-metropolitan community mention fatigue as a crash cause, against 27% in the cities.

Consistent with previous years, though again at lower levels, non-metropolitan residents (37%) are more likely than those residing in the cities (32%) to believe RBT activity has increased. Increased occupant restraint enforcement continues to have been noticed more often in regional rather than city locations.

People living outside the cities (54%) continue to be more likely than city-based people (46%) to support strict enforcement of the 60 km/h zones in urban areas, at similar levels to CAS 13.

The likelihood of always wearing an occupant restraint in the front remains marginally higher in the cities (97%) than elsewhere (95%). There has been a decrease since CAS 13 in the likelihood of always wearing a rear seat belt among city residents, from 91% to 88%, to a point where the incidence is now very similar to non-metropolitan areas (87%).

1.4. Summary of CAS 14 (2001) Findings

1.4.1. Factors Contributing to Road Crashes

Over half the community include speed (59%) and drink driving (52%) in their top three list of road crash causes. Driver fatigue (33%) is the third most often-mentioned factor, followed by lack of concentration (23%).

1.4.2. Alcohol and Drink Driving

Over half the Australian community (52%) place drink driving in their top three list of factors contributing to crashes on our roads. Females and young people (15-24 years) are the most conscious of drink driving when all mentions of crash causes are considered.

Random breath testing still has almost universal support (96%).

1.4.3. Speed

Close to one in four people (37%) spontaneously identify vehicle speed as the single most likely cause of road crashes. Speed is at least three times more likely than drink driving to be considered the principal reason behind road crashes.

The community continues to display a high degree of recognition of the dangers of speed and is generally supportive of speed enforcement initiatives. A high 90% agree that an accident at 70 km/h would make a crash more severe than one at 60 km/h, and 67% support the proposition that an extra 10 km/h will significantly increase the risk of being involved in a crash.

Some 88% agree that 'speed limits are generally set at reasonable levels'. In a 60 km/h zone, close to half (49%) still favour strict enforcement of the speed limit and a further 37% tolerate only a 5 km/h excess over the limit. Over seven in ten (73%) now support the lowering of the speed limit to 50 km/h in these areas, continuing a growing trend in approval for this measure.

In 100 km/h zones, 34% favour strict enforcement of the speed limit and 54% would permit up to 10 km/h over the limit before being booked.

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 still believe it already exists in their State or Territory. A high 86% approve of it. All age groups give their support, with approval gaining further strength as age increases.

1.4.5. Occupant Restraints

Consistent with previous years, there is close to a universal claim of 'always' wearing a seat belt in the front seat of a vehicle (96%). Fewer people (87%) say they always wear a belt in the rear seat, although recent years have shown an increasing trend in rear seat belt use.

An increase in rear seat belt wearing is evident in most locations, with the largest improvement again in the Northern Territory, which has typically had the lowest rate. CAS 13 saw an increase from 65% to 77%, with CAS 14 now recording a similar increase to 83% in the Territory.

Reported use of a seat belt in the front seat at all times is similar for males and females. Females (90%) are still more likely than males (85%) to wear a restraint in the rear of the car.

1.4.6. Motorcycle Riding

Some 7% of Australians say that they have ridden a motorcycle on the road in the last year, males again accounting for the highest incidence (12%). A slightly higher 9% have been a passenger on a motorcycle in the past year.

1.4.7. Involvement in Road Crashes

Involvement in a road crash in the past three years has remained at 18% of the Australian community aged 15 years and over.

The likelihood of experiencing a recent road crash declines with age, from 26% among the 15-24 age group to 10% among people over 60 years.

1.4.8. Driver Fatigue

Overall, 14% of the community have ever fallen asleep when driving. Males (20%) are more than twice as likely as females (8%) to have done so. The 25-39 year age group (19%) is the most likely to have experienced this situation and the 15-24 age group (7%) are the least likely.

Only 12% of the most recent episodes of falling asleep at the wheel have occurred in the past six months. Three in five of these events occurred at least six years ago.

The following pages describe the research that was carried out for CAS 14 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 fourteenth Community Attitude Survey (CAS 14) in this series commissioned by the Australian Transport Safety Bureau (ATSB)¹, monitoring community attitudes toward various aspects of road safety. The geographic coverage of the survey is national. Fieldwork for CAS 14 was conducted by telephone, from the TAVERNER Research Company fieldwork office in Sydney, during the period 1-26 March 2000.

The fourteen 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 FORS Report CR 188
CAS 13	-	March 2000	Printed as ATSB Report CR 197
CAS 14	-	March 2001	Printed as ATSB Report CR 212

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 7² (1993) by TAVERNER Research Company resulted in a response rate over 80% of occupied dwellings. This was a substantial improvement and at least as high as may have reasonably been 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

¹ Formerly Federal Office of Road Safety (FORS)

² The essence of the change was to send an advance letter under Ministerial letterhead and to increase the number of call attempts to at least 9. There were also other refinements that included recalls to refusals and to people with limited English speaking ability. A change to the in-home respondent selection process introduced non-substitution between household members, following random computer identification of one person to be interviewed.

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 14 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. The additional efforts and rigour put into the sample and survey design since 1993 are still clearly effective and important in maintaining the high degree of reliability associated with the findings.

While factors such as the two-stage selection process (see below) and the growing concerns over personal privacy evident in recent years contrive to reduce effective rates of response, we have found that voluntary participation in this ATSB series is still well over double the rate that we typically experience in community 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 for the full survey 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 (1993-1998). Age/sex achievement within region is monitored against the latest available Australian Bureau of Statistics population Census data.

The primary mailout for CAS 14 yielded 78% of the final total number of interviews (1,216 out of 1,550). That included 72 initial refusals and prior language difficulty contacts that were converted into full interviews after callbacks by the field staff.

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 14 was 1,550 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, 1999. 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 14.

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 1,550 completed interviews, slightly above 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 despatch of an initial 2,838 advance letters, TAVERNER Research Company interviewers contacted dwellings over the period 8 –29 March, 2001. Supplementary fieldwork, as described, took place up to 8 April, 2001.

The questionnaire, included under Appendix I, was administered by TAVERNER interviewers to the selected respondents (one per dwelling) using the OZQuest Computer Assisted Telephone Interviewing (CATI) system under the direct control of telephone supervisors. Average interview length in 2001 was just over 16 minutes, or two minutes longer than the length in previous surveys. Due to the interest level shown in the survey, the increase in interview length had no adverse effect on findings or respondent commitment.

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, 1999.

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. In this survey the questionnaire reverted to that used in 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 (375ml) of full strength beer and a bottle (750ml) of wine;
- incidence of being booked for speeding in the last two years and in the last six months;
- whether personal driving speed has changed in the last two years and frequency of driving 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;
- 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 amount of seat belt enforcement activity by police;
- incidence and circumstances of falling asleep at the wheel (fatigue);
- strategies suggested for avoiding or dealing with fatigue at the wheel;
- personal experience of a road crash in the past three years and degree of severity.

The questionnaire and the wording used in this CAS 14 survey is enclosed as Appendix I.

Where CAS 14 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.

CHARACTERISTICS %	UNWEIGHTED %	WEIGHTED %
Base:	1,550 to come	15,660 ('000)
Age: (15 years and over)		
15-19 years	9	9
20-24 years	7	9
25-29 years	9	10
30-39 years	19	19
40-49 years	18	18
50-59 years	15	14
60-69 years	12	9
70 and over	10	11
Sex:		
Male	50	50
Female	50	50
Work Status:		
Student	10	11
Home duties	8	8
Employed	58	59
Retired/Pensioner	22	21
Unemployed	2	2
Highest Education Level:		
Up to secondary/still at school	57	57
Trade/TAFE	13	14
Tertiary	29	29
Driver Characteristics:		
Licence Ownership		
Have current licence or permit	88	87
Previous holder	3	3
Never held	9	10
Length of Time Licence Held		
Up to 3 years	9	8
3-5 years	5	4
6-10 years	8	8
Over 10 years	68	71
Never held	10	9
Penalised for Speeding:		
Last 6 months	7	7
Last 2 years	21	21

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

6. FACTORS CONTRIBUTING TO ROAD CRASHES

Respondents were initially asked:

'What factor do you think most often leads to road crashes?'

and then

'What other factors lead to road crashes?'

(maximum 3 responses)

The Australian community continues to associate speed as the factor that most often leads to road crashes. This has been a consistent finding since CAS 1 (1986). The current survey shows that three times as many people think initially about speed (37%), rather than driver fatigue (13%) or drink driving (12%), as the main cause of road crashes. Proportionally more people consider speed to be main cause of crashes than at any time since this research series began.

In this current survey, driver fatigue (13%) has eclipsed drink driving (12%) as the second most commonly mentioned single main cause of road crashes. Reference to fatigue as the main crash cause has risen significantly from 9% in CAS 13.

When asked to name up to three main crash causes, speed remains the factor most commonly included in the list and is mentioned by close to three in five (59%) of the community. Over half of the community (52%) mention drink driving when asked to name three crash causes and one third (33%) mention driver fatigue. These three factors are still the dominant reasons for road crashes in the minds of the Australian public.

In 1997, driver fatigue was mentioned as a crash cause by 22% of the Australian community. The proportion in CAS 14 naming driver fatigue in their list of three main road crash causes has grown by half, to 33%.

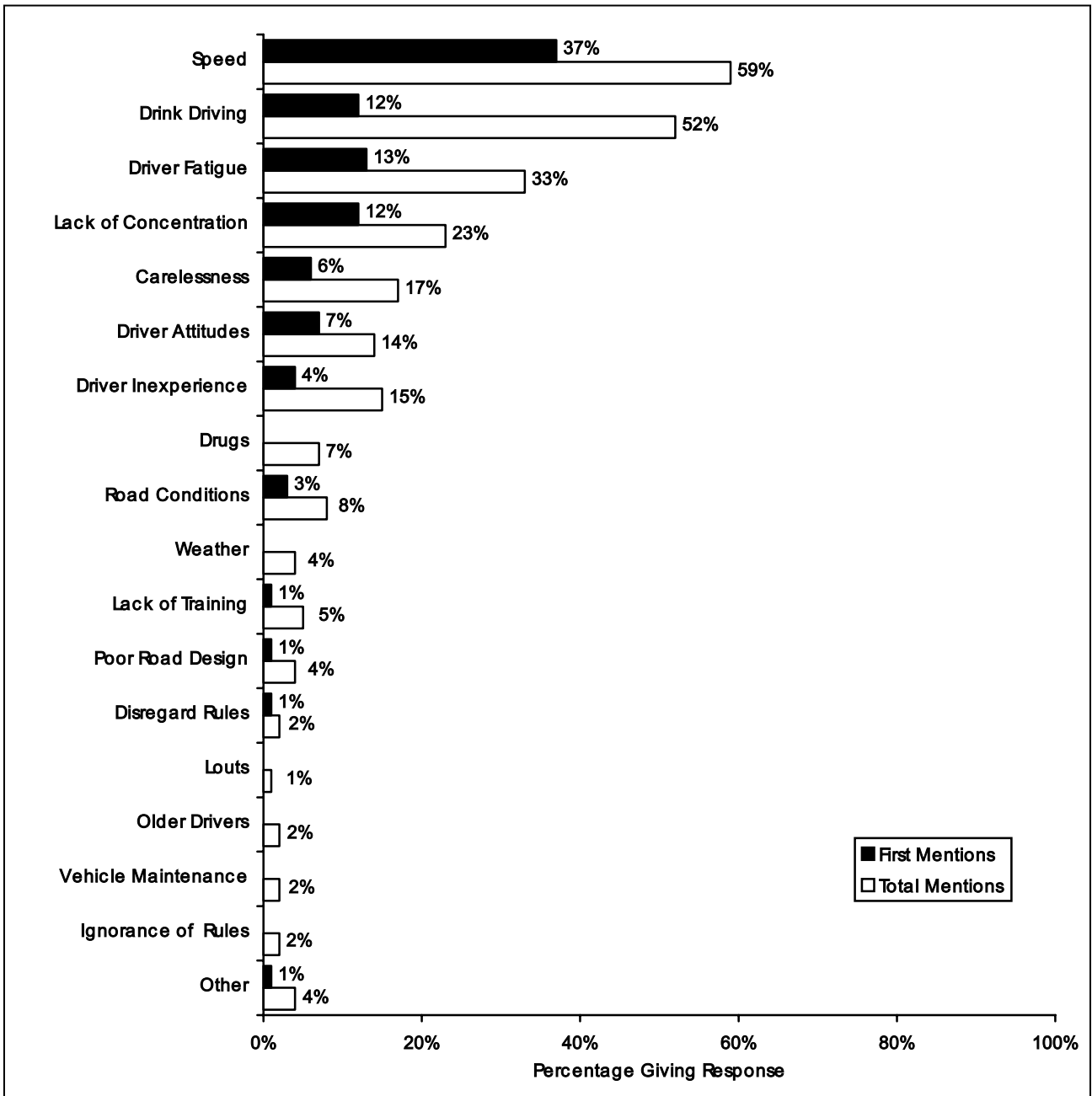
Lack of concentration is the fourth most commonly stated factor leading to road crashes, mentioned by 12% in CAS 14 as the main cause and increasing to 23% when three reasons are suggested.

At a lower level, though still significant, the community recognises driver carelessness or negligence (17%), driver inexperience (15%) and poor driver attitudes (14%) as common causes of crashes. Other crash causes mentioned by the community include road conditions (8%), drugs (7%) and lack of training (5%).

The overall pattern described above is consistent with CAS 13 findings and underlines that the vast majority of the Australian community consider road crashes to be caused by human rather than vehicle-related factors.

Figure 1 below illustrates the pattern of response on perceived causes of road crashes for this latest survey. Appendix II compares the figures recorded across all measures since CAS 6 in 1991.

Figure 1:
Factors contributing to road crashes



Base: Total Sample (n=1550)

Speed is recognised by the community as by far the single most common cause of road crashes, regardless of gender or age and this view appears to be strengthening. In particular and consistent with the earlier surveys, mention of speed as the main factor leading to road trauma is more pronounced among females (41%) than among males (32%) and increases with people's age. One in four of the 15-24 year age group (24%) nominate speed first, compared with 53% in the 60 years and over age group.

The propensity for this older age group to mention speed as the main cause of road accidents has increased in the past year, from 42% in CAS 13 to 53% in CAS 14.

While it is clear that all age groups over 24 years refer to speed far more often than drink driving as the single main cause of road crashes, the 15-24 years age group mention speed (24%) and drink driving (22%) with similar frequency. This youngest age group continues to be the most conscious of drink driving as the main cause of crashes, at an unaided level that is at least twice as high as for all other age groups.

When analysing mentions of the top three crash causes across age and gender, females and older age groups continue to be the most inclined to mention speed. However, CAS 14 has shown a decline in top three mentions of speed among 15-24 year olds from 53% in CAS 13 to 45% in this latest survey. Females and 15-24 year olds, particularly young females (65%), are the most conscious of drink driving when all mentions are included.

There has been a noticeable increase in mentions of driver fatigue as a key factor leading to road crashes among people aged under 40 years. One in five within the 18-24 years age group (18%) and within the 25-39 age group (21%) nominate fatigue as the single main factor leading to road crashes in CAS 14. This incidence is closer to one in ten in CAS 13 among these age groups. Only 3% of the over 60's age group refer to fatigue in CAS 14.

CAS 14 also shows an increase in mentions of driver fatigue as the main crash factor over the past year among males (up from 8% to 11%) and even more so among females (up from 11% to 15%). Unprompted mention of fatigue is particularly strong among females in the 15-24 age group (24%) and the 25-39 age group (23%).

The community under 40 years are also more likely than the older community to include driver fatigue as a crash cause when up to three factors are considered. Again, females in the under 40's age group account for the highest reference to fatigue.

Driver concentration as a crash cause factor continues to be mentioned consistently across both males and females and across all age groups.

Table 1 below shows spontaneous mentions of speed, drink driving, fatigue and lack of concentration across gender and age of the Australian community.

**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 gender and age**

	Total %	Gender		Age			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Main Factor							
Speed	37	32	41	24	31	38	53
Drink Driving	12	11	12	22	8	9	11
Fatigue	13	11	15	18	21	9	3
Lack of Concentration	12	13	11	10	12	13	12
All Factors (up to 3)							
Speed	59	56	62	45	57	62	71
Drink Driving	52	48	57	61	53	49	49
Fatigue	33	31	35	37	43	30	19
Lack of Concentration	23	22	23	18	24	23	24
Base: Total Sample	1550	775	775	257	437	511	345

Across all States and Territories in CAS14, speed is mentioned more often than any other factor as the single most likely cause of road crashes. The incidence of mentioning speed in this context falls within a relatively tight band from 30% in South Australia to 42% in the ACT (Table 2).

The Northern Territory has been an exception in past surveys of this series, with speed and drink driving previously mentioned at similar levels as the one main factor leading to crashes. However, although residents of the Northern Territory continue to be significantly more likely than those in any other parts of the country to mention drink driving in this context, CAS 14 has shown an increased mention of speed as the main crash cause (now 33%, up from 26% in CAS 13).

Consistent with recent years of this research, over 50% of the community in each State and Territory mention speed as one of the top three crash causes. However, while CAS 13 witnessed a high seven in ten people nominating speed as the main factor in two locations (72% in Tasmania and 70% in Western Australia), the 2001 results are more in line with CAS 12 findings, with the highest figure recorded in this latest survey being 63% in Western Australia and the lowest being 53% in Queensland.

As noted above, Northern Territory residents (26% in CAS 14) continue to be more inclined than communities in other locations to refer to drink driving as the main cause of road crashes. This figure is in line with that recorded in CAS 13 (23%) and represents a significant decline on the CAS 12 result of 37%. Notwithstanding this decline in mentions as the main cause of crashes, a high 77% of Northern Territory respondents place drink driving in their top three mentions in CAS 14. This figure is significantly higher than for any other location. It represents an increase on the CAS 13 finding of 67%, to be back in line with CAS 11 and CAS 12 results.

Driver fatigue, as a perceived crash cause, has generally increased in mentions across the nation since CAS 13, still highest (and at increased levels) in Queensland (44%, up from 35%) and the ACT (43%, up from 37%). Significant increases in mention of fatigue as one of the three main crash causes have also occurred in the Northern Territory (rising from 26% to 39%), in Western Australia (from 28% to 33%) and in Tasmania (from a low of 19% to 29%) in CAS 14. Mention of fatigue as a crash cause in CAS 14 is lowest in South Australia, at 24% (a similar 25% in CAS 13). Perceptions of fatigue as a crash cause increased in all other jurisdictions.

Tasmania, Western Australia and South Australia have recorded relatively high mentions of lack of concentration as a crash cause, each with around one in five residents nominating this as the main factor leading to road crashes and over a third including it in the top three list.

Table 2 below shows the figures and differences in mentions of speed, drink driving, fatigue and lack of concentration across States and Territories for CAS 14.

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

	State or Territory								
	TOTAL %	NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Main Factor									
Speed	37	38	39	34	30	35	40	33	42
Drink Driving	12	8	14	13	15	12	10	26	11
Fatigue	13	14	11	16	10	12	11	9	16
Lack of Concentration	12	9	12	13	16	18	23	13	8
All Factors (up to 3)									
Speed	59	61	60	53	58	63	62	61	59
Drink Driving	52	48	54	54	48	59	56	77	56
Fatigue	33	33	27	44	24	33	29	39	43
Lack of Concentration	23	19	23	18	34	29	41	24	20
Base: Total Sample	1550	263	245	215	174	177	170	156	150

Table 3 below compares responses between capital city and non-capital residents in terms of all of the main factors perceived as causes of crashes on Australian roads.

In line with CAS 13, speed and drink driving are mentioned with similar frequency across both capital cities and locations outside the capitals. However, while CAS 13 showed lack of concentration as an issue raised more often in capital cities than elsewhere, this latest survey shows no significant city/non-city differences in mentions of this factor.

CAS 14 once again has confirmed a stronger awareness of driver fatigue as a cause of road crashes among the non-metropolitan community. Some 18% nominate fatigue as the single main factor leading to road crashes (11% in capital cities), this figure increasing to 42% when the top three mentions are considered. This compares with only 27% of respondents in capital cities and represents an increase on the figure of 38% recorded in CAS 13 in non-capital locations.

Residents of capital cities continue to be more inclined to blame driver attitudes, negligent driving and impatience in this regard. Road conditions once again tend to be raised as an issue more frequently in non-capital locations, although at relatively low 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	59	59	59
Drink Driving	52	52	54
Driver Fatigue	33	27	42
Inattention/Lack of Concentration	23	23	22
Carelessness or Negligent Driving	17	19	13
Driver Attitudes, Behaviour or Impatience	14	16	10
Driver Inexperience or Young Drivers	15	15	15
Drugs (other than alcohol)	7	8	6
Road Conditions or Traffic Congestion	8	7	11
Weather Conditions	4	3	5
Lack of driver training	5	6	4
Road design/poor signs	4	4	4
Base: Total Sample	1550	901	649

Up to three responses were allowed.

7. ALCOHOL AND DRINK DRIVING

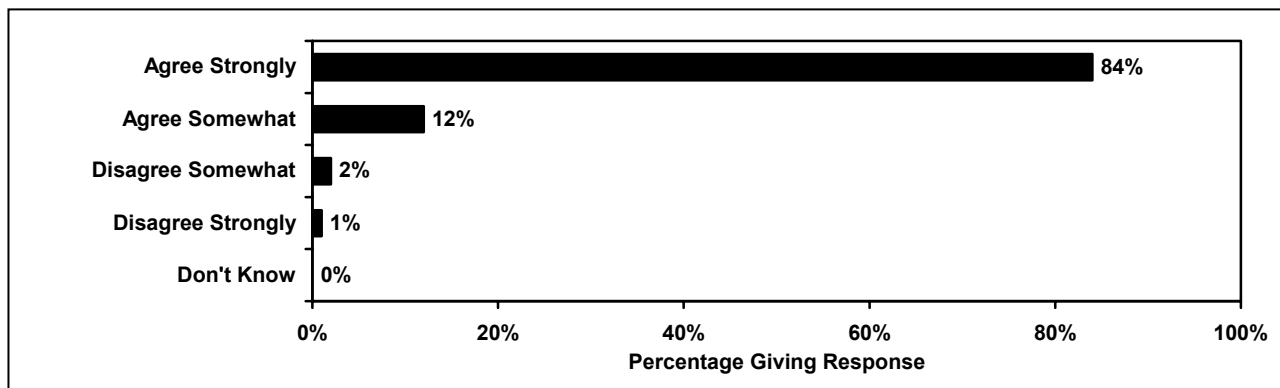
7.1. Support for Random Breath Testing (RBT)

All respondents were asked:

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

The community continues to give almost universal support to RBT. Consistent with all recent surveys in this series, a high 84% are 'strongly' in favour, with the overall approval figure reaching 96% when those who agree 'somewhat' with RBT are included. Only 3% of the community disapproves of RBT.

Figure 2:
Support for random breath testing of drivers



Base: Total Sample (n=1550)

Table 4 shows females (91%) are still more likely than males (77%) to be 'strongly' in favour of RBT and this gap has widened. CAS 13 showed 83% of males 'strongly' in favour of RBT, against 77% in CAS 14. 'Strong' approval among females is now 91%, an increase from 89% in CAS 13.

Table 4 shows the findings across respondent gender and age.

Table 4:
Support for random breath testing of drivers: by Gender and Age

	Gender			Age			
	Total %	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Agree Strongly	84	77	91	84	86	84	81
Agree Somewhat	12	16	8	10	12	12	14
Net Agree	96%	94%	99%	94%	98%	96%	96%
Disagree Somewhat	2	3	1	4	1	2	3
Disagree Strongly	1	3	0	2	1	2	1
Don't know	0	0	0	0	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345

Totals may not always add exactly to 100% due to rounding of percentages (net figures may also vary for the same reason)

While very high approval figures are evident across all age groups, the detailed tabulations for the survey show over one in ten males (11%) in the 15-24 year age group disagree with RBT.

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

Consistent with all recent surveys in the series, at least four in five residents in each of the States and Territories exhibit 'strong' agreement with RBT. The highest disapproval figure in CAS 14 is in New South Wales (5%). CAS 13 showed no State of Territory where disapproval exceeded 3%.

Once again, the percentage expressing 'strong' agreement with RBT is significantly higher in the capital cities (86%) than in non-capital locations (81%). However, the CAS 14 capital city figure for 'strong' agreement is below the CAS 13 figure of 89%.

7.2. Perception of RBT activity in the last two years

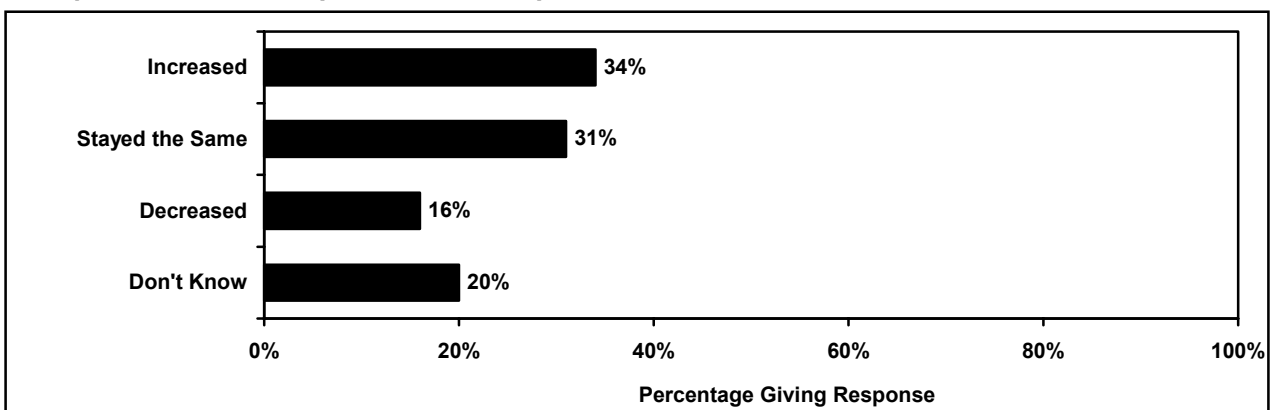
All respondents were then asked:

'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?'

While the community continues to be more inclined to believe that the amount of police RBT activity has increased (34%) rather than decreased (16%), the proportion expressing a perception of increased activity has been steadily declining since the CAS 12 figure of 44%. CAS 13 showed 38% saying RBT activity has increased.

A consistent three in ten people (31%) in CAS 14 regard the level of RBT activity as unchanged over the last two years, while 20% are undecided.

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



Base: Total Sample (n=1550)

The table in Appendix II compares these results over time.

Table 5 below shows the response in CAS 14 across respondent gender and age. While slightly more females (36%) than males (32%) still believe RBT activity has increased, the difference has declined over the past two years. Surveys prior to CAS 13 had noted that there were significantly more females than males who believed that RBT activity had increased. Both CAS 13 and CAS 14 have shown the difference is now small.

The youngest (15 to 24 years) age group is still the most likely to say police RBT has increased (44%) though this percentage has declined from 50% in CAS 13. The proportion of 15-24 year olds unable to say if RBT activity has increased or decreased in this latest survey has grown sharply 9% to 21% over the past year. There is still a high proportion of the community aged over 60 years who are unable to comment on changes in RBT activity, rising from 28% in CAS 13 to 31% in CAS 14.

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

	Total %	Gender		Age			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Increased	34	32	36	44	31	33	30
Stayed the Same	31	33	29	28	39	30	22
Decreased	16	15	17	8	15	20	17
Don't know	20	21	19	21	15	17	31
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345

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

The tendency for a lower likelihood of having noticed an increase in RBT over the past few years has been common across most States and Territories. While CAS 12 witnessed a belief of increased RBT activity among up to three in five people in South Australia, Western Australia and the Northern Territory, this figure declined to just under half the residents in the majority of locations in CAS 13 and has subsequently decreased further in CAS 14.

As shown below in Table 6, less than four in ten people in any State or Territory except in South Australia (45%) say RBT activity has increased in recent years. At least three in ten within all States and Territories say the level of RBT activity has remained unchanged, particularly in the Northern Territory (39%).

In line with recent surveys in this series, a perceived decrease in RBT activity is most likely to have occurred in NSW (21%) and the ACT (19%) and to a lesser extent in Tasmania (18%).

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

	Total %	STATE OR TERRITORY							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Increased	34	28	36	35	45	38	29	38	25
Stayed the Same	31	30	32	29	32	30	35	39	36
Decreased	16	21	12	16	6	15	18	10	19
Don't know	20	21	20	20	16	18	18	15	19
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345	132	150

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

The tendency for residents of non-capital areas to be marginally more likely than people living in the capital cities to believe that RBT activity has increased is again apparent in CAS 14 (Table 7). However, the figures for residents of both capital and non-capital areas who believe RBT activity has increased has continued to decline over recent years.

Table 7:

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

	Total	Capital Cities	Non-Capitals
	%	%	%
Increased	34	32	37
Stayed the Same	30	31	31
Decreased	16	16	15
Don't know	20	21	18
Total	100%	100%	100%
Base: Total Sample	1550	901	649

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?'

Seven in ten people (70%) recall seeing RBT activity in the past six months. This figure has remained consistent for the past five survey periods. CAS 14 still shows more males (75%) than females (65%) noticing RBT.

As illustrated in Table 8, awareness of RBT in operation is particularly strong among the 15-24 year old age group, dropping off only slightly up among the 25-39 and 40-59 age groups. Awareness declines markedly after 60 years of age. This pattern has been consistent throughout the survey series.

The proportion of the community who have personally been breath tested in the past six months remains steady at 25% (see Appendix II). In line with their higher awareness of RBT and greater likelihood to be driving, males (30%) are more likely than females (20%) to have been tested in the past six months. The over 60's age group is by far the least likely to have been tested.

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

	Total	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Seen in operation	70	75	65	81	75	72	49
Personally tested	25	30	20	24	29	28	15
Base: Total Sample	1550	775	775	257	437	511	345

Consistent with CAS 13, there is only limited variation from the national average of 70% evident across the States and Territories in terms of RBT visibility in the past six months. It should be noted, however, that there has been a significant decline in the proportion of people in Western Australia (73% in CAS 13 down to 64%) and Tasmania (down from 73% to 62%) indicating awareness of recent RBT activity.

Nationally, one in four people say they have personally been breath tested in the last six months. The lowest incidence of testing continues to be apparent for New South Wales (18%), with Tasmania (22%, down from 33% in CAS 13) and South Australia (23%, down from 30% in CAS 13) also recording relatively lower figures. The ACT has seen a turnaround in

the number tested, from 22% in CAS 13 to be above the national average at 28% in this survey.

Table 9 below illustrates reported figures for RBT observation and testing across the nation.

**Table 9:
Exposure to RBT activities in the last six months: by State and Territory**

	Total %	State or Territory							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Seen in operation	70	71	72	67	77	64	62	68	68
Personally tested	25	18	31	28	23	28	22	32	28
Base: Total Sample	1550	263	245	215	174	177	170	156	150

Incidence of observing RBT operations remains similar at close to seven in ten across capital and non-capital residents. However, CAS 14 suggests residents of non-capital areas (28%) are increasingly more likely than residents of capital cities (23%) have been tested in the prior six months.

Among people who drink and drive, 76% recall RBT activity in the past 6 months and 31% have reported a personal breath test in that period. Both of these proportions are slightly above the community averages of 70% and 25% 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

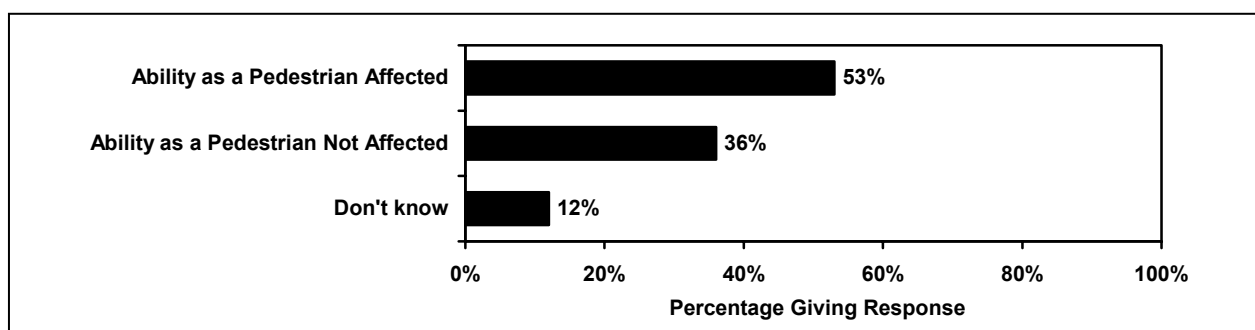
Respondents were asked:

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

In line with previous surveys, just over half of the Australian community (53%) feel their ability as a pedestrian would be affected by a blood alcohol reading (BAC) of .05.

Figure 4 below highlights the findings for CAS 14, while 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=1550)

CAS 14 again shows that non-drinkers believe they are more likely than those who ever drink to say that their ability would be affected by a BAC rating of .05, a finding evident across all measures since the question was first introduced in CAS 7 (1993). Females (58%) continue to be significantly more likely than males (47%) to consider a BAC of .05 would affect their ability to act safely as a pedestrian.

Significant differences according to age group re-emerged in CAS 14 in line with CAS 12. Youth are the most inclined to regard this BAC level as affecting their ability as a pedestrian (58%), while a relatively large proportion of the population aged 25-59 years express the opposite view with 40% saying that it would not affect them. However, a relatively high 22% in the over 60's age group (22%) years are unable to provide an opinion on this matter.

Few variations are evident between the States and Territories on this issue. Most notable has been a marked increase in the proportion of Northern Territory residents agreeing they would be affected (up from 49% in CAS 13 to 60%). While the trend across the States and Territories is generally for the public to agree rather than disagree that a reading of .05 will affect a person's own safety as a pedestrian, opinion is more evenly divided among residents of Western Australia.

No significant variations on this issue are apparent in CAS 14 between residents in capital and non-capital locations.

Beer drinkers (48%) continue to be less likely than wine drinkers (55%) to perceive an effect of a .05 BAC as a pedestrian. This finding correlates with the results for males, who are more likely to be beer drinkers.

Appendix II contains a comparison of findings since CAS 7 (1993) in relation to the perceived effect of .05 on safe behaviour as a pedestrian.

7.5. Attitudes to Drinking and Driving

All respondents who had ever held a licence were asked:

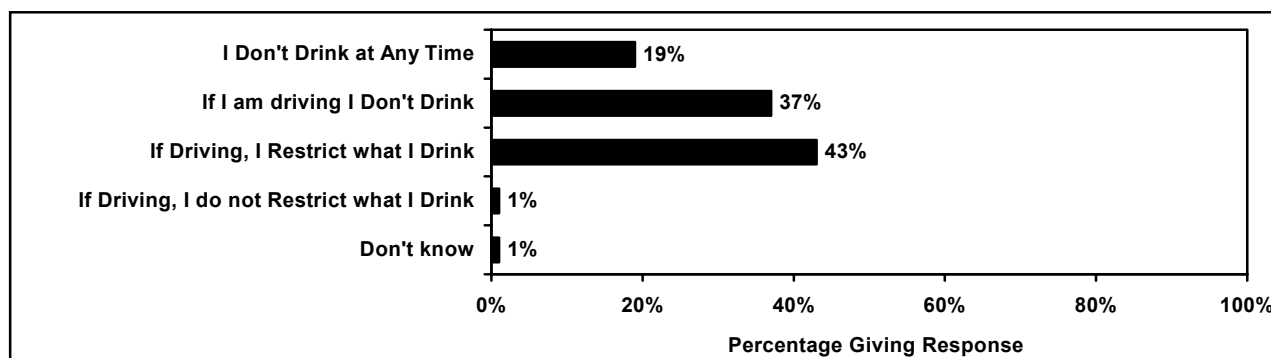
'Which of the following statements best describes your attitude to drinking and driving? Would that be....

- ***I don't drink at any time***
- ***If I am driving, I don't drink***
- ***If I am driving, I restrict what I drink***
- ***If I am driving, I do not restrict what I drink.'***

Figure 5 below shows the distribution of response for the total sample of licence holders in CAS 14.

The pattern of response in CAS 14 is relatively unchanged from findings of the past few years. Some 43% of the licence holding community say they do drink but restrict their intake when driving, 37% say that they do not drink if driving and 19% say they never drink at any time.

**Figure 5:
Attitudes Toward Drinking and Driving**



Base: Current or Past Licence Holders (n=1403)

Comparative information on attitudes to drinking and driving at a national level, dating back to 1991, is shown in Appendix II.

Table 10 below shows attitudinal or behavioural differences toward drinking and driving by gender and across age groups. Key findings include:

- females who have ever held a licence are once again significantly more likely than males to respond: 'I do not drink at any time' (23% of females against 15% of males);
- females (41%) are more inclined than males (33%) to indicate they don't drink when driving;
- males continue to be more likely to say they 'restrict' what they drink (50% against 35% of females, a figure which increases to three in five males in the age group 25-59 years);
- 15-24 year olds are still the most likely to describe themselves by the statement 'if I am driving I do not drink' (47%).

**Table 10:
Attitudes Toward drinking and driving: by Gender and Age**

	Total	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
I don't drink at any time	19	15	23	21	16	13	31
If I am driving I do not drink	37	33	41	47	37	33	37
Total: Non-drinkers who have ever held a licence	56%	48%	64%	68%	52%	47%	68%
If driving, I restrict what I drink	43	50	35	29	48	52	30
If driving, I don't restrict drink	1	1	1	3	0	1	0
Total	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1403	720	683	183	423	485	312

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

While there is again only limited variation across the States and Territories for attitudes to drinking and driving in CAS 14, residents of the Northern Territory (47%) are the most likely to state that they abstain from drinking if driving. This represents a marked change in attitude from CAS 13 findings where this NT community was more inclined to answer that they restrict alcohol intake when driving, rather than abstain.

A similar trend is evident in South Australia, where there has been a significant decline in the proportion restricting their drinking when driving (down from 46% to 38%), with a

corresponding increase in those deciding not to drink at all when driving (up from 32% to 38%).

Attitudinal findings about drinking and driving, analysed by State and Territory, are shown in Table 11.

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

	STATE OR TERRITORY								
	Total	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
I don't drink at any time	19	18	19	20	24	16	17	12	19
If I am driving I do not drink	37	37	34	40	38	35	41	47	31
Total: Non-drinkers who have ever held a licence	56%	55%	53%	60%	62%	51%	58%	59%	50%
If driving I restrict drink	43	41	47	39	38	49	42	40	48
If driving, not restrict drink..	1	2	0	1	0	0	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1403	720	683	183	423	485	312	123	141

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

Consistent with the past surveys, equal proportions (in the range 44%-42%) of drivers in city and non-city locations say they restrict their alcohol intake when driving.

7.6. Self-Operated Breath Testing Machines

People who have ever held a licence and drink alcohol were told 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.

Respondents were asked:

'Have you used one of these machines in the last six months?'

Reported usage of these machines in the past six months remains low, at 6% of licence holders who drink alcohol. However, a more encouraging 22% in the 15-24 year age group have used the machines in that recent time, showing an increase over the CAS 13 finding of 14%. Reported use of these machines appears to have increased particularly among females in this youngest age group (25% in CAS 14 compared with 10% in CAS 13) though this finding should be treated with some care due to the fairly small sample sizes in this demographic group.

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

	Total	Males by age group				Females by age group			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%	%	%
Used the Machine	6	18	7	3	2	25	6	2	0
Base: Licence holders who drink	1140	75	191	217	130	72	172	196	87

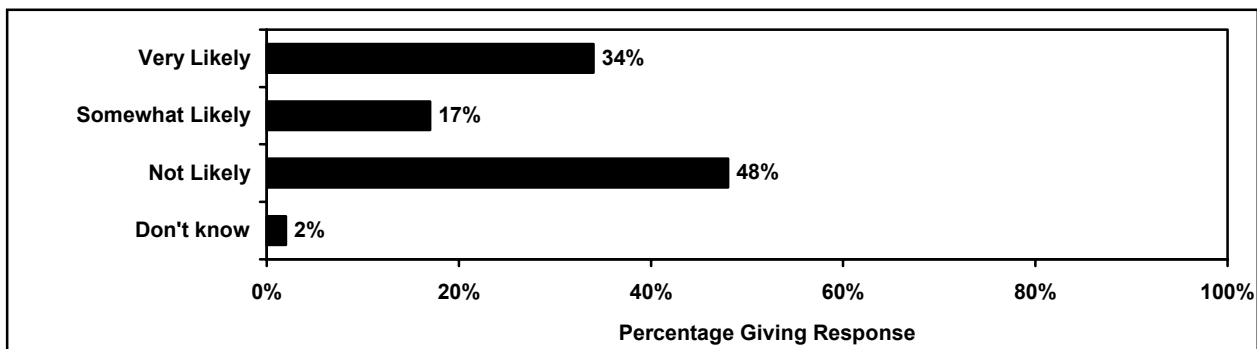
While use of breath testing machines remains at a relatively low level both nationally and within all States and Territories, the incidence has been gradually increasing in the ACT, where the CAS 14 result of 12% is higher than in any other region.

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?'

In terms of being likely to perform a self-test if available 34% say they would be 'very' likely, and a further 17% 'somewhat' likely to do so. The 'very likely' figure is down slightly on CAS 13 (37%), but still shows an improvement over CAS 12 when only 28% of licence holders who drink were 'very' likely to use the machine. 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 14 are shown in Figure 6.

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



Base: Licence Holders Who Ever Drink (N=1140)

While previous surveys have tended to show similar levels of interest in use of breath-testing machines between males and females, CAS 14 has found a higher proportion females (38%) than males (30%) 'very' likely to use them. This reflects a decline on the CAS 13 figure of 35% of males being "very likely" to use a self operated breath testing machine while the figure among women has remained the same.

As has been shown in the previous surveys, the level of interest in self-operated breath testing machines declines with age. Interest in CAS 14 is most evident among female licence holders in the 15-24 year age group (52% 'very' likely). However, while 15-24 year olds are the most likely to support this concept, the proportion in that age group who are now 'very' likely to use the machine has declined from 56% to 48% over the past year. Table 13 analyses the interest level found in CAS 14, by gender and by age group.

**Table 13:
Likelihood of using a self operated breath testing machine: by Gender and Age**

	Total	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Very likely to use	34	30	38	48	35	31	25
Somewhat likely to use	17	17	16	17	19	16	14
Unlikely to use	48	51	44	34	45	52	56
Undecided	2	2	1	1	0	1	4
Total	100%	100%	100%	100%	100%	100%	100%
Base: Licence holders who drink	1140	613	527	147	363	413	217

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

Northern Territory licence holders who drink express the most enthusiasm for a self-operated breath testing device, a high 53% indicating they would be 'very' likely to use it and a further 16% saying they would be 'somewhat' likely. The range across all other

States and Territories for being 'very' interested varies from 30% in South Australia and Western Australia to 39% in Tasmania.

7.7. Alcohol Consumption Guidelines

All respondents were informed that there are guidelines stating that a person of their gender 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. Respondents were then asked:

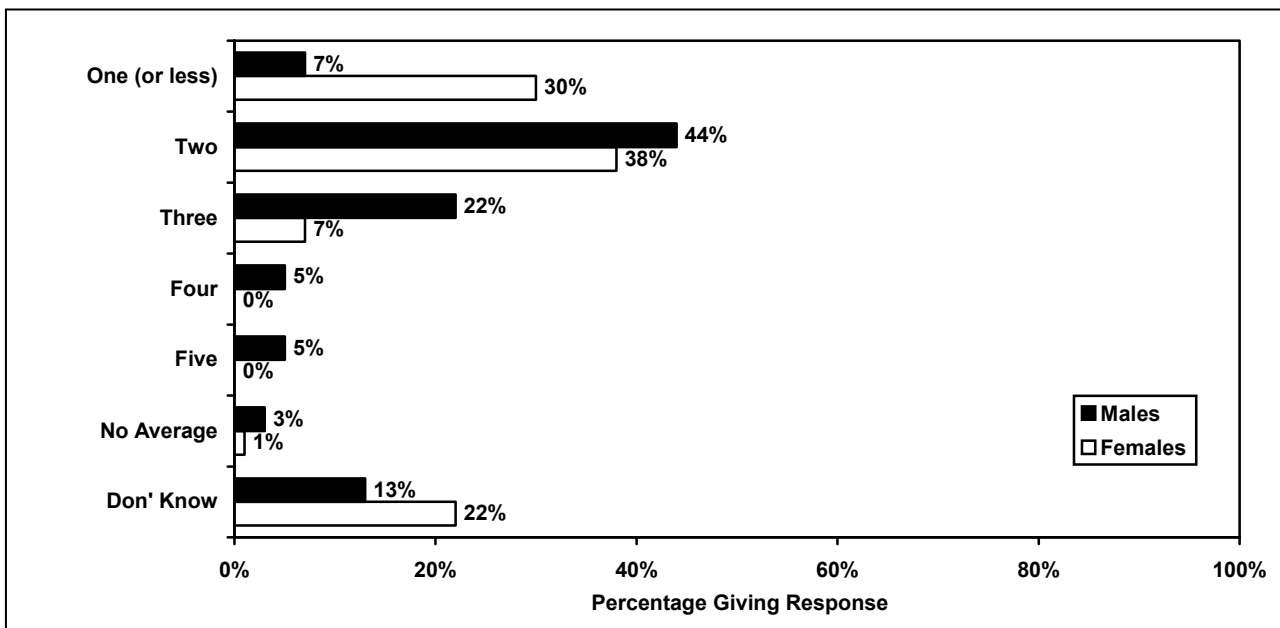
'How many standard drinks do they say a (say Gender of the respondent) can have in the first hour to stay under .05?'...and then,

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

7.7.1. First Hour

Figure 7 illustrates national perceptions of the number of standard drinks that people of their gender can have in the first hour of drinking and stay under .05. The published guidelines 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 Gender



Base: Total Sample (males = 775, females = 775)

Consistent with CAS 13 and CAS 12, some 7% of males in CAS 14 nominate only one standard drink in the first hour and 44% correctly state that two drinks are acceptable. A further 22% say three standard drinks, while 10% nominate more than three drinks in the first hour to stay under the limit of .05. Some 3% say there is no standard number of drinks and 13% cannot provide any answer. This pattern still shows under half of all males are aware of the correct number of standard drinks that are acceptable in the first hour. Prior to CAS 12, there had been a small but noticeable increase in the proportion aware of the guideline of two standard drinks in the first hour (Appendix II).

CAS 14 has, however, shown an increase in the proportion of females correctly believing they can have one standard drink in the first hour (30%), compared with 24% in CAS 13. Two in five females (39%) believe that two drinks in the first hour is the current guideline,

reflecting a small decrease from 42% recorded a year ago. Three drinks is again the highest number of drinks mentioned (by 7% of females. A high 22% of females, largely accounted for by the over 60's age group, as previously, are unable to provide an answer.

Again in line with recent surveys, awareness of the correct number of standard drinks in the first hour decreases strongly with age for both males and females. Over three in five males aged 15 to 24 (62%) nominate two standard drinks, nearly twice as many as the 60s males (32%). A relatively high 30% of the 24-39 age group and 24% of the 40-54 age group say the first hour guideline is three standard drinks.

Similarly, the youngest female group displays highest and increasing awareness of one standard drink in the first hour (50%, up from 43% in CAS 13), with the 60's and over being the least aware of the guideline (17%). It should be noted, however, that there has been a significant increase in mention of one standard drink as the guideline among 40-59 year old females (18% in CAS 13 to 29% in CAS 14). Excluding those aged 15-24 years, females continue to be more likely to consider two drinks rather than one drink in the first hour as the appropriate number.

Table 14 shows the responses for males and females and different age groups within gender.

Table 14:
Alcohol consumption guidelines - Number of standard drinks in the first hour: by Gender and Age within Gender

	<i>Total Male</i>	<i>Males by age group</i>				<i>Total Female</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>	<i>%</i>	<i>%</i>
One (or less)	7	12	7	3	10	30	49	29	30	17
Two	44	62	40	43	32	38	37	51	38	23
Three	22	11	30	24	15	7	3	5	11	6
Four	5	6	3	4	10	0	0	0	0	1
Five	5	2	6	7	3	0	1	0	0	0
No Average	3	0	4	1	5	1	0	1	2	2
Don't know	13	7	9	16	23	22	10	14	19	49
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	775	132	217	252	174	775	125	220	259	171

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

Tables 15 and 16 below compare gender knowledge of the standard number of drinks in the first hour to stay under .05 across States and Territories. These findings should be treated as indicative only, given the relatively small base sizes for each gender, and therefore particular care should be taken in their evaluation.

As illustrated in Table 15, males in Victoria, South Australia, and Tasmania have a higher tendency to overstate the number of drinks that can be consumed in the first hour in order to stay within the .05 limit. This trend has been noted for six consecutive survey periods. Despite this finding, however, there has been a marked increase in awareness of the correct guideline recorded in Tasmania (39%) correctly stating two standard drinks compared with 29% in CAS 13.

Males in the remaining States and Territories are above the national average in correctly stating two drinks as the standard in the first hour. The highest incidence of nominating

the correct guideline occurs in Queensland (59%), followed by the ACT (53%) and Western Australia (53%).

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

	Total Males	State or Territory							
		NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
One (or less)	7	10	7	4	7	9	1	2	11
Two	44	43	32	59	32	53	39	48	53
Three	22	26	12	25	32	12	32	27	22
Four	5	3	9	2	8	8	11	9	1
Five	5	1	16	1	1	5	3	0	0
No average	3	5	1	0	6	3	0	3	0
Don't know	13	11	23	8	12	10	11	11	12
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Male Sample	775	132	123	106	87	89	86	77	75

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

Following a decline in knowledge in Western Australia and the Northern Territory in CAS 13, CAS 14 has seen these regions resume their position among those locations most aware of current guidelines for the first hour for females. Also above the national average in correctly stating one standard drink in the first hour are residents of Queensland and the ACT. The relatively high numbers of females across all States and Territories believing two drinks in the first hour is the guideline should, however, be noted.

CAS 14 findings among females across States and Territories are shown below in Table 16. Again, the relatively small gender/age base sizes should be taken into account when assessing these findings.

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)	30	28	22	41	18	45	25	40	41
Two	38	39	40	33	57	28	43	36	38
Three	7	5	11	5	5	5	11	4	5
Four	0	0	1	0	2	1	0	2	0
Five	0	0	0	0	0	0	0	1	0
No average	1	0	3	2	0	1	0	0	0
Don't know	22	27	23	18	18	21	21	16	16
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Female Sample	775	131	122	109	87	88	84	79	75

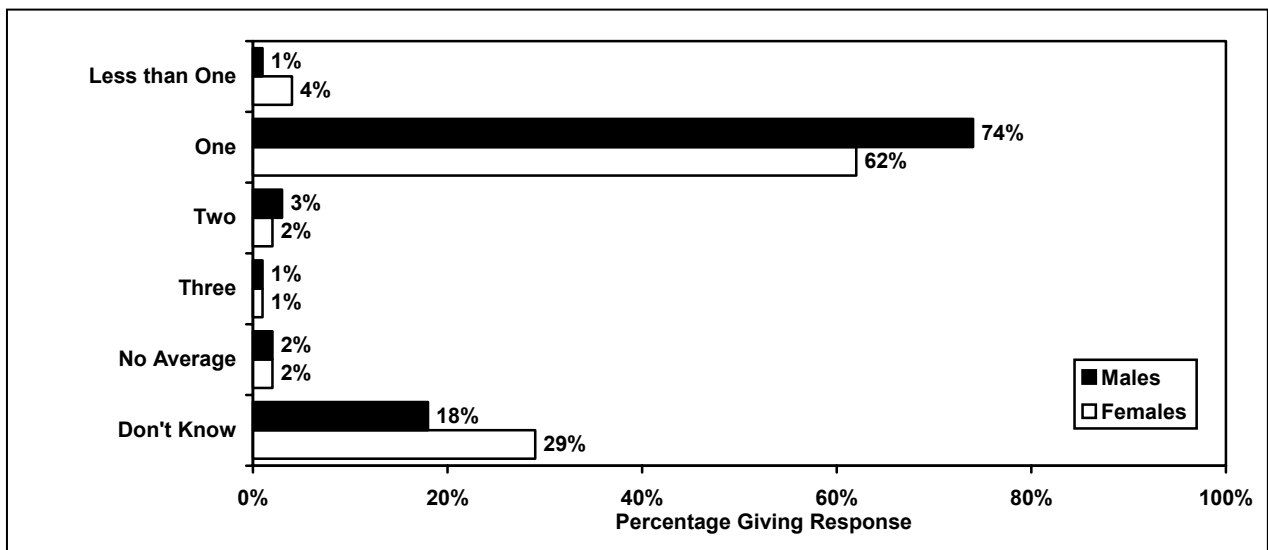
Totals may not always add exactly to 100% due to rounding of percentages

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 (74%) and females (62%) correctly say one drink per hour (Figure 8). These figures are marginally below the CAS 13 result for males and marginally higher than CAS 13 for females.

There is still a high proportion of both males and females who have cannot give an answer to the guideline, and very few of either gender suggest more than one drink per hour after the first hour. The majority, particularly males, are aware that the guideline is only one drink per hour.

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



Base: Total Sample (Males 775, Females 775)

While previous surveys have witnessed marked variations across the States and Territories in terms of male awareness of the correct 'one drink per hour after the first hour' guideline, CAS 14 has shown a greater consistency of response. Queensland continues to show the highest awareness of the correct guideline, while the other States and Territories cluster at a level close to the national average.

Tasmania recorded the lowest figures in CAS 13 (60%) among males for 'one drink per hour after the first hour', increasing to 71% in this latest survey. Similarly, a marked increase occurred in awareness of this guideline among residents of South Australia (up from 65% in CAS 13 to 76%). Knowledge in the ACT and New South Wales has declined from close to nine in ten to be in line with other regions in this survey (79% and 72% respectively).

Among females, CAS 14 shows consistency of results across all States and Territories for awareness of the correct number of drinks (one) per hour after the first hour.

As in previous surveys in this CAS series, the standard drink 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 drivers, 77% of males and 83% of females (up from 78% in CAS 13) are within one drink of the number specified by the guidelines for the first hour.

Similarly, most of these licence holders drivers who drink and drive (82% of males and 81% of females) correctly state the guideline of one drink or less for each hour thereafter.

Figures comparing licence holders who do not drink and drive and those who do drink and drive are presented below in Table 17. They are consistent with previous surveys and again show a higher awareness of the guidelines among those who drink and drive.

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

	Gender			
	Males		Females	
	Don't Drink or Not if Driving %	Drink if Driving %	Don't Drink or Not if Driving %	Drink if Driving %
First hour				
One (or less)	8	3	28	36
Two	40	47	37	47
Three	19	27	4	10
Four	7	5	0	1
Five	3	8	0	0
No average	3	2	1	2
(Don't know)	19	8	29	4
Total	100%	100%	100%	100%
Each hour after first				
Less than One	1	0	3	6
One	70	82	56	81
Two	3	3	2	2
Three	2	1	0	1
No average	3	1	2	2
(Don't know)	22	13	36	9
Total	100%	100%	100%	100%
Base: Ever Held A Licence	359	361	432	249

These questions on alcohol consumption guidelines have been asked since CAS 7 (1993). Comparative findings over time 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?'

CAS 14 confirms beer and wine as still the most common alcoholic beverages consumed by licence holders. Close to half (46%) of the population of licence holders who consume alcohol mainly drink beer and 44% mainly drink wine or champagne. Three in ten (32%) drink mainly spirits or mixed drinks. Multiple responses account for a greater than 100% response to this question. Full strength beer (31%) remains more popular than light beer (19%) and overall incidence of mainly drinking beer has declined from 53% in CAS 13 to 46% in CAS 14.

Beer (both full strength and light) is still by far the most preferred drink among males, although CAS 14 has found a marked increase in consuming spirits and mixed drinks among males, to be in line with figures recorded for females. Males 15-24 years³ mainly account for this increase in mixed drink consumption (65% compared with 34% in CAS 13), suggesting a move away from full strength beer consumption in this age group.

Light beer consumption continues to be most popular with males over 40 years of age. However, males in the 25-39 year age group have shown a move away from light beer as a main drink (down from 30% to 19%) in favour of full strength and wine/champagne in CAS 14.

Female licence holders who drink are increasingly more likely (62%, up from 56%) to favour wine as their main drink than are males (28%). This is particularly evident among females aged over 24 years, with a slight shift away from beer consumption also noticeable. Although based on a relatively small sample base, female drivers under 24 years (65%, up from 57% in CAS 13) continue to choose mixed drinks most often.

The responses to this question are shown in Table 18, below.

Table 18:
Types of alcoholic beverages consumed by licence holders who drink: by Age within Gender

	Total	Males				Females			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%	%	%
Full strength beer	31	49	63	50	36	22	8	4	7
Light beer	18	15	19	33	37	5	11	9	10
Net: Beer	46%	61%	75%	74%	71%	27%	17%	12%	16%
Wine/ Champagne	44	8	27	35	32	25	66	70	74
Mixed drinks/spirits /liqueurs	32	65	32	20	23	65	33	28	20
Alcoholic cider	1	2	0	0	0	2	3	2	0
Don't drink enough to say	1	0	3	0	1	0	0	1	3
Base: Ever held a Licence and Ever Drink	1140	75	191	217	130	72	172	196	87

Multiple responses allowed

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

³ Small base size should be noted

7.9. Awareness of standard drinks contained in 375ml of full strength beer and a 750 ml bottle of wine among licence holders who drink

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

- those who drink mainly beer (46%); and
- those who drink mainly wine (44%).

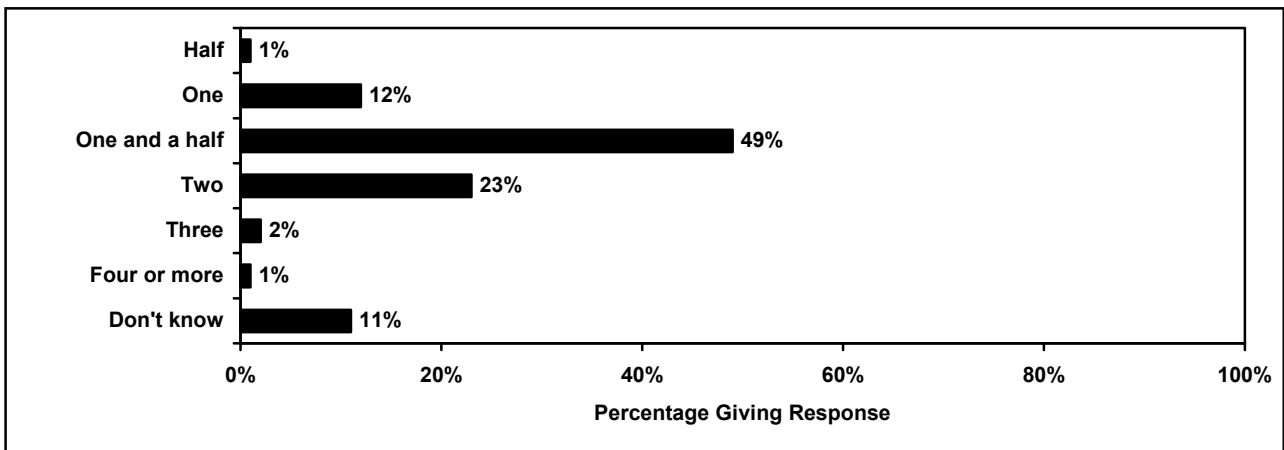
These groups are not mutually exclusive. Respondents could be included in both groups if they reported regularly drinking both wine and beer.

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

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

Among licence holders who drink beer, half (49%, up from 42% in CAS 13) give the correct answer of 'one and a half'. The more conservative estimate of 'two' continues to be the next most frequent response (23%). Overall, 13% of these beer drinkers (down from 19% in CAS 13) underestimate the number of standard drinks in a 375ml can. One in ten beer drinkers are unable to comment (Figure 9).

Figure 9:
Perceived number of standard drinks in a stubby or can of full strength beer



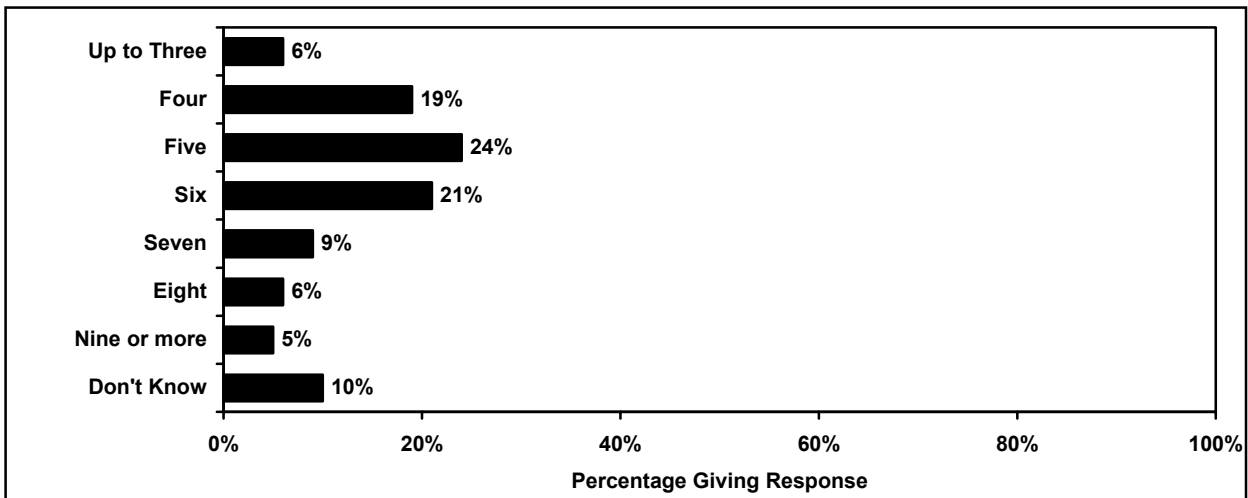
Base: Beer Drinkers who Ever Held a Licence (N=585)

Similarly, wine drinkers who have ever held a license were asked:

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

A 750ml bottle of wine contains approximately seven standard drinks. Only one in ten wine drinkers (9%) provide that response. Most wine drinkers (70%) continue to believe that a 750ml bottle contains less than seven standard drinks. Half (49%) believe that it contains less than six drinks. These results are consistent with recent years, wine drinkers being prone to underestimate the correct number of drinks in a 750ml bottle. One in ten cannot provide an answer (Figure 10).

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



Base: Wine Drinkers who Ever Held a Licence (N=492)

Estimates of the number of standard drinks in a 375 ml beer container and a 750ml wine bottle since CAS 8 (1995) are shown in Appendix II.

8. SPEED

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

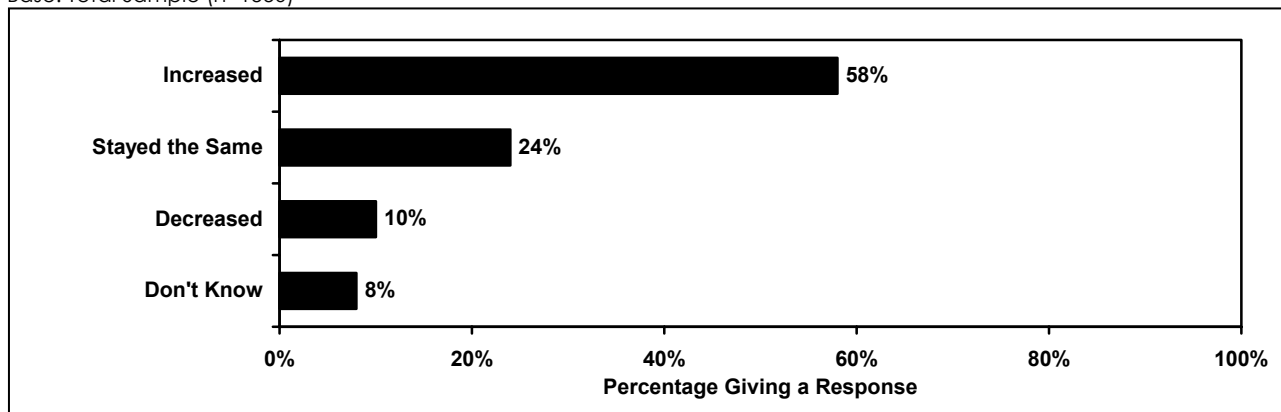
All respondents were asked:

'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?'

A majority of 58% feel that speed enforcement has increased over the past two years, with a further 24% holding the opinion that it has remained unchanged. One in ten perceive a decline in speed enforcement, with a similar figure undecided. Figure 11 illustrates these findings, which have stayed at similar levels for the past seven years that this question has been asked. CAS 14 suggests, however, a recent tendency towards fewer people thinking speed enforcement has increased, from 64% in CAS 12, to 62% in CAS 13 and now 58% in CAS 14.

Figure 11:
Perception of changes in speed enforcement in the last two years

Base: Total Sample (n=1550)



Once again, a majority of males (56%) and females (59) both overall and across each age group feel speed enforcement has increased in the last two years. People under 40 years are significantly more likely to say it has increased, particularly females 15-24 years (72%).

The results for CAS 14 across the age groups, within each gender, are shown below in Table 19.

Table 19:
Perception of changes in speed enforcement in the last two years: by Age within Gender

	Total %	Males by age group					Females by age group				
		Total Male %	15-24 %	25-39 %	40-59 %	60+ %	Total Fem- ale %	15- 24 %	25- 39 %	40- 59 %	60+ %
		Increased	58	56	61	62	55	45	59	72	65
Stayed the Same	24	25	22	23	25	32	23	15	23	29	20
Decreased	10	12	11	9	12	15	9	9	5	10	12
Don't know	8	7	6	6	7	7	9	3	7	11	15
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	132	217	252	174	775	125	220	259	171

Totals may not always add exactly to 100% due to rounding

As shown in Section 8.2 below, and consistent with prior surveys in this series, 19% of people who had ever held a licence say they have been booked for speeding in the past two years and 7% admit they have been booked in the past six months. Among those people who have been booked for speeding in the last two years, 65% feel the police have been more active on speed enforcement. Although this is higher than the national average of 58%, it represents a significant decline on the 86% figure recorded in CAS 13 and 73% in CAS 12.

Consistent with CAS 13 results, however, a high 85% of those booked within the last six months 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).

The ACT (74%) again features among the locations most frequently perceiving an increase in enforcement of speed limits. Indeed, ACT residents in CAS 14 are significantly more likely than other States and Territories to express this view. The proportion holding this opinion has declined in Tasmania and Queensland since CAS 13. Victoria (51%) continues to account for the lowest incidence of reporting an increase in speed enforcement activity.

Table 20 shows regional differences in Australia for perceptions of speed enforcement.

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

	Total %	State or Territory							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Increased	58	56	51	61	61	63	66	67	74
Stayed the Same	24	23	28	22	20	25	25	25	13
Decreased	10	11	11	10	12	8	5	7	7
Don't Know	8	10	9	6	7	4	4	2	5
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	263	245	215	174	177	170	156	150

In contrast to the CAS 13 finding that 66% of non-capital city residents felt speed enforcement had increased (significantly higher than for those living in capital cities), in 2001 the figure is 57% and is now in line with the figure for capital cities (58%).

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?'

As discussed in Section 8.1, one in five nationally (19%) who have ever held a licence have been booked for speeding in the past two years and 7% have been booked in the past six months. These figures are consistent with earlier surveys. Appendix II illustrates responses over time.

In line with previous years, male drivers are significantly more likely to have been booked for speeding in the last two years (22% compared with 16% of female drivers), and in the past six months (9% of males versus 5% of females).

The 15-24 years age group continues to be most likely to have been booked for speeding in the last two years (28%) but is more in line with the rest of the driving community under 60 years for having been booked in the past six months (8%). Licence holders 60 years and over are least likely to have been booked for speeding (Table 21).

Table 21 provides more detail on the incidence of being booked for speeding, by gender and age of driver.

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

	Gender			Age			
	Total %	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Booked in Last Two Years	19	22	16	28	20	21	9
Booked in Last Six Months	7	9	4	8	9	7	3
Base: Ever Held a Licence	1405	721	684	185	423	485	312

Table 22 below illustrates regional incidence of being booked for speeding in the past two years and in the past six months.

Western Australian drivers have accounted for one of the highest incidences of past two year speeding infringements for the last three surveys in this series. However, there has been a steady decline in WA from the CAS 12 figure of 37% to 31% in CAS 13 and 29% in this current survey. While Northern Territory drivers reported a high incidence of being booked for speeding in the past two years in CAS 13 (32%), this figure has fallen to the national average of 19% in 2001 (back in line with CAS 12 results). Least inclined to have been booked for speeding are licence holders in New South Wales (11% in the last two years and 4% in the past six months).

Reporting of past six-month infringements for speeding is again most pronounced in Western Australia (12%, well above the national average of 7%).

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

	TOTAL %	State or Territory							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Last two years									
Booked:	19	11	27	16	22	29	24	19	17
Driven but Not Booked	78	84	72	82	77	70	75	81	81
Last six months									
Booked:	7	4	8	8	6	12	10	10	8
Driven but Not Booked:	91	91	91	90	93	87	89	91	90
Base: Ever Held a Licence	1405	231	220	201	157	159	149	147	141

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

While CAS 13 reported a higher incidence of speeding infringements in capital cities than in non-capital areas, there was no variation of significance in CAS 14.

A correlation is again evident between the reported incidence of being booked for speeding and frequency of driving long distances. Some 14% of people who drive at least 50 kilometres from home three or more times a week report receiving a speeding ticket in the past 6 months against an average for all drivers of 7%. Among that same group of drivers, 31% have received a speeding ticket in the past two years, compared with a national average of 19%. These findings are consistent with those of the previous survey

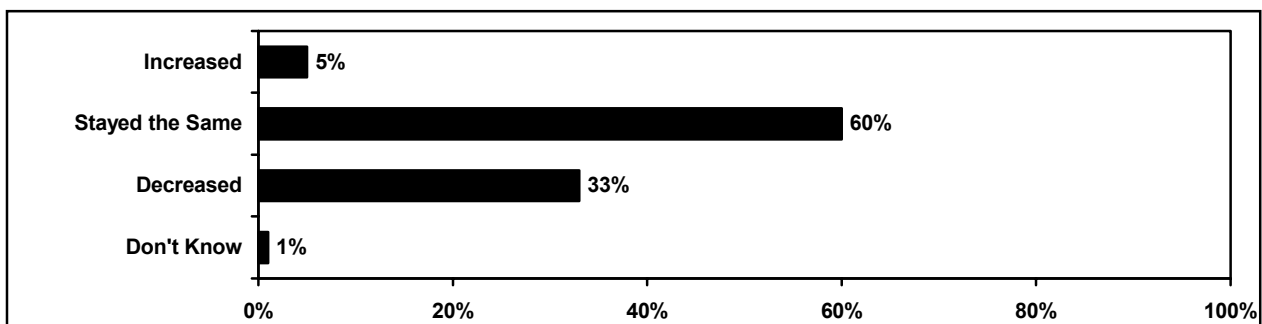
8.3. Reported Changes in Driving Speed in the Last Two Years

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?'

In line with recent surveys in this series, three in five licence holders (60%) say that their driving speed has remained unchanged in the last two years, while 33% indicate a reduction in their driving speed. Relatively few drivers (5%) say their speeds have increased. These findings are expanded below in Figure 12, while comparative figures over time appear in Appendix II.

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



Base: Driven in the Last Two Years (n=1384)

Drivers aged under 24 continue to be the most likely to say their speed has increased (15%, compared with 9% in CAS 13). Relatively more male drivers in this young age group

(19%) than young female drivers (11%) say they have increased their speeds in the last two years.

Among drivers who have received a speeding ticket in the last two years, 53% believe that their speed has stayed the same in that time, 41% indicate it has decreased and 6% say it has increased. These figures remain similar to findings in previous surveys.

The majority of each community across all regions indicate no change in driving speed over the past two years. South Australia again accounts for the highest proportion claiming no change in speed (74%). No State or Territory showed more than 9% (NSW is clearly highest at 9%) reporting an increase in speed over the last two years.

The location reporting the highest incidence of lowering driving speed in CAS 14 is Victoria. The proportion of Victorians indicating a decline in speed has moved from 21% in CAS 12 to 28% in CAS 13 and 40% in CAS 14. Reports of a decrease in driving speed in New South Wales have risen from 28% in CAS 13 to 34% in CAS 14.

Findings in relation to change in driving speed across States and Territories are shown in Table 23.

Table 23:
Reported changes in driving speed 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>
	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>
Increased	5	9	4	5	2	3	5	5	5
Stayed the same	60	55	55	65	74	69	64	71	62
Decreased	33	34	40	29	23	27	27	23	32
Don't Know	1	2	2	1	1	0	5	1	1
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Driven in the Last Two Years	1384	225	218	197	155	158	148	146	137

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

There is no variation between capital city and non-capital locations regarding changes in driving speed.

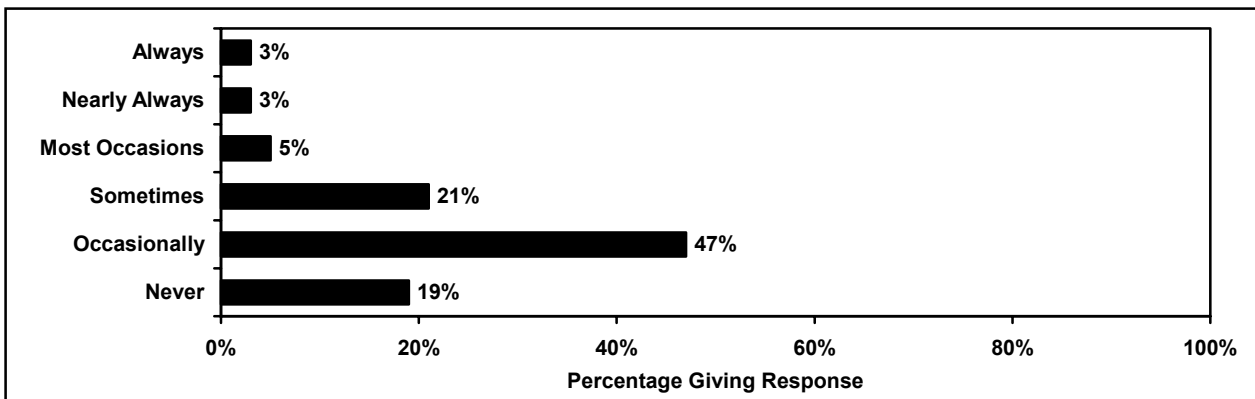
8.4. Frequency of Driving at 10 km/h or More Over the Speed Limit

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.'

Reflecting little change over the last few years, one in five drivers say they 'never' exceed the posted speed limit by 10 km/h or more, while just under half (47%) say they do this 'just occasionally'. One in ten say they exceed the speed limit on most or all occasions. These findings are shown below in Figure 13.

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



Base: Driven in the last two years (n=1384)

Males still report a greater likelihood than females to exceed the speed limit by 10 km/h or more, although at a reduced margin in CAS 14. One in four females (24%) claim they 'never' drive at 10 km or more over the speed limit, compared with 14% of males. In CAS 13 the respective figures were 29% and 13%.

In line with previous years, the tendency to exceed the speed limit declines with age. However, unlike in CAS 13 when the under 24 year age group was significantly the most likely to indicate exceeding the posted limit by at least 10 kms 'on most or all occasions' (20%), this behaviour is less evident among that young age group and is now equally evident among the 25-39 age group in CAS 14 (both 15%).

Likelihood of driving at 10 km or more over the speed limit in CAS 14 is 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 Gender and Age

	Total	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Always	3	5	1	5	3	3	1
Nearly always	3	3	3	6	4	2	1
Most occasions	5	7	4	4	8	5	3
Net: mostly or always	11%	15%	8%	15%	15%	10%	5%
Sometimes	21	24	18	287	24	19	14
Just Occasionally	47	46	47	39	45	50	49
Never	19	14	24	16	16	19	29
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Driven in the last two years	1384	714	670	184	423	483	294

Consistent with the findings of CAS 13, 18% of drivers booked for speeding in the last two years claim still drive 10 km/h or more over the speed limit on all or most occasions. This compares with the average for all drivers of 11%. The number of people booked in the past six months saying they still drive at 10 km/h or more above the speed limit on all or most occasions remains at 19%, again well above the average for all drivers.

Confirming findings from earlier surveys in this series, the propensity to exceed the speed limit increases with frequency of distance driving (over 50 kilometres at least three times a week). However, while the drivers who frequently undertake distance driving continue to be significantly more likely to exceed the speed limit by 10 km or more on at least most occasions, the proportion of this group making this claim has declined from 22% in CAS 13 to 17% in CAS 14.

Frequent speeding (that is, driving at 10 km/h or more above the speed limit on all or most occasions) is reported in the range 6% to 14% across the States and Territories in CAS 14. Tasmania once again reports a lower incidence (6%), as does South Australia (7%). The highest incidence is reported in NSW (14%), Victoria (13%) and the ACT (12%).

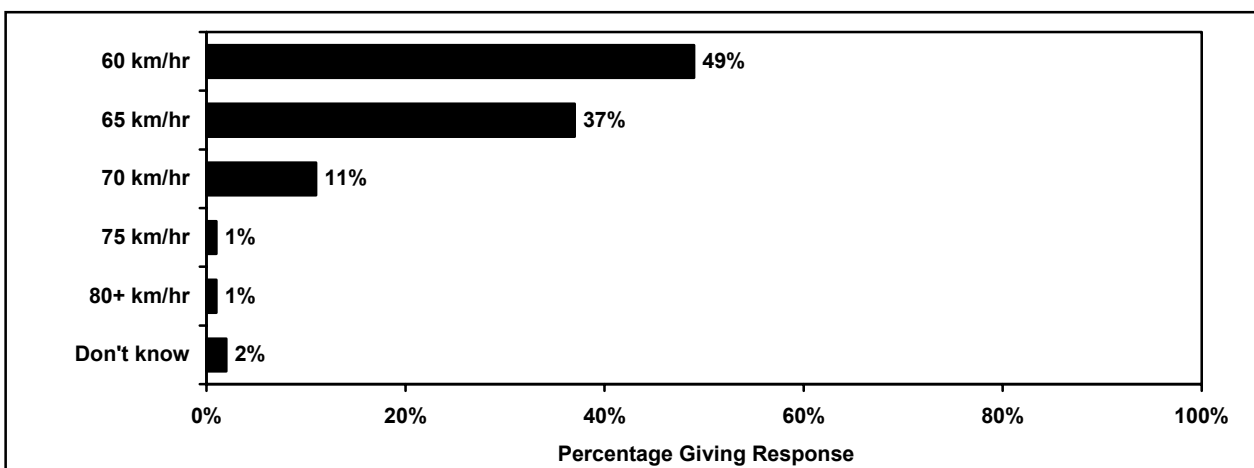
8.5. Tolerated Speeds for 60 km/h Speed Zones

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?'

As illustrated below in Figure 14, half the community, nationally (49%) believe 60 km/h in urban areas should be strictly enforced, with a further 37% supporting a speed of 65 km/h. Just over one in ten (11%) feel that 70 km/h would be acceptable. Only 2% tolerate speeds above 70 km/h. These are shown in Figure 14 and are very similar findings to the previous survey.

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



Base: Total Sample (n=1550)

While support for strictly enforcing the 60 km/h limit has traditionally been stronger among females, CAS 14 has seen an increase in the incidence of males holding this opinion (from 42% to 46%). Females (52%) are still more likely than males (46%) to want strict enforcement of 60 km/h (Table 25).

Tolerance of speeds in excess of the posted 60 km/h limit continues to reduce with increasing age. While there is close to equal support for a 60 km/h and a 65 km/h urban limit among respondents under 39 years, those aged 40-59 are significantly more likely to indicate support for 60 km/h. The over 60 years age group continues to be least tolerant of urban speeds in excess of 60 km/h. CAS 14 has found a reversal of an apparent decline

in support for strict enforcement among 15-24 year olds, with the proportion wanting a strict 60 km/h increasing from 33% in CAS 13 to 42%.

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

	TOTAL	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
60 km/h	49	46	52	42	42	48	67
65 km/h	37	39	35	45	41	37	24
70 km/h	11	11	11	9	13	13	6
75 km/h	1	1	0	1	1	0	0
80 + km/h	1	1	0	2	1	0	0
Don't Know	2	2	2	2	1	2	2
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345

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

Support for strict enforcement of the 60 km/h limit in urban areas has tended to vary widely from one survey to the next across the States and Territories. However, in CAS 14, the majority of the population across each region consistently support a maximum of 65 km/h.

In CAS 14, acceptance of strict enforcement of the 60 km/h limit ranges from a high of 56% in Tasmania through to a low of 44% in the ACT. In contrast, the ACT and Tasmania displayed least support for strict enforcement in CAS 13 (38% and 39% respectively).

Tolerance of speeds in excess of 65 km/h is highest among residents of Western Australia, some 19% regarding 70 km/h or more as appropriate. Support for at least 70 km/h is around one in ten in the remaining locations, representing a marked decline from in CAS 13 in Victoria (from 17% down to 10%), South Australia (down from 19% to 10%), the Northern Territory (from 18% down to 12%) and the ACT (down from 21% to 14%).

Table 26 shows variations across the States and Territories 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

	TOTAL	State or Territory							
		NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
60 km/h	49	52	47	48	48	45	56	51	44
65 km/h	37	34	41	38	39	36	30	37	38
70 km/h	11	11	8	12	9	18	11	11	14
75+ km/h	1	1	1	0	1	1	1	0	0
80 km /hr	1	1	1	0	0	0	1	1	0
Don't Know	2	1	3	2	3	0	0	1	4
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345	132	150

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

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

Consistent with previous surveys, people living outside the capital cities (54%) are more likely than those in the cities (46%) to support strict enforcement of the 60 km/h limit.

8.6. Tolerated Speeds for 100 km/h Speed Zones

All respondents were then asked:

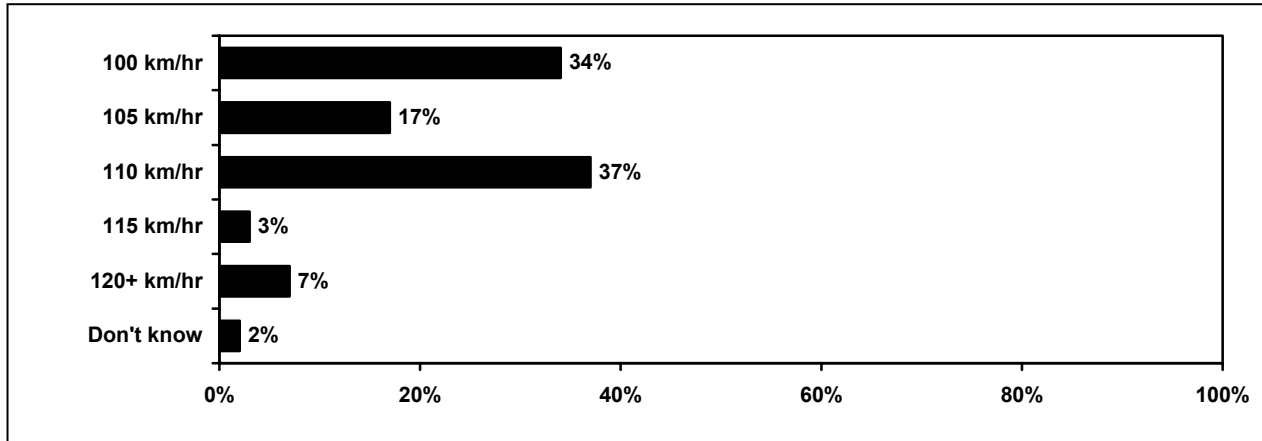
'Now thinking about 100 km/h speed zones in rural areas, how fast should people be allowed to drive without being booked for speeding?'

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.

Support for a strict 100 km/h enforcement in rural zones remains at one in three (34%), with a further 54% accepting up to 10 km/h over that limit. Nearly half the community in CAS 14 (48%) tolerate speeds of 110 km/h or more in rural 100 km/h zones. One in ten continue to 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 = 1550)

Opinion that the 100 km/h rural speed limit should be strictly enforced continues to be most pronounced among females (39% compared with 29% of males). Males (15%) are still more likely than females (4%) to tolerate rural speeds of 115 km/h or more in 100 km/h rural zones.

While CAS 13 showed that a push for enforcement of the rural 100 km/h zones was highest among people aged under 40 years, this latest survey has shown the opinion of 40-59 year olds to have moved more in line with younger respondents. Support for enforcement of rural 100 km/h zones in CAS 14 ranges in the tight band of only 27% to 29% within the 15-24, 25-39 and 40-59 age groups (Table 27). However, support for this limit among the population over 60 years lies at a high 60%, significantly higher than CAS 13 when 48% of that age group supported it.

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

	TOTAL	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
100 km/h	34	29	39	29	28	27	60
105 km/h	17	18	15	18	15	17	17
110 km/h	37	36	39	38	42	45	18
115 km/h	3	5	1	4	4	2	1
120+ km/h	7	11	3	8	10	6	1
Don't Know	2	1	3	3	1	2	3
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345

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

In line with CAS 13, there is again very little difference between people living in 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 again also varies little between the States and Territories. Close to half the populations in each State and Territory tolerate a speed of up to 5 km/h over the posted limit. Least likely to support strict enforcement is evident in Western Australian, where just under three in five (57%) support a limit of 110 km/h or more in a 100 km/h rural zone. More than half the drivers in Queensland (53%) and the ACT (51%) also tolerate speeds of 110 km/h or more in 100 km/h rural zones.

One in five in the Northern Territory support speeds of at least 115 km/h in a 100 km/h rural zone.

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

	TOTAL	State or Territory							
		NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
100 km/h	34	39	32	30	36	30	39	37	26
105 km/h	17	15	22	14	19	13	14	12	19
110 km/h	37	33	39	41	34	44	35	32	44
115 km/h	3	2	2	3	3	5	5	3	2
120+ km/h	7	9	2	9	6	7	5	13	5
Don't Know	2	1	3	2	2	1	1	3	4
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345	132	150

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

8.7. Attitudes to speed related issues

All respondents were asked to consider five randomised statements on speed issues and express agreement or disagreement. 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' (88%, no change from the previous survey);**

and

- **An accident at 70 km/h will be a lot more severe than an accident at 60 km/h (90%, no change from the previous year).**

The proportion expressing 'strong' agreement that 'an accident at 70 km/h will be a lot more severe than an accident at 60 km/h' is 65% in CAS 14, following a high of 69% in CAS 13. There has also been a stronger decrease (back in line with CAS 12) in the proportion of the national population 'strongly' agreeing with the statement 'speed limits are generally set at reasonable limits' (down from 55% in CAS 13 to 48%).

The statement agreed with at the next level is again:

- **If you increase your driving speed by 10 km/h you are significantly more likely to be involved in an accident (67%).**

Consistent with all recent surveys in this series, close to seven in ten (67%) agree with this statement. The proportion 'strongly' agreeing increased from 30% in CAS 12 to 38% in CAS 13 and has fallen back at 32%.

The majority of Australians also continue to believe that:

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

In line with the previous survey, 58% agree with this statement overall, some 29% voicing 'strong' agreement. The historical trend has been a growth in agreement with this statement.

The statement registering least agreement is still:

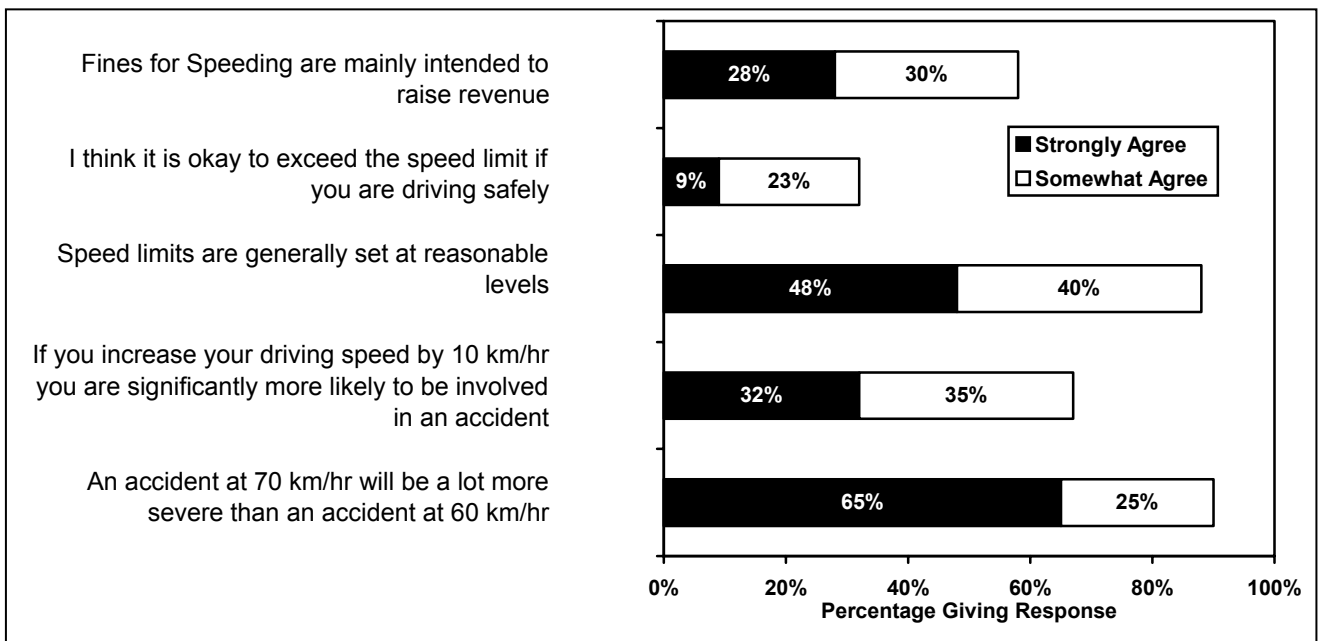
- **It is OK to exceed the speed limit if you are driving safely (32%).**

Only one in three in the Australian community (32%) agree that “it is OK to exceed the speed limit if you are driving safely. Two people in three (66%) disagree, with two out of five (38%) holding ‘strong’ disagreement. These findings remain very close to those of the previous survey.

Figure 16 below shows the percentages who support 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 with each statement over time are shown for reference in Appendix II.

Figure 16:
Agreement with statements on speed related issues



Base: Total Sample (n = 1550)

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%:54%, particularly for the 'agree strongly' response (35%:21%). These figures are consistent with CAS 12 and 13.

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

41%:23%. Again, these findings are in line with the past two years.

As was the case in CAS 13, females are more likely than males to agree that:

'Speed limits are generally set at reasonable levels'

91%:84%. Over half of all females (53%) 'strongly' agree, against only 42% of males.

CAS 14 shows that females are now also more likely than males to agree with the following statement, both overall and strongly:

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

70%:64% overall agreement and 35%:30% strong agreement.

Findings among males and females and across the different age groups are shown below in Table 29. While little variation of significance is evident across ages, the least convinced that 'an accident at 70 km/h will be more severe than one at 60 km/h' are the 40-59 age group.

Table 29:
Agreement (strong or somewhat) with statements on speed related issues: by Gender and Age

	Total %	Gender		Age			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Fines for speeding are mainly intended to raise revenue	58	63	54	55	55	62	59
It is okay to speed if you are driving safely	32	41	23	29	33	34	29
Speed limits are generally set at reasonable levels	88	84	91	87	89	88	86
If you increase speed by 10 km/h, you are significantly more likely to be involved in an accident	67	64	70	74	69	57	74
An accident at 70 km/h will be a lot more severe than at 60 km/h	90	90	91	92	91	92	84
Base: Total Sample	1550	775	775	257	437	511	345

Consistent with all previous surveys, drivers who travel 50 kilometres or more at least three times a week are significantly more likely (38%) than other people (national average of 28%) to believe 'strongly' that 'speeding fines are primarily used to raise revenue'. This opinion also continues to be held by those who have been booked for speeding, particularly in the past six months (47%), beer drinkers (34%) and licence holders who drink and drive (32%).

These same population sub-groups are again also the most likely to support the idea that 'it is okay to exceed the speed limit if driving safely'.

South Australia continues to be among the regions most inclined to agree with the statement that 'fines for speeding are mainly intended to raise revenue' (a finding evident since CAS 10). However, there has been a marked increase in this view held in Tasmania, where 39% 'strongly' agree and 70% agree overall. Little variation of significance is again evident between States and Territories for other statements, showing national consistency of opinion (Table 30).

Table 30 below provides comparative agreement across the States and Territories with these five propositions:

Table 30:

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

	State or Territory								
	TOTAL %	NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
Fines for speeding are mainly intended to raise revenue	58	59	55	57	64	62	70	48	51
It is okay to speed if you are driving safely	32	37	27	35	28	24	28	29	34
Speed limits are generally set at reasonable levels	88	83	89	91	91	91	89	92	87
If increase driving speed by 10 km/h, significantly more likely to be involved in an accident	67	67	71	61	69	66	65	59	71
An accident at 70 km/h will be a lot more severe than at 60 km/h	90	90	92	89	93	91	87	84	95
Base: Total Sample	1550	263	245	215	174	177	170	156	150

Residents of capital cities (60%) are more inclined than residents in country areas (55%) to agree that speeding fines are aimed mainly at raising revenue.

8.8. Lowering the Current Speed Limit in Residential Areas

The following statement was read 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:

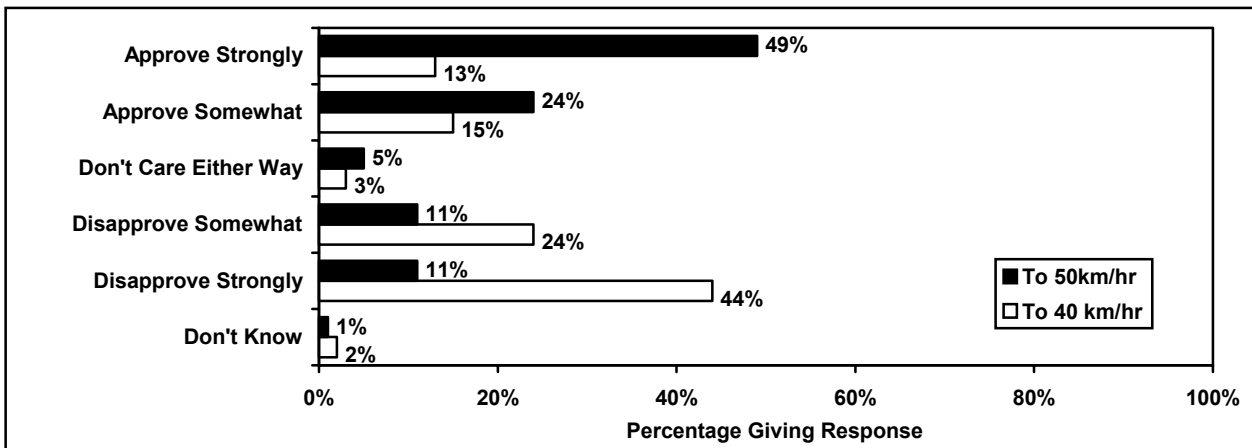
'How would you feel about a decision to lower the speed limit in residential areas to 50 km/h?'

A little later, they were asked how they would feel about lowering the speed limit in residential areas to **40 km/h**.

A steadily growing majority of Australians (now 73%, up from 68% in CAS 13) approve of lowering the speed limit in residential areas to 50 km/h, with a further 5% not caring either way (Figure 17). Since the introduction of this question in CAS 8 in 1995, support has progressively increased. The proportion 'strongly' approving also continues to increase, moving from 39% in CAS 12 to 47% in CAS 13 and now 49%.

In contrast, support for the idea of a 40 km/h speed limit remains steady at the much lower figure of 28% approval though CAS 14 has shown a decline in 'strong' approval from 17% in CAS 13 to 13%.

Figure 17:
Feelings about lowering the speed limit in residential areas



Base: Total Sample (n=1550)

8.8.1. The 50 km/h proposition in residential areas

More than seven in ten Australians (73%) are in favour of lowering the residential area speed limit to 50 km/h. Support among males has gradually increased from a CAS 11 figure of 56% to its current high level of 71%. Females (75%) are still even more strongly in favour of this proposition and CAS 14 shows an increase in support among both males and females over CAS 13 levels.

Approval of the 50 km/h limit in residential streets continues to increase with age. However, while youth (15-24 years) remain most likely to disapprove (32%), there has been a positive shift in attitude in CAS 14 with 60% of this younger age group (up from 52% in CAS 13) now in support of it.

Table 31 illustrates the findings among males and females and across ages.

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

	TOTAL	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Approve strongly	49	48	50	35	50	51	57
Approve somewhat	24	22	25	25	26	22	23
Total approve	73%	71%	75%	60%	76%	73%	79%
Not care either way	5	6	3	8	6	2	4
Disapprove somewhat	11	9	12	15	9	13	7
Disapprove strongly	11	14	9	17	8	12	9
Don't know	1	0	1	0	0	1	1
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345

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

Approval of a 50 km/h limit in residential areas is evident for a clear majority in all States and Territories. It remains highest in Victoria (78%, up from 70% in CAS 13), New South Wales (74%) and Queensland (73%). There has also been a significant increase in approval in the ACT to 72%, where approval at 55% was the lowest of all regions in CAS 13. Support across all locations is at a minimum of 62% (Table 32) and no region shows a decline in support from CAS 13.

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

	TOTAL	State or Territory							
		NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
Approve strongly	49	52	51	52	42	39	36	40	45
Approve somewhat	24	22	27	22	23	23	29	22	27
Total approve	73%	74	78	73	66	62	64	63	72
Not care either way	5	4	7	5	2	5	3	4	6
Disapprove somewhat	11	9	8	12	13	15	19	20	15
Disapprove strongly	11	12	7	9	19	18	12	13	6
Don't know	1	0	0	1	0	1	1	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345	132	150

Totals may not always 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 (31%) continue to be more likely than males (24%) to be in favour of a 40 km/h limit in residential areas, close to two thirds of females (63%) are once again against the proposition. More males (71%) than females again disapprove. The most frequent response among the community overall to the idea of a 40 km/h speed limit is strong disagreement (43%). Strong disagreement is particularly pronounced among people residing in capital cities (46% compared with 40% in non-capitals).

Table 33 below shows these opinions about a 40 km/h speed limit in residential areas, by age and gender of the community in CAS 14.

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

	TOTAL	Gender		Age			
		Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Approve strongly	13	11	15	12	12	13	16
Approve somewhat	15	13	16	16	15	12	19
TOTAL APPROVE	28	24	31	27	26	25	36
Not care either way	3	3	4	4	4	1	4
Disapprove somewhat	24	21	26	18	29	22	22
Disapprove strongly	43	50	37	49	40	50	34
Don't know	0	2	2	2	1	1	4
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345

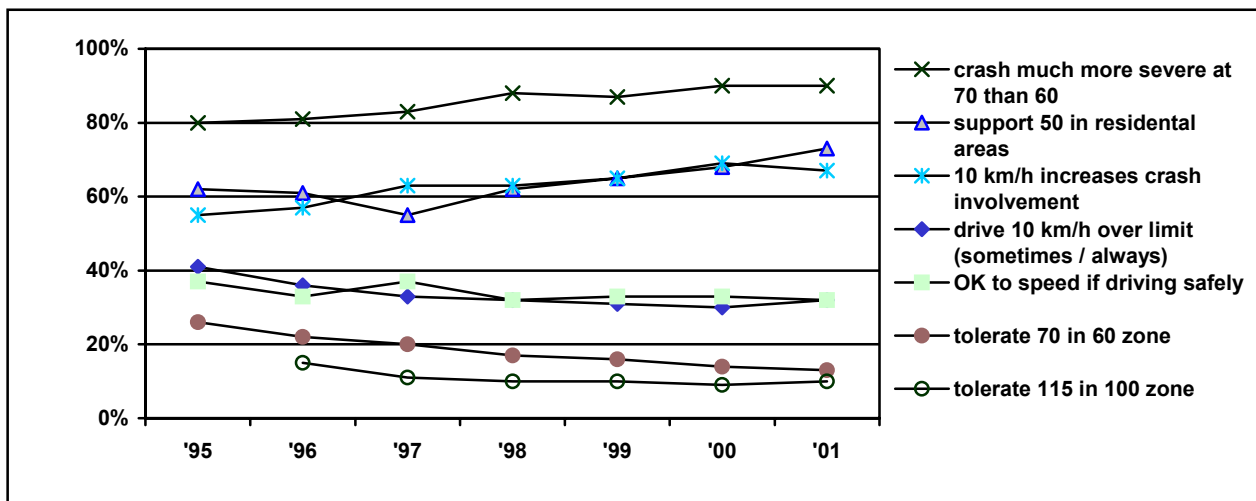
Totals may not always add exactly to 100% due to rounding of percentages

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

8.9. Summary of Speed Attitude Trends

Figure 18 shows trends in attitudes to speeding over the period 1995 to 2001.

Figure 18:
Attitudes to Speeding - Comparisons Over the Period 1995 to 2001



Vehicle speed, whether excessive or inappropriate speed, continues to be viewed by the Australian community as the key factor leading to road crashes.

Against a backdrop of continuing widespread support for drink driving enforcement through RBT (96%), this CAS series has shown divided community opinion in terms of speed enforcement. The majority of the community continues to express the opinion 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 is increasing recognition within the community of the dangers of speeding and strong evidence of disapproval of a range of speed-related behaviours, as measured by key speed questions. These findings are illustrated below. The numbers in brackets refer to the numbering in Appendix II, which records results over time).

Frequency of driving 10 km/h over limit (14)

- A consistent and clear majority of 66% of licence holders say they only occasionally or never speed;
- there has been a gradual decrease since 1995 from 41% to 33% of people who say they drive over the speed limit at least sometimes.

Should lower speed limits to 50 km/h – Approve (16)

- a growing majority (now 73%) support 50 km/h speed limits in residential areas.

Speed Tolerance in 60 km/h Zones (17)

- 50% have no tolerance for breaking the speed limit in 60 km/h zones, representing a steady increase over recent years;
- there is a decreasing trend in the tolerance for a 10 km/h margin in 60 km/h zones before getting booked, from an average of 17% over the last 5 years to 11% in CAS 14.

Speed Tolerance in 100 km/h Zones (18)

- a decrease in the tolerance for a margin of 15 km/h or above, from a high of 15% five years ago to 10% now.

Agreement that 'It is OK to exceed the speed limit if you are driving safely'; (19b)

- a minority one in three people over the last four years.

Agreement that 'If you increase your speed by 10 km/h, you are significantly more likely to be involved in an accident' (19d)

- two out of three people (67%) agree with this statement.

Agreement that 'An accident at 70 km/h will be a lot more severe than an accident at 60 km/h' (19e)

- agreement with this statement remains at a consistently high majority of the community, recording 90% for the last two surveys

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

Police Speed Enforcement (12)

- consistently high belief (three in five) each year for the past six years that police enforcement has increased

Personal Driving Speed in Last 2 Years (13)

- consistently high majority (94%) state that their speed has either stayed the same or decreased

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

- consistently high majority agree with the statement (88%).

9. OTHER ISSUES COVERED

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:

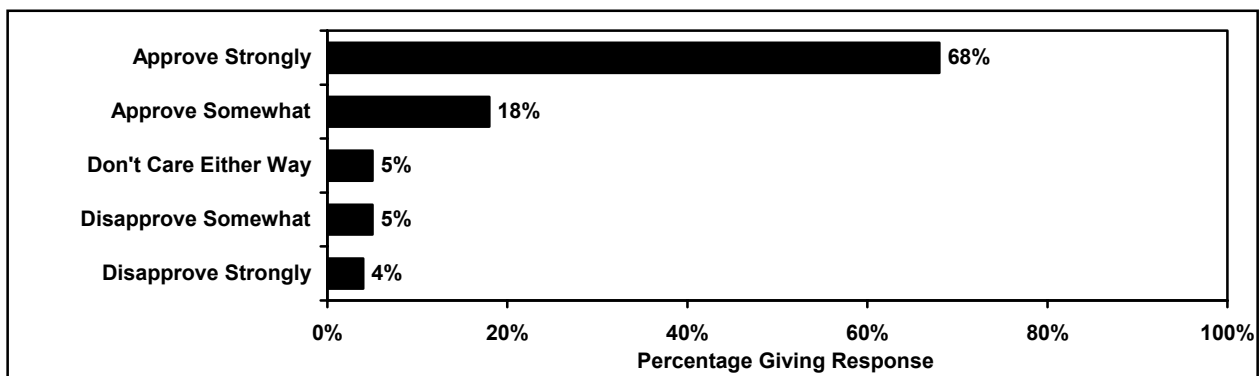
'How do you feel about this law (which requires people to carry their licence at all times when driving any motor vehicle)?'....

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 14 confirms past survey findings of strong community support for compulsory licence carriage. As shown below in Figure 19, just under seven in ten people (68%) strongly support this requirement being law, with total approval measuring 86% after adding in those people who somewhat approve of this proposition. Only 9% disapprove. These figures are similar to CAS 13.

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



Base: Total Sample (n=1550)

Support by gender remains unchanged from CAS 13, with overall approval more common among females (91%) than males (82%).

While all age groups continue to demonstrate clear majority support for the compulsory carriage of licence by drivers, CAS 14 again finds that approval gains strength as age increases.

Once again, a majority across all States and Territories express strong approval, overall support not falling below four in five. Residents of capital cities (88%) demonstrate higher overall approval than those in non-capitals (84%).

Under current State and Territory road laws, New South Wales is the only jurisdiction with a strict licence carriage requirement. However, most people across all regions believe that

this law is already in existence in their particular State or Territory. This finding has been consistent across all survey periods since the introduction of this question in CAS 9.

Residents of New South Wales (92%), the ACT (89%) and Victoria (82%) are again most likely to express the view that they are already required to carry their license. The Western Australian community remains least likely to believe such a law exists in their State, although at an increased level compared with CAS 13 (52% compared with 42% in CAS 13).

In line with CAS 13, approval of the law is high (75% or higher), regardless of an individual's belief about whether such legislation exists in their State.

The findings for CAS 14 across States and Territories are illustrated in Table 34, together with an analysis of approval and disapproval according to belief about the law being in place.

Table 34:
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	79	92	86	70	66	52	63	76	89
No, it is not	11	4	5	16	16	32	21	9	5
Don't know about it	10	4	9	14	18	16	16	15	7
Approval by whether or not it is thought to be the law	%	%	%	%	%	%	%	%	%
It is law – approve of it	70	81	76	63	55	46	56	64	74
It is law – but disapprove of it	6	7	6	5	6	4	6	11	7
It is law – don't care	3	4	3	2	5	2	1	1	8
No law – would approve	8	2	4	11	14	25	14	3	4
No law – would disapprove	2	1	1	4	1	6	7	5	0
No law – don't care	1	0	0	0	2	1	1	1	1
Don't know if law – approve	8	4	8	11	14	14	14	11	6
Don't know if law – disapprove	1	0	0	2	4	0	1	3	1
Don't know if law – don't care	1	0	1	0	1	2	2	0	0
Overall approval	%	%	%	%	%	%	%	%	%
Yes – approve	86	87	88	85	82	86	84	78	84
No not approve	9	8	7	11	10	10	13	19	8
Don't know/don't care	5	5	5	4	8	4	3	3	8
Base: Total Sample	1550	263	245	215	174	177	170	156	150

Totals may not always 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

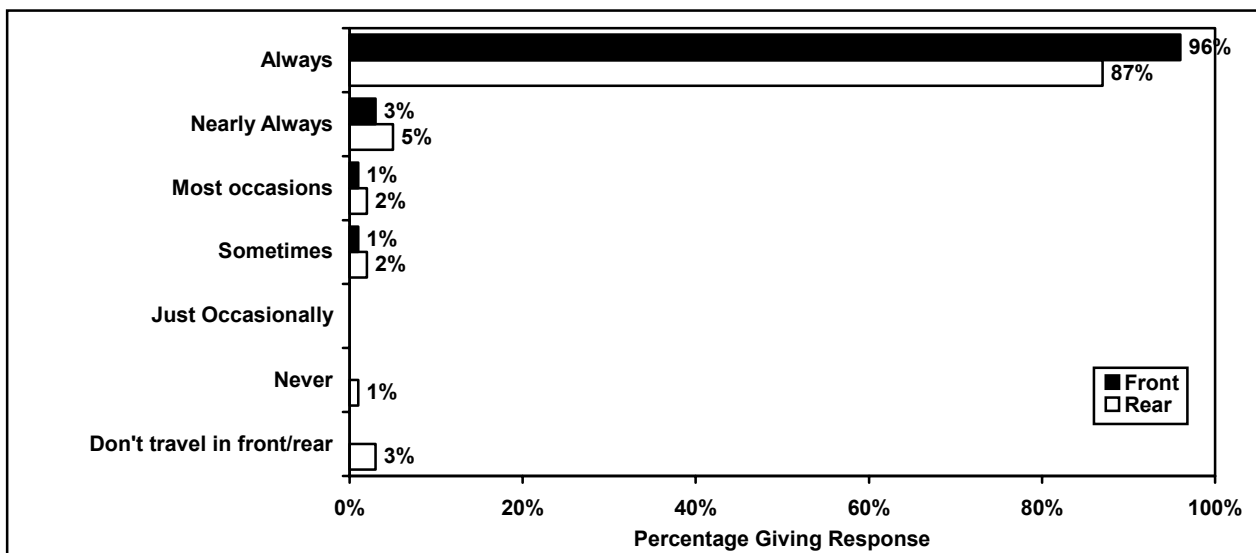
All respondents were asked:

'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 all recent surveys throughout this series, 96% say they always use a seat belt in the front seat. Slightly fewer (87%) say they always wear seat belts in the back seat and another 5% claim to do so 'nearly always'. Claimed wearing rates for both the front and rear seats are shown below in Figure 20.

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



Base: Total Sample (n=1550)

Reported use of a seat belt in the front seat at all times continues to be similar for males (95%) and females (97%). Females (88%) are still marginally more likely than males (85%) to say that they always wear seat belts in the rear seat. Reported male wearing rates for the rear of the car at all times increased from 81% in CAS 12 to 88% in CAS 13, declining slightly to 85% in CAS 14.

The incidence of wearing a seat belt all the times when travelling in the front seat progressively increases with age, from 91% among the 15-24 age group to 99% of the 60's and over.

At least nine in ten people in each State and Territory claim they wear a seat belt in the front seat at all times. CAS 14 shows the lowest front seat belt wearing incidence ('always wear it') is 90% in the Northern Territory, with all other States and Territories in the higher range of 94% to 96%.

While CAS 13 suggested some marked variations across the States and Territories in claims of always wearing a seat belt in the rear (range from 77% in NT to 91% in NSW and Victoria), the lowest incidence in CAS 14 is 83% (again NT and 84% in Queensland and South Australia), rising to a high of 89% in Victoria and 90% in NSW.

There has been a continuing increase in reported full time rear seat belt use in the Northern Territory. Following a period of being significantly below all the other regions in always wearing seat belts in the back, the last few surveys have witnessed a turnaround. From a 65% wearing rate in CAS 12, this figure increased to 77% in CAS 13 and has now reached a high 83%. The national average for full time wearing of rear seat belts is 87%.

The figures for CAS 14 across the States and Territories for the community saying they always wear a front or rear seat belt are shown in Table 35.

Table 35:
Always wear seat belts: by State and Territory

	TOTAL %	State or Territory							
		NSW %	VIC %	QLD %	SA %	WA %	TAS %	NT %	ACT %
In the front seat	96	97	96	96	94	96	96	90	96
In the rear seat	87%	90	89	84	84	86	87	83	87
Base: Total Sample	1550	263	245	215	174	177	170	156	150

Capital city residents continue to be significantly more likely than non-capital residents to always wear front seat belts all the time (97%:95%). However, in CAS 14 the constant use of rear seat belts very similar irrespective of location (88%:87%).

Appendix II shows comparative figures for reported seat belt use, starting at CAS 6 (1991).

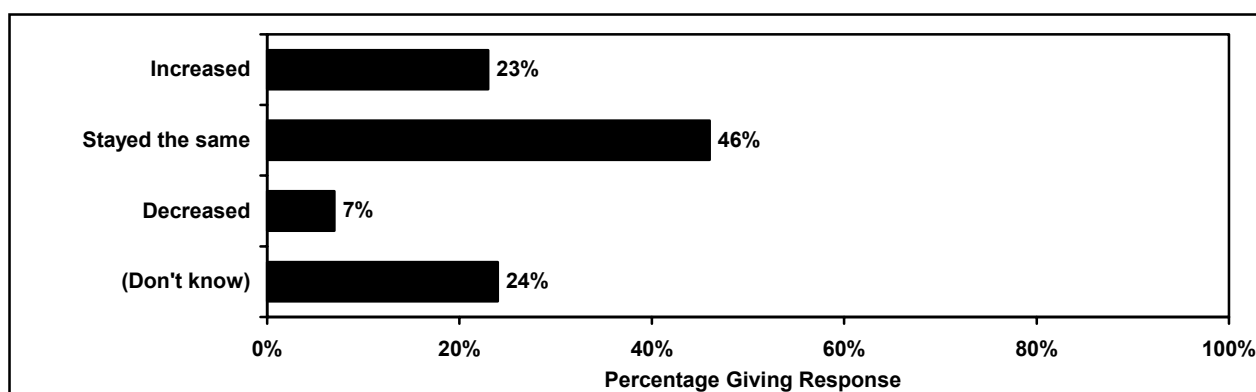
9.3. Occupant Restraint Enforcement

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?'

Just under one in four (23%) of the Australian community hold the opinion that occupant restraint enforcement has increased in the last two years. This represents a decline on the CAS 13 figure of 28%. A further 46% feel the level of enforcement has remained unchanged, while only 7% say it has decreased. Close to one in four (24%) are unable to comment. These figures are shown in Figure 21. Comparative results over time are shown in Appendix II.

Figure 21:
Occupant Restraint Enforcement in the Last Two Years



Base: Total Sample (n=1550)

Both CAS 13 and CAS 14 have shown females to be more inclined than males to consider the level of seat belt enforcement to have increased. The proportion of females of this opinion, however, has declined from 31% in CAS 13 to 25%. Only 23% of males consider seat belt enforcement has increased.

Older people tend to account for most of the relatively high undecided figure of 24%. The proportion unable to comment progressively increases with age, from 9% among 15-24 year olds to a high 35% of the community aged 60 years and over.

Young females in the 15-24 year age group (34%) are the most inclined to have perceived an increase in seat belt wearing enforcement while males in this age group account for the highest incidence of feeling a decline has occurred (20%).

Residents of Tasmania (32%), Queensland (31%) and South Australia (31%) continue to be significantly more likely than residents elsewhere to have noticed an increase in enforcement of seat belt wearing, although at somewhat reduced frequency compared with CAS 13 (down from 38%, 36% and 31% respectively). A decline in visibility of occupant restraint enforcement has been noted in Victoria (from 27% in CAS 13 to 18%) and New South Wales (down from 28% to 22%).

People in the ACT (13%) continue to be least inclined to have noticed any increase in occupant restraint enforcement (Table 36).

Table 36:
Occupant restraint enforcement in the last two years: by State and Territory

	State or Territory								
	TOTAL	NSW	Vic	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
Increased	23	21	16	31	31	22	32	27	13
Stayed the same	46	44	50	39	40	55	50	53	51
Decreased	7	6	7	7	9	8	5	5	7
Don't know	24	28	27	23	19	15	13	16	29
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	263	245	215	174	177	170	156	150

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 (29%) than in the capitals (23%).

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 (1999). 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?'

Consistent with the earlier surveys, 7% of the Australian community have driven a motorcycle on the road in the last year. These motor cycle drivers more commonly:

- live in non-capital regions (10%) rather than in the capital cities (6%);
- are aged under 40 years (10%);
- are males (12%);
- often drive long distances (at least 50 km or more, 3 times a week) (16%);
- drink and drive (10%) and drink beer (12%) more so than other beverages.

There are few differences between the States and Territories in relation to the incidence of motorcycle driving on the road in the last year. Lowest incidence is reported in Victoria (5%) and the highest in Western Australia (9%).

CAS 14 has identified 9% of the community as having ridden as a passenger on a motorcycle on the road in the last year (7% in CAS 13). These passengers most commonly:

- are females (10%)
- are aged under 25 years (19%);
- do not have a driver's licence (17%);

There is no significant variation in propensity to be a motorcycle passenger across the States and Territories.

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 14 again shows 18% of the Australian community have been involved in some form of road crash in the last 3 years (Table 37). This figure is identical to the incidence reported in CAS11-13. (see Appendix II for historical comparison back to CAS 7 (1993).

The likelihood of involvement in a road crash continues to decline with respondent age, the figure reaching 25% and 33% respectively among males and females in the 15-24 year

age group⁴. In line with past surveys, there is little difference overall between gender in having experiencing a recent road crash.

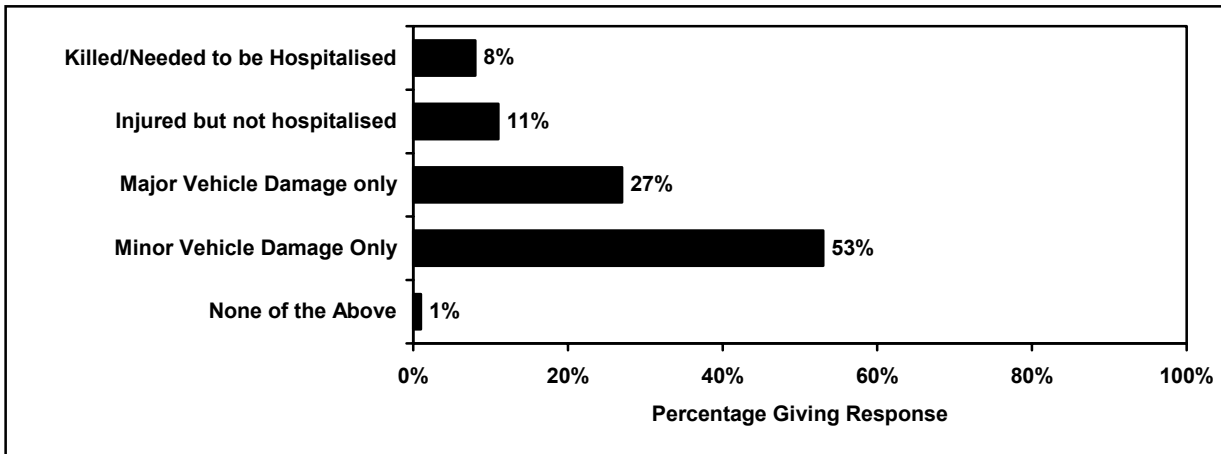
Table 37:
Involvement in a road crash in the last three years: by Age and Gender

	Total %	Gender		Age			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Yes	18	17	18	28	21	13	10
Base: Total Sample	1550	775	775	257	437	511	345

Residents of capital cities (19%) are overall more likely than those in the country areas (12%) to have been involved in a road crash, which has been a consistent pattern over the period of this research series.

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

Figure 22:
Severity of crash in the last three years



Base: Been in an crash in the last three years (n=251)

Just under one in five (18%) who have been involved in a road crash in the last three years to report some injury to an occupant as a result of that accident, with 8% being fatal or requiring hospitalisation. This finding is consistent with recent surveys.

⁴ This is indicative trend information that has occurred consistently over time. Care should, however, be taken in quoting these age group percentages within gender as the figures are based on fairly small sample sizes

9.6. Driver Fatigue

A new series of questions was introduced in CAS 14, examining specific issues pertaining to driver fatigue. Respondents were asked:

'Have you ever fallen asleep at the wheel while driving a car?'

Overall, 14% of the Australian community have reported 'ever' having fallen asleep while at the wheel. As shown below in Table 38, males are twice as likely as females to have fallen asleep while driving (20% of males compared with 8% of females).

Table 38:
Ever fallen asleep at the wheel: by Gender and Age

	TOTAL %	Gender		Age			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Yes	14	20	8	7	19	14	13
No	86	80	92	93	81	85	86
(Don't Know)	0	0	0	0	0	1	1
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1550	775	775	257	437	511	345

The above figures refer to full community aged at least 15 years. Among all people who have ever held a driving licence, the incidence of having ever fallen asleep at the wheel is 16%.

With regard to age, it is reasonable to have expected that incidence of ever having fallen asleep at the wheel would increase with longer exposure to driving. However, this research finds that it is the 25-39 year age group (19%) that is the most likely to say they have done so. This result, associated with the further finding that one in four males (25%) aged 25 through to 59 and a relatively high 12% of females aged 25 to 39 recall at least one occasion when they fell asleep at the wheel, suggests that propensity for driver fatigue may be more a function of lifestyle and other factors than age alone.

As might be expected, people who often drive long distances are significantly more likely to report falling asleep while driving. Some 24% of drivers travelling 50km/h or more at least three times weekly say they have fallen asleep while driving. This compares with 16% who drive this distance at least weekly and 14% among doing so less often.

While no statistically significant variations in the incidence of falling asleep at the wheel are apparent between States and Territories, at the 95% confidence limit, the range reported in CAS 14 is 10% (ACT) to 16% (NSW and NT).

Among drivers who fell asleep at the wheel, just over half (54%) say this happened only once. A further 27% of these drivers recall falling asleep at the wheel on two separate occasions.

One in ten drivers (11%) who have fallen asleep while driving recall doing so in the past 12 months.

The most recent episode of falling asleep while driving a car is most likely to have occurred on a trip of more than two hours duration (58% of occasions). The event was mainly confined to country locations (49% on a country road and 32% on a country

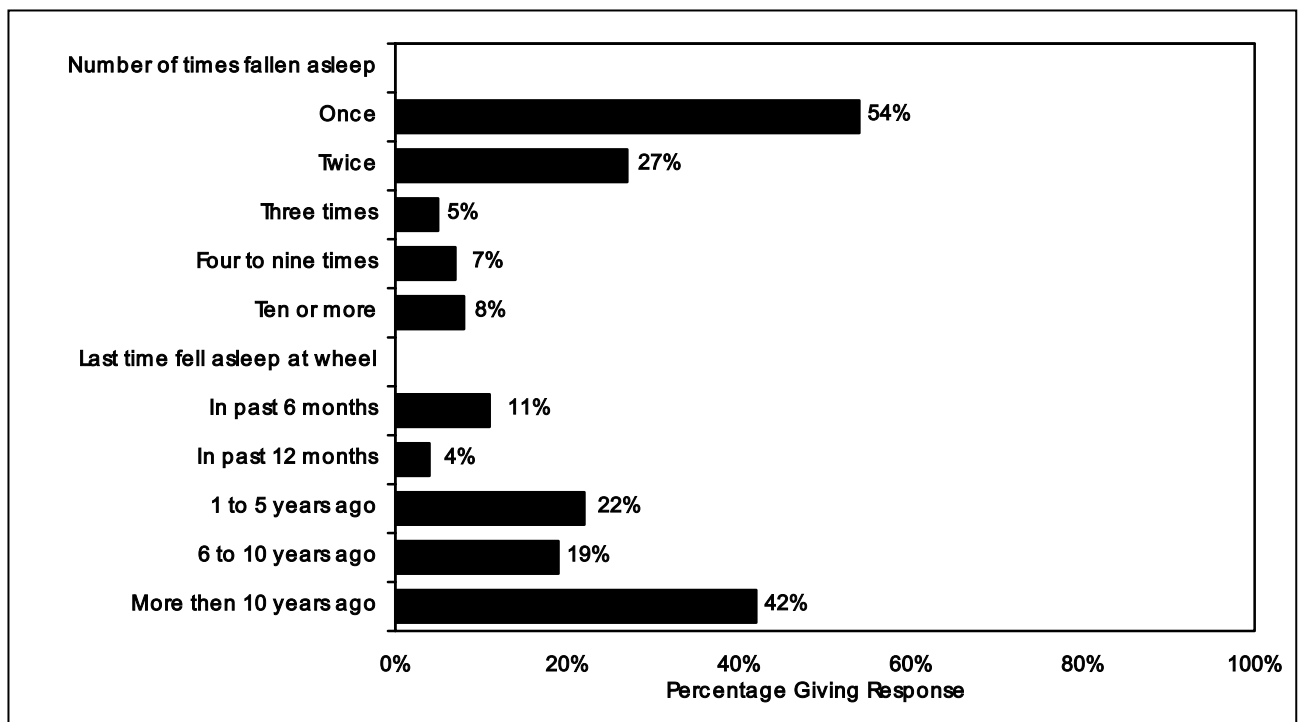
highway). In 96% of cases, the car was moving, rather than stationary. The most frequent time for falling asleep at the wheel was between midnight and 6am (35%), though there is a broad spread of times when this has happened.

Overall, the survey shows that 12% of occasions when last falling asleep at the wheel resulted in a road accident. Further, 16% of people who recall ever having fallen asleep at the wheel say they had an accident as a direct result.

Figures 23 and 24 illustrate statistics in relation to drivers falling asleep at the wheel, in terms of:

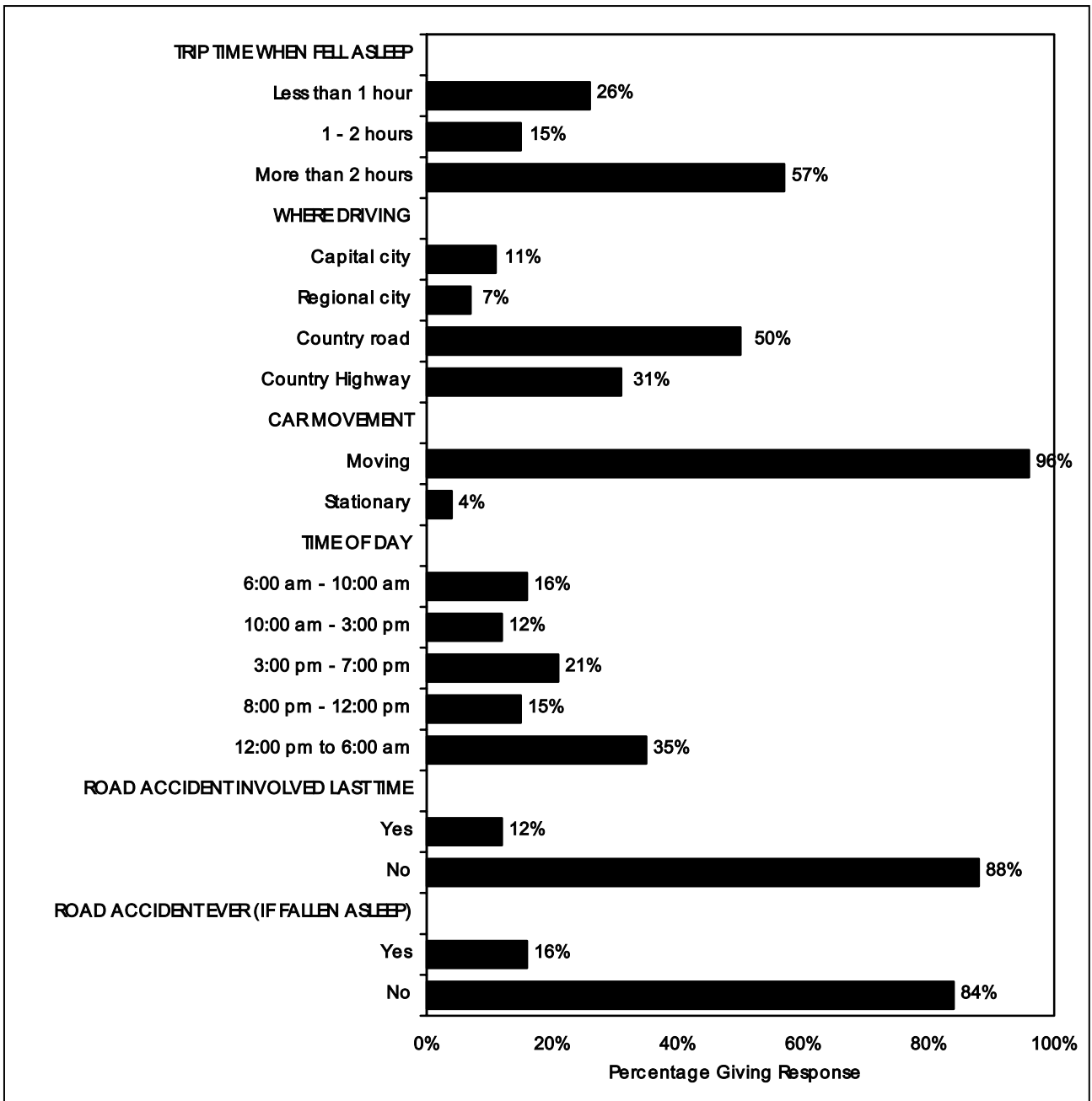
- the number of times they recall doing so;
- how long ago it was since the last time;
- period since the last time, trip duration;
- road type and location;
- whether vehicle moving or stationary;
- time of day; and
- whether or not an accident occurred.

Figure 23:
Driver statistics among drivers who have ever fallen asleep at the wheel



Base: Fallen Asleep While Driving (n=221)

Figure 24:
Trip Statistics among Drivers who have ever fallen asleep at the wheel



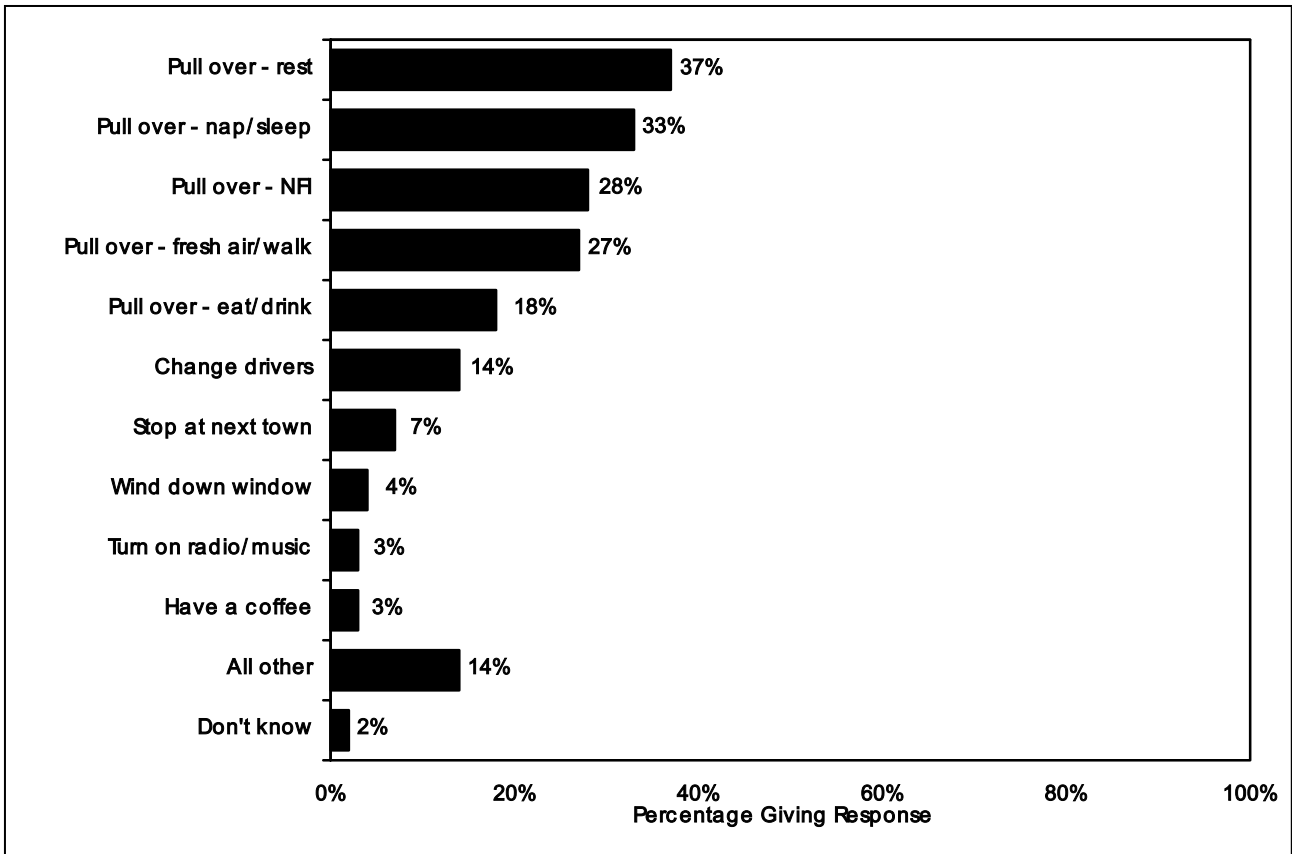
Base: Fallen Asleep While Driving (n=221)

All respondents were asked to suggest what drivers could do if they experience fatigue or tiredness while driving.

‘What should drivers do if they experience fatigue or tiredness while they are out driving? Is there anything else drivers should do, if they experience fatigue or tiredness while they are driving?’
PROBE FOR CLARITY - DO NOT AID

As illustrated in Figure 25, most of the suggestions to deal with fatigue or tiredness while driving centred on 'pulling over'. By this, they recommended taking steps to rest, sleep, get some fresh air, eat, drink or change drivers. Ideas involving attempts to continue driving, such as winding down the window and turning on or up the radio, were also raised, though with limited frequency.

Figure 25:
Strategies for dealing with fatigue or tiredness



Base: Total Sample (n=1550)
 Multiple Answers Allowed
 NFI = no further information

Respondents were then asked to suggest ways to avoid the onset of fatigue in the first place:

'When planning to drive or when actually at the wheel, what can drivers do to reduce the likelihood of becoming tired, before fatigue occurs? What other steps can drivers take to avoid or reduce the likelihood of becoming tired or drowsy on a trip? PROBE FOR CLARITY - DO NOT AID

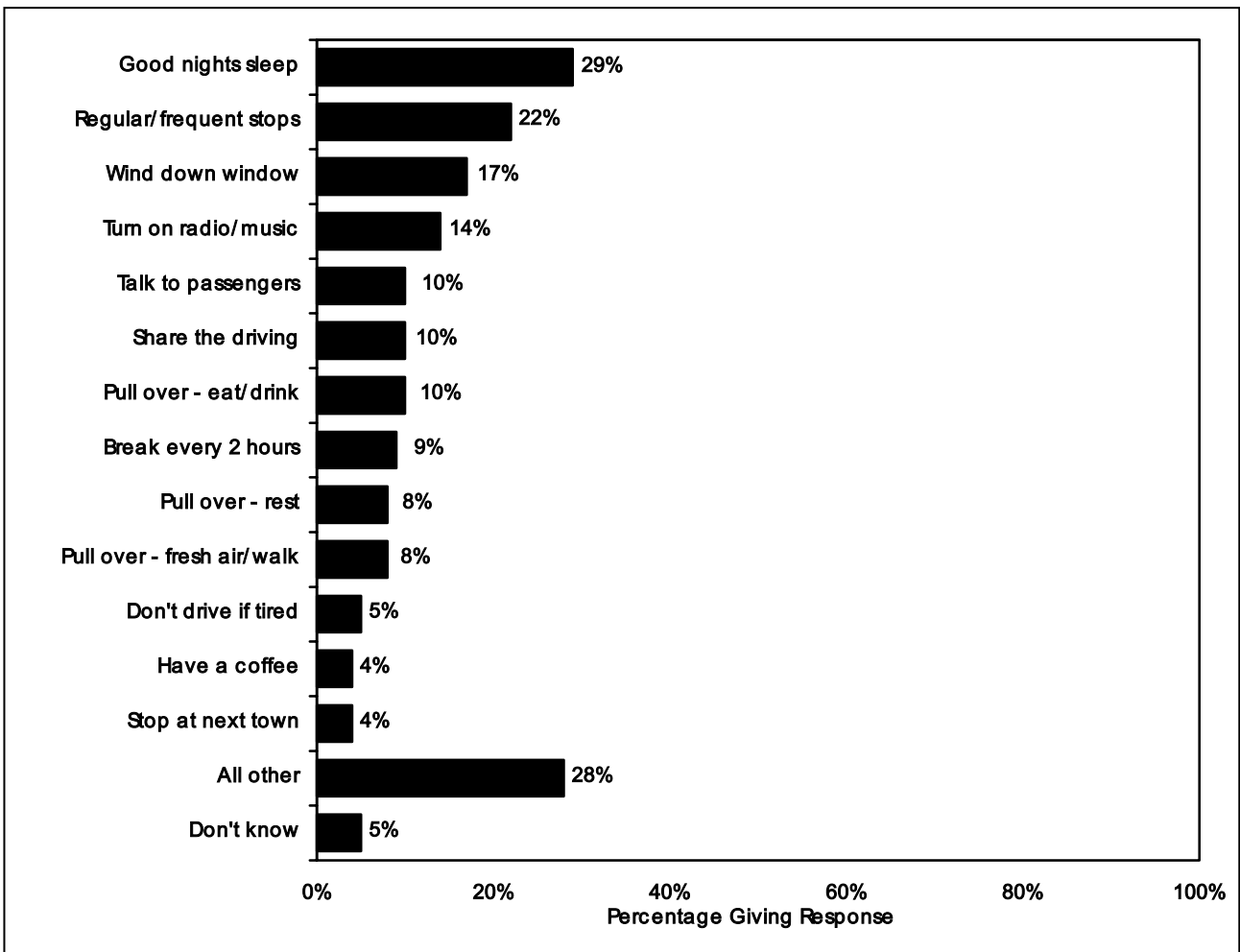
The majority (68%) of strategies suggested for reducing the likelihood of becoming tired at the wheel involve rest, including ensuring a good night's rest prior to embarking on a long trip (29%), factoring in regular rest breaks on long trips (22%), breaking every 2 hours (9%) or pulling over to rest (8%).

The majority (76%) of strategies also involve drivers ceasing to drive in some way, including pulling over to eat (10%), rest (8%) or walk around (8%), sharing the driving (10%), factoring in rest breaks (22%), breaking every 2 hours (9%), not driving if tired (5%) or stopping at the next town (4%).

These findings indicate that a majority of drivers recognise that rest and taking regular breaks from the driving task are key strategies for dealing with driver fatigue.

Measures designed to allow drivers to stay at the wheel were also suggested, such as winding down the window (17%), turning on the radio/music (14%) and talking to passengers (10%). Figure 26 below highlights the range of responses.

Figure 26: Strategies for avoiding fatigue



Base: Total Sample (n=1550)
Multiple Answers Allowed

Appendix I: Questionnaire for CAS 14

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 14

TAVERNER Research Company
Level 2, 88-90 Foveaux Street
SURRY HILLS, NSW 2010
March, 2001

Taverner Ref:TRC.665/MT
Consultancy Commission No. T1999/1523: CAS 14

FINAL QUESTIONNAIRE CAS14

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?

IF ONLY ONE, INTERVIEW THAT PERSON

IF TWO OR MORE, SAY:

Number.

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

Q.1a) What factor do you think most often leads to road crashes? RECORD SINGLE RESPONSE IN (First Mention) Q.1a) GRID BELOW. ALL OTHER RESPONSES IN COLUMN FOR Q.1b) (Other Mentions)	Q.1b) What other factors lead to road crashes? What else? ACCEPT MULTIPLES AND RECORD IN GRID BELOW - MAXIMUM TWO RESPONSES IN Q.1(b)	
	Q.1(a) First Mention	Q.1(b) Other Mentions (up to 2)
Speed/Excessive speed/Inappropriate speed	1	1
Drink driving	2	2
Drugs (other than alcohol)	3	3
Driver attitudes/Behaviour/Impatience	4	4
Driver inexperience/Young drivers	5	5
Older drivers	6	6
Inattention/Lack of concentration	7	7
Carelessness/Negligent driving	8	8
Lack of driver training/Insufficient training	9	9
Driver fatigue	10	10
Disregard of road rules	11	11
Ignorance of road rules	12	12
Road design/Poor design/Poor road signs	13	13
Road conditions/Traffic congestion	14	14
Weather conditions	15	15
Vehicle design	16	16
Failing to maintain vehicle/Lack of maintenance	17	17
Too few police on road/Lack of police enforcement	18	18
Louts/showing off	19	19
Driving too close to other cars	20	20
Other (specify)		
_____	21	21
_____	22	22
(Don't know/none)	25	25

DRINK DRIVING SECTION

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

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

IF NECESSARY SAY: "Random Breath Testing for Alcohol".

1. Agree STRONGLY
2. Agree Somewhat
3. Disagree Somewhat
4. Disagree STRONGLY
5. (Don't know)

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

IF NECESSARY: "Do you feel that the police have been more active or less active about random breath testing in the last 2 years, or has that activity stayed the same?"

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

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

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

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

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

Q.4 DELETED ASFTER CAS 10

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

IF "do not drink/only drink at home", SAY: "Do you 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 GO TO Q.14

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

Q.9 What licence or licences do you hold or have you held? Any other licences?

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

Q.12a)/b) DELETED 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 1 in Q.11.), GO TO SPEEDING SECTION (Q.16)

Q.15a) What types of alcoholic beverage do you mainly drink?

RECORD MULTIPLE RESPONSES IF GIVEN

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

ASK ALL BEER DRINKERS, FULL OR LIGHT (Code 1 or 2 in Q.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 AFTER CAS 9****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 Q.21f) AND Q.21g) WHICH WERE DELETED AFTER CAS 13

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

EVERYONE

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

ROTATE ORDER	Agree Strongly	Agree Somewhat	Disagree Somewhat	Disagree Strongly	(Don't know)
a) Fines for speeding are mainly intended to raise revenue	1	2	3	4	5
b) I think it is okay to exceed the speed limit if you are driving safely	1	2	3	4	5
c) Speed limits are generally set at reasonable levels	1	2	3	4	5
d) If you increase your driving speed by 10 km/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)

NEW QUESTION NUMBERING FOR CAS 14 (WAS Q.29)

Q.24c) Have you personally driven a motorcycle on the road in the last year?

1. Yes
2. No

Q.24d) 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)

FATIGUE SECTION (NEW FOR CAS 14)

Now I have a few questions about driver fatigue or tiredness.

Q.29 Have you ever fallen asleep at the wheel while driving a car?

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

IF 2-3 IN Q29 SKIP TO Q38

Q.30 Would that have been **READ OUT**

1. Once/ only once
2. Twice
3. Three times
4. More than three times (Specify number)

Q.31 When was the last time you fell asleep at the wheel while driving a car?

1. Past 6 months
2. 2. Past year/ last 12 months
3. 3. 1-2 years ago
4. 4. 3-5 years ago
5. 5. 6-10 years ago
6. 6. More than 10 years ago
7. 7. (Don't know/ can't remember)

Q.32 Thinking about the last time this happened, what kind of trip were you taking?

Was it...**READ OUT**

1. A short trip of no more than an hour
2. 2. A trip of 1-2 hours
3. 3. A trip of more than 2 hours
4. Other(Specify)_____

Q.33 When you fell asleep at the wheel while driving a car, were you driving...

READ OUT

1. In a capital city
2. In regional city or large town
3. In the country on a country road
4. In the country on a motorway, highway or freeway
5. Other(Specify)_____

Q.34 And when you fell asleep that time, was the car moving or stationary?

1. Moving
2. Stationary
3. (Don't know/ Can't recall)

Q.35 What time of day was it? **READ OUT**

1. Morning, 6am-10am
2. Mid morning to mid afternoon, 10am-3pm
3. Afternoon to early evening, 3pm-7pm
4. Evening, 8pm to 12pm
5. Midnight to 6am
6. (Don't know/ Can't remember)

Q.36 As a result of falling asleep that time, were you involved in a road accident?

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

IF 2-3 IN Q29 (NOT RECALL FALLING ASLEEP) SKIP TO Q.38

IF 1 IN Q36 (ONLY ONE OCCASION) SKIP TO Q.38

IF FALLEN ASLEEP MORE THAN ONCE, ASK

Q.37 Have you ever been involved in a road accident as a result of falling asleep at the wheel?

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

ASK EVERYONE

Q.38 What should drivers do if they experience fatigue or tiredness while they are out driving?
Is there anything else drivers should do, if they experience fatigue or tiredness while they are driving?

PROBE FOR CLARITY - DO NOT AID (MULTIPLE RESPONSES ALLOWED)

1. Pull over and stop NFI
 2. Stop at the next town or rest stop
 3. Pull over and have something to eat or drink
 4. Pull over and get some fresh air/take a walk/exercise
 5. Pull over and take a rest
 6. Pull over and take a nap/sleep
 7. Wind down window
 8. Turn on radio/music
 9. Splash water on your face
 10. Change drivers/share the driving
 11. Talk to passengers
 12. Get a good night's sleep before a long trip
 13. Regular rest stops/frequent stops on a long trip
 14. Take a break at least every 2 hours
 15. Avoid long drives
 16. Avoid driving late or night/between midnight and dawn
 17. Better planning of travel time/non peak hour
 18. Avoid drinking before driving
 19. Don't drive if tired
 20. Other (specify)
-
88. Don't know

Q.39 When planning to drive or when actually at the wheel, what can drivers do to reduce the likelihood of becoming tired, before fatigue occurs?

What other steps can drivers take to avoid or reduce the likelihood of becoming tired or drowsy on a trip?

PROBE FOR CLARITY - DO NOT AID

1. Pull over and stop NFI
 2. Stop at the next town or rest stop
 3. Pull over and have something to eat or drink
 4. Pull over and get some fresh air/take a walk/exercise
 5. Pull over and take a rest
 6. Pull over and take a nap/sleep
 7. Wind down window
 8. Turn on radio/music
 9. Splash water on your face
 10. Change drivers/share the driving
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 15. Avoid long drives
 16. Avoid driving late or night/between midnight and dawn
 17. Better planning of travel time/non peak hour
 18. Avoid drinking before driving
 19. Don't drive if tired
 20. Other (specify)
-
88. Don't know

DEMOGRAPHICS

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

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

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

IF WORKING (CODE 6 IN D.1.)

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

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

D.3 What is your occupation?

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

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

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

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

RECORD SUBURB IF DON'T KNOW _____

D.6 **SEX OF RESPONDENT**

1. Male
2. Female

D.7 And may I confirm your age group again? CODE (Write in) _____**D.8** In which country were you born? If "overseas", ask: Which country?**READ OUT**

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

IF BORN OUTSIDE AUSTRALIA (CODE 2-12 IN D.8), ASK D.9 - OTHERS GO TO CLOSE**D.9** In what year did you first arrive in Australia (to live here for one year or more)?**READ OUT IF NECESSARY**

1. Before 1981
2. 1981 - 1985
3. 1986 - 1990
4. 1991
5. 1992
6. 1993
7. 1994
8. 1995
9. 1996
10. 1997
11. 1998
12. 1999
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:** _____

Appendix II: Summary Results Over Time

Appendix II: Summary Results Over Time

	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	CAS 6* (1991) %
1. Factors Believed to Contribute to Road Crashes									
First Mention (unaided, full sample)									
Speed	37	38	35	34	39	34	34	29	33
Drink Driving	12	13	14	14	14	15	16	23	15
Lack of Concentration	12	11	12	13	11	12	n/a	11	9
Driver Fatigue	13	9	11	10	6	8	n/a	5	5
Carelessness	6	8	8	8	8	9	n/a	12	7
Driver attitudes/Impatience	7	7	6	7	7	5	n/a	5	7
Driver Inexperience	4	5	4	3	4	6	n/a	6	5
Road Conditions	3	1	2	2	2	3	n/a	4	7
Road Design	1	1	1	3	2	1	n/a	n/a	6
Lack of Training	1	2	2	2	2	2	n/a	n/a	1
Total Mentions (unaided, full sample)									
Speed	59	62	58	57	63	57	56	55	51
Drink Driving	52	54	54	54	57	55	50	64	51
Lack of Concentration	23	26	25	28	25	24	n/a	22	16
Driver Fatigue	33	30	35	27	22	22	24	19	14
Carelessness / Negligence	17	18	17	19	19	23	n/a	26	21
Driver Attitudes	14	18	14	15	18	14	n/a	14	14
Driver Inexperience	15	17	15	15	15	14	n/a	15	12
Road Conditions	8	7	11	11	9	12	12	15	21
Weather	4	7	7	9	8	6	7	n/a	3
Road Design	4	4	6	8	7	6	8	n/a	5
Drugs (other than alcohol)	7	8	7	8	7	6	3	n/a	5
Lack of Driver Training	5	5	5	6	5	6	n/a	n/a	7
Lack of Vehicle Maintenance	2	2	2	5	2	2	4	n/a	n/a
Disregard Rules	2	4	3	4	4	3	4	n/a	n/a
Ignorance of Rules	2	2	2	3	3	3	4	n/a	n/a
2. Agreement with Random Breath Testing									
(full sample)									
Total "Agree"	96	97	96	97	98	n/a	n/a	96	97
3. RBT Activity									
(full sample)									
Increased	34	38	44	44	46	39	41	37	n/a
No change	31	31	36	29	26	24	22	31	n/a
Decreased	16	15	14	12	11	13	15	17	n/a
Don't know	20	16	16	15	17	25	21	16	n/a
Seen RBT - Past 6 Months	70	71	70	70	70	67	62	62	n/a
4. Incidence of Past 6 Month Breath Testing									
(current or past licence holders)									
Noticed	70	71	70	70	70	67	62	61	n/a
Tested	25	26	26	26	25	20	17	20	20
5. As Pedestrian, Would you be Affected by a .05 BAC - YES									
(full sample)									
	53	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	19	18	17	21	20	22	21	21	19
If I am driving I don't drink	37	40	40	39	39	41	43	34	41
If I am driving I restrict what I drink	43	42	42	40	41	37	34	44	39
If I am driving I don't restrict what I drink	1	nil	nil	nil	nil	nil	1	1	1
7. Use of Breath Testing Machine									
(current or past licence holders who drink)									
Past 6 Months	6	5	8	6	8	6	7	n/a	n/a
Very likely to Use, If Opportunity	34	37	28	31	33	29	27	n/a	n/a

8. Alcohol Consumption Guidelines**Males - First Hour (all males)**

One	7	5	7	7	7	10	6	8	n/a
Two	44	43	42	42	38	33	36	25	n/a
Three	22	27	24	25	31	31	34	34	n/a
Four or more	11	11	12	11	12	9	12	14	n/a
Don't know/No average	16	14	15	15	12	17	12	19	n/a

Males - After First Hour (all males)

Less than one	1	1	2	3	3	3	2	4	n/a
One	74	78	72	75	75	66	75	67	n/a
Two	3	4	6	4	5	6	6	9	n/a
Three	1	0	1	1	1	1	2	1	n/a
Don't know/No average	21	17	19	17	16	24	15	19	n/a

Females - First Hour (all females)

One	30	24	28	29	28	27	23	19	n/a
Two	38	42	40	37	42	36	44	39	n/a
Three	7	7	6	7	6	9	10	9	n/a
Four or more	nil	nil	2	2	1	1	2	2	n/a
Don't know/no average	24	27	24	25	23	27	21	31	n/a

Females - After First Hour (all females)

Less than One	4	5	7	6	7	7	4	5	n/a
One	62	58	60	56	63	54	63	52	n/a
Two	2	3	4	2	2	2	2	3	n/a
Three	1	nil	nil	1	nil	nil	nil	3	n/a
Don't know/no average	29	30	28	34	12	37	31	37	n/a

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

Full Strength Beer	31	33	26	34	33	36	28	n/a	n/a
Light Beer	19	21	16	20	22	20	n/a	n/a	n/a
Net Beer (Full or Light)	46	48	40	49	50	49	n/a	n/a	n/a
Wine	44	39	33	40	41	41	30	n/a	n/a
Mixed Drinks	32	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	13	19	19	15	18	15	17	n/a	n/a
One and a half	49	42	47	45	42	39	43	n/a	n/a
Two	23	25	22	28	25	32	30	n/a	n/a
Three	2	3	1	2	3	1	1	n/a	n/a
Four or more	1	1	1	1	1	nil	nil	n/a	n/a
Don't know	11	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	6	5	4	6	5	3	4	n/a	n/a
Four	19	19	23	18	15	19	14	n/a	n/a
Five	24	25	22	25	22	23	34	n/a	n/a
Six	21	21	20	23	22	23	26	n/a	n/a
Seven	9	10	9	9	6	8	3	n/a	n/a
Eight	6	6	8	4	10	7	5	n/a	n/a
Nine or more	5	5	3	5	5	5	5	n/a	n/a
Don't know	10	9	11	10	13	12	9	n/a	n/a

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

Increased	58	62	64	62	66	57	60	n/a	n/a
No change	24	24	22	26	22	26	26	n/a	n/a
Decreased	10	7	8	6	6	6	4	n/a	n/a
Don't know	8	7	7	6	6	11	9	n/a	n/a

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

Increased	5	4	6	5	8	6	8	6	n/a
Stayed the Same	60	65	66	68	64	64	66	72	n/a
Decreased	33	30	27	26	27	29	26	22	n/a

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

Always/most occasions	11	10	11	8	12	15	17	15	n/a
Sometimes	21	20	20	24	21	21	24	20	n/a
Occasionally	47	49	46	45	43	42	37	45	n/a

18. Speed Tolerance in 100 km/hr Zones**(full sample)**

100 km/hr	34	33	33	36	35	34	n/a	n/a	n/a
105 km/hr	17	19	16	14	13	12	n/a	n/a	n/a
110 km/hr	37	38	38	37	37	36	n/a	n/a	n/a
115 km/hr	3	3	4	3	4	5	n/a	n/a	n/a
120+ km/hr	7	6	6	7	7	10	n/a	n/a	n/a
Don't know	2	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	58	56	56	50	52	49	54	n/a	n/a
b) It is OK to exceed the speed limit if you are driving safely	32	33	33	32	37	33	37	n/a	n/a
c) Speed limits are generally set at reasonable levels	88	87	87	89	90	87	85	n/a	n/a
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	67	69	65	63	63	57	55	n/a	n/a
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	90	90	87	88	83	81	80	n/a	n/a

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

Always - Front	96	96	95	96	95	95	96	97	94
Always - Rear	87	89	85	88	88	86	86	85	82

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

Increased	23	28	27	31	30	33	37	n/a	n/a
No change	46	45	47	45	47	36	38	n/a	n/a
Decreased	7	6	6	5	5	4	5	n/a	n/a
Don't know	24	21	21	19	19	27	21	n/a	n/a

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

Approve strongly	68	69	68	72	64	68	n/a	n/a	n/a
Approve somewhat	18	16	15	15	20	15	n/a	n/a	n/a
Net "approve"	86	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	18	20	17	20	20	n/a
Among those involved.....									
Someone killed/hospitalised	8	9	9	11	5	5	9	5	n/a
Someone injured/not hospitalised	12	7	14	10	14	14	9	10	n/a
Major vehicle damage, no one injured	29	23	25	17	24	25	30	20	n/a
Minor vehicle damage, no one injured	50	60	51	59	56	54	52	55	n/a

Appendix III: Actual Sample Distribution

Appendix III: Actual Sample Distribution

The sample was a stratified random design within 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.

Region	Interviews Achieved (number)						
	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Sydney	140	70	70	21	47	45	27
Other	123	62	61	18	29	38	38
NEW SOUTH WALES	263	132	131	39	76	83	65
Melbourne.....	132	66	66	27	38	38	29
Other.....	113	57	56	21	25	41	26
VICTORIA	245	123	122	48	63	79	55
Brisbane	103	50	53	18	29	33	23
Other.....	112	56	56	20	27	37	28
QUEENSLAND	215	106	109	38	56	70	51
Adelaide	102	50	52	14	26	32	30
Other.....	72	37	35	12	19	25	16
SOUTH AUSTRALIA	174	87	87	26	45	57	46
Perth.....	100	50	50	20	26	33	21
Other.....	77	39	38	11	21	27	18
WESTERN AUSTRALIA	177	89	88	31	47	60	39
Darwin.....	92	46	46	15	40	29	8
Other.....	64	31	33	11	19	24	10
NORTHERN TERRITORY	156	77	79	26	59	53	18
Hobart.....	82	38	44	15	17	32	18
Other.....	88	48	40	12	23	30	23
TASMANIA	170	86	84	27	40	62	41
ACT	150	75	75	22	51	47	30
TOTAL	1550	775	775	257	437	511	345

Appendix IV: Notes to Assist in the Interpretation of Data

Appendix IV: Notes to Assist in the Interpretation of Data

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

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

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

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

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

$$\text{Standard Error} = \sqrt{\frac{(100-p)p}{n}} \quad \text{Where } p = \text{survey result (the percentage giving any answer)}$$

$$n = \text{the sample size (for the total or any sub-group)}$$

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:

SAMPLE SIZE	SURVEY RESULTS (p)				
	10%/90% +/- %	20%/80% +/- %	30%/70% +/- %	40%/60% +/- %	50%/50% +/- %
1550 (total sample CAS 14)	1.5	2.0	2.3	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 1550.