Australian Government
Australian Transport Safety Bureau

ROAD SAFETY RESEARCH REPORT
CR221

Community Attitudes to Road Safety:

Community Attitudes Survey Wave 16, 2003

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October 2004

Department of Transport and Regional Services

Australian Transport Safety Bureau

Community Attitudes to Road Safety

Community Attitudes Survey

Wave 16, 2003

Conducted March–April 2003

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AUSTRALIAN TRANSPORT SAFETY BUREAU
DOCUMENT RETRIEVAL INFORMATION

Report No.	Date	Pages	ISBN	ISSN
CR 221	October 2004	122	0 642 25523 7	1445 4467

Title and Subtitle

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Abstract

This report documents the findings from the Australian Transport Safety Bureau's latest survey of community attitudes to road safety. The sixteenth in a series of national surveys on community attitudes to road safety was conduced in March and April 2003. A total of 1,638 interviews were conducted with persons aged 15 years and over. The issues examined include: perceived causes of road crashes, exposure and attitudes to random breath testing, attitudes to speed, perceptions of police enforcement, reported usage of seat belts, involvement in road crashes, and experience of fatigue while driving.

Keywords

Community Attitudes, enforcement, perceptions, road safety, speed, survey, alcohol, random breath testing, fatigue, seat belts.

Notes

(1) ATSB reports are disseminated in the interest of information exchange.

(2) The views expressed are those of the author(s) and do not necessarily represent those of the Australian Government.

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Executive Summary

This report documents the findings from the Australian Transport Safety Bureau's latest survey of community attitudes to road safety. The main purpose of 2003 Community Attitudes Survey (CAS), the sixteenth in the long running survey program, is to monitor attitudes to a variety of road safety issues, evaluate specific road safety countermeasures, suggest new areas for intervention and identify significant differences between jurisdictions.

The in-scope population for the survey was persons aged 15 years and over. Interviewing, using Computer Assisted Telephone Interviewing (CATI) technology, was conducted in March and April 2003. The sample comprised private dwellings across Australia listed in the Electronic White Pages telephone directory. A total of 1,638 interviews were conducted, with an average interview length of 16 minutes. A disproportionate stratified sampling methodology was utilised to ensure adequate coverage of the population by age, sex, state / territory and capital city / other locations. The response rate (completed interviews divided by all contacts excluding away for survey period) was 68%. Almost one in five interviews was conducted as a result of some form of response maximisation activity (refusal conversion, language other than English interview, mail follow up, 9th or more call attempt).

A summary of the main findings from the 2003 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.

Factors perceived to contribute to road crashes

The Australian community continues to be more likely to identify speed as the factor that most often leads to road crashes. When asked to identify the **main factor** that leads to road crashes, 40% say speed (37% in 2002), 15% say inattention / lack of concentration (significantly higher than the 2002 finding of 11%), 11% mention drink driving (unchanged from the 2002 result) and 9% mention driver fatigue (down from 11% in 2002).

When asked to nominate up to three factors that lead to road crashes, 62% of the community nominate speed (the same as in 2002), 44% drink driving, 30% inattention / lack of concentration and 26% driver fatigue.

While speed continues to dominate community thinking as the perceived main cause of road crashes, there seems to have been a slight change in the hierarchy of community attitudes regarding other widely mentioned causes. This is borne out by results showing an increase from 26% to 30%[1] in the proportion of the community making mention of inattention / lack of concentration as a cause of road crashes and a decrease from 33% to 26% in mentions of driver fatigue. There was also a statistically significant decline in mentions of drink driving (down from 52% in 2002 to 44% in 2003).

When looking at community perceptions of these factors over the longer term (see Figures 2 and 3 in Chapter 3), it is possible to detect a slight tapering off in the extent to which the community sees drink driving as a factor that contributes to road crashes, and also perhaps a slight tapering, since its peak in 1999, in the extent to which driver fatigue is seen as a major contributing factor. For the first time since 1998, lack of concentration was a more commonly mentioned contributing factor (30%) than driver fatigue (26%).

[1] This may be explained, at least in part, by the inclusion of "*mobiles / distractions"* into the *lack of concentration* category. In 2002, mention of "*mobiles / distractions",* which accounted for 2% of all responses, was treated separately.

Alcohol and Drink Driving

Random Breath Testing

Community support for RBT is almost universal, with 98% agreeing with random breath testing (84% strongly agreeing and 14% somewhat agreeing). Support for RBT has been in the 96% to 98% band for the last ten years. Nearly 4 in 10 persons (38%) are of the view that the level of RBT has increased in the last two years, although this measure has shown some volatility, peaking at 46% in 1997 but being as low as 34% in 2001.

Three quarters of the sampled population have seen police conducting random breath testing in the last six months. This proportion is consistent with those reported in previous years and continues an upward trend in terms of the perceived visibility of RBT operations. CAS 16 data also shows that 30% of the community reported having been breath tested in the previous six months. This result (up from 27% in 2002) also confirms the upward trend of recent years.

Attitudes to Drink Driving

In 2003, 44% of 'active drivers'[2] say that when driving they restrict what they drink, 40% say that when driving they don't drink at all, 16% don't drink at any time and 0.1% (one in a thousand) say that if driving they don't restrict what they drink. This pattern of response has been consistent over the last ten years. The proportion of the population reporting that when they drive they don't drink at all (40%) has recovered to the levels reported in 1999 and 2000, after dropping somewhat in 2001 and 2002.

Awareness of Standard Drinks and Alcohol Consumption Guidelines

Just over half (53%) of beer drinkers accurately identify the number of standard drinks in a stubby/can of full strength beer, and 14% underestimate, meaning that they may be at risk of accidentally consuming more alcohol than they think is the case. The proportion of beer drinkers able to accurately identify the number of standard drinks in a full strength stubby/can has ranged from 39% to 53% over the last ten years, with the 2003 reading (of 53%) being the highest on record. The proportion of beer drinkers that underestimate the volume of alcohol in a stubby/can is also fairly variable over time, ranging from 13% to 21% over the last ten years (with the 2002 result being the highest on record).

A 750ml bottle of wine contains at least seven standard drinks, although some wines contain more. Eleven per cent of wine drinkers said that a bottle contains seven drinks (15% in 2002), and 12% said that it contains more than seven (13% in 2002). Of concern is the finding that 68% of wine drinkers underestimate the volume of alcohol contained in a 750ml bottle of wine (64% in 2002).

The published guidelines stipulate two standard drinks for males and one standard drink for females in the first hour with one standard drink per hour or less after that. A significantly higher proportion of males (47%) had accurate knowledge of the guidelines compared with females (28%). The result for males is unchanged from the 2002 result, whereas the result for females represents a significant decline from a record high of 33% in 2002.

Speed

Speed Enforcement

Seventy two per cent of all respondents are of the view that the level of speed limit enforcement has increased in the last two years. The current result represents a significant increase compared with 2002 (65%) and confirms an upward trend in recent years (from 58%) in 2001.

Just under a quarter (23%) of those that have held a licence and driven in the last two years had been booked for speeding at some stage during that period, with 35% of this group (8% of current drivers) reporting having been booked for speeding in the last six months. Of those that reported receiving a

[2] Current licence holders who drive a vehicle.

speeding ticket in the last two years, 40% also claimed to have reduced their general driving speed over the same period, compared to 29% overall.

Selected attitudes to speeding

The proportion of the community agreeing that an accident at 70 km/hr will be more severe than an accident at 60 km/hr has been fairly static in recent years, but increased by 11% over the entire period for which this data has been collected (from 80% in 1995 to 91% in 2003). The level of agreement with the statement that speed limits are generally set at reasonable levels has fluctuated somewhat over recent years, from 88% in 2001, down to 83% in 2002 and back to 86% this year. Awareness of the road safety message that you are more likely to be involved in a road accident if you increase your speed by 10 km/hr has continued to increase steadily, from 55% in 1995 to 70% in 2003. There has been a slight tapering in the extent to which the view is held that speeding fines are mainly intended to raise revenue (down from a peak of 58% in 2001 to 54% this year) and also a tapering off in the proportion of the community that believe its OK to speed as long as you're driving safely (down from 32% in 2002 to 29% in 2003).

Perceived acceptable and actual speed tolerances

Just over a third (35%) of the community believe that there should be no tolerance when it comes to booking people for speeding, that is, the fastest people *should* be allowed to travel in a 60 km/hr zone in an urban area is 60 km/hr. When looking at perceptions as to what speed was considered to be actually permitted in 60 km/hr zones in urban areas before a speeding fine would be issued, it emerges that 15% of the community (12% in 2002) think that zero tolerance is enforced, 47% believe there to be a tolerance up to 5 km/hr (52% in 2002) and 19% feel that speeds greater than 65 km/hr will be tolerated without a speeding fine being issued (28% in 2002).

Just over a quarter (26%) of the community thought that the maximum speed people should be able to travel in a 100 km/hr rural area without being booked was 100 km/hr. This finding indicates, consistent with previous years, a slightly more relaxed attitude toward speeding in 100 km/hr rural areas compared with 60 km/hr urban zones. Just over one in ten respondents (11%) thought that there was no permitted tolerance for speeding in a 100km/hr area, 12% felt speeds between 101 km/hr and 104 km/hr would be tolerated, 19% thought that there was a 5 km/hr tolerance, and almost a quarter (24%) thought that there was a 10 km/hr threshold for speeding in a 100 km/hr rural area before a speeding fine would be imposed.

Self-reported driving behaviour

The proportion of those that had driven in the last two years reporting either always, nearly always or mostly driving 10 km/hr over the speed limit has more than halved over the last ten years, from 15% in 1993 to 7% in 2003.

Driver Fatigue

The incidence of having ever fallen asleep while driving remains unchanged, at 15%, over the last three years, with the most commonly mentioned preventative measure being getting a good night sleep before driving (26%). Other preventative measures frequently mentioned include frequent / regular stops (13%), pulling over to get something to eat / drink (12%), pulling over for a walk / to get some fresh air (11%), winding the window down (10%), having food / coffee / a smoke (without mentioning pulling over) (10%) and sharing the driving (also 10%).

Along similar lines, strategies mentioned for dealing with tiredness / fatigue while driving include the need to pull over and either rest, have a nap / sleep, have a walk / get some fresh air and / or have something to eat or drink, with these types of responses (i.e. involving stopping driving) much more frequently mentioned than those involving trying to stay awake while continuing driving.

Other Issues

Compulsory licence carriage

Consistent with the findings of previous surveys, CAS 16 shows that community approval for the compulsory carriage of a licence while driving remains high (86%), with 67% strongly approving and 20% somewhat approving. The 2002 overall approval rating was 85%. Nationally, 78% of people believe that it is a legal requirement in their jurisdiction to carry their licence while driving, though only NSW actually has a strict licence carriage law.

Seat belt wearing and enforcement

The proportion of people that always wear a seat belt when travelling in the front seat of a car has remained largely unchanged (between 95% and 97%) since 1993. While the proportion of passengers that always wear a seat belt when travelling in the back seat has always been at slightly lower levels, the 2003 results show the gap to be the narrowest yet observed (96% front seat, 91% back seat).

State / Territory and Regional Comparisons

Factors perceived to contribute to road crashes

As has consistently been the case in recent years, while over half of the community in each of the states and territories mention speed as one of the three factors contributing to road crashes, there is considerable variation in the extent to which this view is held, ranging from 53% in Western Australia to 70% in South Australia. The situation in South Australia is noteworthy, in that this years' result confirms an upward trend in that state in recent years, that has seen mention of speed as a cause of road accidents increase from 58% in 2001 to 62% in 2002, and to 70% this year (significantly higher than the national figure).

The increased mention of lack of concentration as a cause of road crashes (up from 26% to 30% nationally) is mainly attributable to changes in Victoria, where total mentions of this factor increased from 28% to 39%. Total mentions of lack of concentration also increased significantly in the Northern Territory (from 23% in 2002 to 41% in 2003). The situation was reversed in Tasmania, however, where total mentions of lack of concentration as a cause of road crashes declined from 39% to 14%.

The decreased total mention of drink driving as a factor contributing to road crashes (down nationally from 52% in 2002 to 44% this year) was reflected in most of the state and territory results, with NSW falling from 54% to 45%, Victoria from 52% to 41%, Queensland from 48% to 37%, the Northern Territory from 74% to 57% and the ACT from 51% to 43%. The proportion regarding drink driving as a factor that contributes to road crashes remained largely unchanged in Western Australia (57% in 2002 compared with 56% in 2003) and increased slightly in Tasmania (up from 61% to 64%).

The total mention of driver fatigue as a perceived cause of road crashes also declined considerably between 2002 and 2003, from 33% to 26%. Significant declines in the extent to which this perception was held were evident in NSW (down from 40% to 27%), Queensland (from 38% to 29%), the Northern Territory (from 43% to 21%) and the ACT (from 40% to 27%).

As has been the case in recent years, almost identical proportions of capital city residents and those in other areas mentioned speed and drink driving as causes of road crashes. Also, as in previous years, lack of concentration was more commonly perceived as a contributing factor in capital cities (32%) than outside the capitals (25%), where driver fatigue was regarded as more of a problem (33% compared to 22%).

Alcohol and Drink Driving

Perceptions as to the level of RBT activity vary somewhat across the states and territories, with the proportion of the community holding the view that the level of RBT activity has increased being significantly lower in the ACT and Tasmania (both at 26%) than for the rest of the country. While the finding for the ACT is broadly consistent with that reported in 2001 (28%), the result in Tasmania

represents a significant decline (down from 37% the previous year). There has also been a significant decline in the proportion of Northern Territorians holding the view that the level of RBT activity has increased (down from 55% in 2002 to 37% this year).

An analysis of perceived RBT visibility by state / territory shows considerable variation, ranging from 65% in Western Australia to 79% in NSW. The result in Western Australia is significantly below the national figure of 75%.

Some variation in the proportion of the community that don't drink when driving (that is, non-drinkers and those that don't drink at all when driving) was also evident by state / territory (ranging from 50% in the ACT to 59% in NSW) and by capital city / other city location, with a significantly higher proportion of people outside the capitals (63%) not drinking when driving.

Speed

An analysis of state / territory data shows that residents of the Northern Territory are the least likely to hold the view that the level of speed limit enforcement has increased (64%), with those living in the ACT being the most likely to hold this view (77%). Reported levels of having been booked for speeding over the last two years vary substantially by state / territory, with New South Wales residents significantly less likely (at 13% down from 16% in 2002) than those residing in other states and territories to report having been booked in the last two years. Conversely, drivers in Western Australia and Queensland (both at 31%) were significantly more likely than their counterparts in other states and territories to report having been booked for speeding during this period. The Queensland result represents a significant increase from 18% in 2002. Capital city residents were significantly more likely to report having been booked for speeding in the last two years (26% – up significantly from 22% in 2002) than their counterparts outside the capitals (17% – down from 19% in 2002).

New South Wales had the lowest proportion of drivers who said they had been booked for speeding in the last 6 months (2%) but was one of three jurisdictions with the highest proportion reporting that they usually drive at 10 km/hr or more over the speed limit (9% – the same as Western Australia and the ACT). Victoria had the highest proportion of drivers booked for speeding in the last 6 months (13%) and the lowest proportion reporting that they usually drive at 10 km/hr or more over the speed limit (4%).

Demographic Comparisons

Factors perceived to contribute to road crashes

While both males and females think of speed as the factor most often contributing to road crashes, the extent to which this view is held differs significantly (with 32% of males mentioning speed as the single most important factor contributing to road crashes, compared to 47% of females). In a finding broadly consistent with 2002, males are significantly more likely than females to cite driver fatigue as the single most important factor leading to road crashes (11%, compared to 7% of females).

Perceptions as to the main causes of road crashes also vary somewhat by age, with 15 to 24 year olds (at 49%, compared to 62% overall) significantly less likely than all other age groups to mention speed as one of their three main contributing factors. There has seemingly been a shift in 15 to 24 year olds' perceptions as to the main causes of road crashes between 2002 and 2003, with total mentions of drink driving for this group declining from 64% in 2002 to 49% in 2003, and total mentions of driver fatigue declining from 37% to 21%.

Alcohol and Drink Driving

When looking at perceptions as to the level of RBT activity by age, the most notable finding is the significantly higher proportion of 15 to 24 year olds (49%) that hold the view that the level of RBT activity has increased. Whereas this age group has typically been the most likely to hold this view, the increase in the proportion doing so (from 41% in 2002 to 49% in 2003)[3] is quite marked and

[3] Significant at the 90% confidence interval.

represents a reversal of the trend of recent years that showed a declining proportion of 15 to 24 year olds holding the view that the level of RBT activity was increasing.

CAS 16 also shows that a significantly higher proportion of males (80%) compared with females (70%) reported seeing RBT activity in the six months prior to the survey. This finding is consistent with corresponding findings from the 2002 survey (81% for males and 67% for females).

Those aged 15 to 24 years are significantly more likely (at 82%) than those aged 25 to 39 years and those aged 60 years and over to have seen police conducting random breath testing in the six months prior to the survey. The visibility of random breath testing is particularly high for males aged 15 to 24 years, almost nine in ten of whom (87%) have seen RBT activity in the previous six months. The corresponding figure for 15 to 24 year old females was 76%.

When looking at who has actually had their breath tested in the last six months, CAS 16 data shows (consistent with previous years) that males (at 37%) are significantly more likely to have been tested than females (23%). The proportion of 15 to 24 year olds that reported being tested (30%) represents a significant increase in testing levels amongst this age group compared with those reported the previous year (19%). The proportions of other age groups that reported being tested remained fairly constant between 2002 and 2003. The age group exposed to the lowest level of RBT testing is those aged 60 years and over, of whom 19% (in both 2002 and 2003) reported being tested in the six months prior to the survey. As was the case in terms of the perceived visibility of RBT, everyday drivers and those who more frequently drive to a destination more than 50 km from their home were more likely to have been randomly breath tested in the last six months than less frequent drivers.

CAS 16 data shows a significantly higher proportion of males (47%) have accurate knowledge of the standard alcohol consumption guidelines than is the case for females (28%). The result for males is unchanged from the 2002 result, whereas the result for females represents a significant decline from record high of 33% in 2002. The discrepancy between males and females is further accentuated when it is noted that 55% of males made a safe assumption (that is, correctly identified or underestimated) about the number of standard drinks they could have in the first hour and remain under the .05 limit compared with 28% of females.

Speed

The 2003 survey data shows that, consistent with previous years, males are significantly more likely than females to hold the view that the level of speed limit enforcement has increased (76% for males and 68% for females). Persons aged 60 years and over (55%), once again as per previous years, were significantly less likely than other age groups to hold the view that the level of speed limit enforcement has increased.

A significantly higher proportion of males (27%) compared with females (19%) reported having been booked for speeding in the last two years. As the corresponding figures from CAS 15 were 28% for males and 13% for females, this years' result represents a significant increase in the proportion of females reportedly having been booked for speeding. The incidence of being booked for speeding also varies considerably by age group, with persons aged 60 years and over being significantly less likely to have been booked for speeding in the previous two years (13%) than drivers from any other age group. This finding is consistent with those of previous years.

While reported driving speeds have remained unchanged for the majority of drivers, 29% report that their driving speed has generally decreased over the last two years and only 4% state that their driving speed has generally increased over the last two years. Persons aged 15 to 24 years are significantly more likely to have increased their driving speed over the last two years (15%) than any other age group. The corresponding finding in 2002 was 16%.

Attitudes to regulation and enforcement

The CAS 16 survey findings indicate a pattern of strong community support for relatively tight regulation and enforcement of traffic laws in several areas. For example, 98% of people agree with the

random breath testing of drivers, and support for RBT has been recorded at a very high level, in the 96% to 98% band, for the last ten years. Further, 86% approve of laws requiring that drivers carry their licence while driving. The trend over the past few years shows that support for 50km/h local speed limits has increased, from 65% in 1999 to 72% in 2002 and 91% in 2003. Figure 17 in Chapter 5, showing the trend for each state/territory, reveals a pattern of increases in support as the 50 km/h limits have progressively been implemented in all jurisdictions.

In many cases, measures such as 50 km/h speed limits on local roads and smaller tolerances for speed enforcement tend to become more popular after they have been implemented.

The results also show widespread support for small tolerances in the enforcement of speed limits. Just over a third (35%) of the total sample believe that in 60 km/h zones, there should be no tolerance when it comes to booking people for speeding, that is, the fastest people *should* be allowed to travel in a 60 km/hr zone in an urban area is 60 km/hr. Only 10% said that the tolerance should be 70 km/h or more. Community acceptance of speeding in 60 km/h zones is substantially lower than it was a few years ago: in 1995, 26% nominated tolerated speeds of 70 km/h or more.

Differences between road user categories

On several questions, some types of road users gave answers that differed significantly from the survey group as a whole. People holding a motorcycle licence were significantly more likely than other types of licence holders to admit to always, nearly always or on most occasions exceeding the speed limit by 10 km/hr or more (14% compared to 7% of the total surveyed population, and 9% of males). The result for motorcyclists seems broadly consistent with their stated attitudes towards speeding and speed limit enforcement. CAS 16 showed that motorcyclists are significantly more likely than other types of licence holders to hold the view that it is OK to speed if driving safely (41% compared to 29% overall, and 36% of males) and significantly less likely than other licence holders to believe that the chances of being involved in a road accident increase if speed increases by 10 km/hr or more (54% compared to 70% overall, and 69% of males). Heavy vehicle licence holders (63%) were also significantly less likely to agree with this statement.

Both motorcycle (86%) and heavy vehicle licence holders (81%) were more likely than the total surveyed population (72%, and males 76%) to say that the level of speed limit enforcement had increased in the past two years. In line with this finding, both groups were also more likely to have been booked for speeding in the past two years; motorcycle licence holders at 34% and heavy vehicle licence holders at 30%, compared with 23% overall, and 27% for males.

Holders of a motorcycle licence were less likely to say that if driving, they don't drink (31% compared to 40% overall, 38% for males) and more likely to say that if driving, they restrict what they drink (57% compared with 44% overall, and males 51%). A significantly greater percentage than the total surveyed population, though still a very small percentage, said that when driving, they do not restrict what they drink (0.6% compared to 0.1%, and 0.2% for males). Interestingly, those holding a motorcycle license were also more likely to say that the level of random breath testing conducted by police had decreased in the past two years (20% compared to 11% overall, and 13% for males)**.**

Holders of a heavy vehicle (31%) or motorcycle (32%) licence were both more likely admit having ever fallen asleep while driving, compared to the overall population (15%, and 23% for males). Both groups were also less likely to approve of laws requiring compulsory licence carriage; with 77% of motorcycle licence holders approving, and 78% of heavy vehicle licence holders, compared to 86% overall.

Care should be taken in interpreting these findings. The differences may be partly explained by demographic differences between particular road user groups and the survey population as a whole. Ten per cent of males said they had ridden a motorcycle on the road in the past year, compared to less than one per cent of females. The majority of holders of heavy vehicle licences are male. On several of the questions referred to above, males tended to differ overall from females in the same direction as motorcycle and heavy vehicle licence holders differed from the total, although in each case the

difference was not enough to fully explain the finding. It is also likely that heavy vehicle licence holders (and possibly motorcycle licence holders) differ from the total survey population in terms of the amount and frequency of driving they do.

The answers of motorcycle and heavy vehicle licence holders cannot be assumed to completely represent motorcyclists and heavy vehicle drivers, because a significant proportion of people hold these licences without using them. The 2003 CAS results show that only 59% of motorcycle licence holders (whether learner's permit, provisional or full licence holders) said they had driven a motorcycle on the road in the last year. Further, the survey questions do not ask respondents to distinguish between their behaviour or attitudes in relation to riding a motorcycle or driving a heavy vehicle, and driving a car.

The following report describes the research that was carried out for CAS 16, and provides a more detailed analysis of the survey findings. Where appropriate, findings are compared with previous surveys in this series. A table comparing findings over time is attached as Appendix I.

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

1. Introduction

Overview

This report documents the findings from the Australian Transport Safety Bureau's latest survey of community attitudes to road safety.

The 2003 survey is the sixteenth in a long running survey program the main purpose of which is to monitor community attitudes to a variety of road safety issues, evaluate specific road safety countermeasures, suggest new areas for intervention and identify significant differences between States and Territories.

These surveys, originally commissioned by the Federal Office of Road Safety and in more recent times by the Australian Transport Safety Bureau, provide a unique time series of community attitudes to road safety and are a valuable research and policy tool for the Australian Government and other road safety jurisdictions.

Survey Background

The sixteenth Community Attitudes Survey (CAS 16) was conducted in March and April 2003 using Computer Assisted Telephone Interviewing (CATI) technology. The sample for the survey comprised private dwellings across Australia listed in the Electronic White Pages telephone directory. The in-scope population for the survey was persons aged 15 years and over. A total of 1,638 interviews were conducted with an average interview length of 16 minutes. A disproportionate stratified sampling methodology was utilised to ensure adequate coverage of the population by age and sex, state / territory and by capital city / other locations.

The broad topics covered by the survey included:

- selected driver and road usage characteristics,
- perceived causes of road crashes,
- drink driving attitudes and behaviour,
- speeding attitudes and behaviour,
- driver fatigue, and
- seat belt wearing.

Full details concerning the conduct of the survey including questionnaire design and development, pilot testing, primary approach letters, and sampling and response analysis are provided in the Technical Notes found in Appendix 2. The questionnaire used for CAS 16 is provided as Appendix 3.

About this Report

This report provides descriptive analysis of the main findings from CAS 16, with a particular focus on detecting changes in attitudes and behaviours over time, as well as identifying differences in road safety attitudes and behaviour by selected geographic and demographic characteristics.

The results provided in this report are based on weighted data so as to be representative of the population aged 15 years and over by age, sex, state / territory, and geographic location (capital city / other). This weighting corrects for any under or over-representation of specific age, sex and location sub-groups that would otherwise have occurred as a result of the disproportionate stratified sampling methodology used for the survey.

The weighting procedure adopted for CAS 16 differs from that used in previous waves of the survey program, in that in addition to weighting the survey results to the appropriate Australian Bureau of Statistics' age, sex and location population estimates (in this instance using 2001 census data), a weighting factor has also been applied to adjust for the disproportionate respondent selection method

used in households where there was more than one in-scope person (see Appendix 2 - Technical Notes for further details). The impact of applying this improved weighting adjustment factor on selected key survey estimates is shown in Table A2.8 (see Appendix 2 – Technical Notes).

Throughout this report, where sub-group results differ statistically significantly from the result for the overall population, these results have been flagged via the use of a hash (#) symbol. Significance was tested at the 95% confidence interval. As weighted estimates are used, the application of the new weighting adjustment factor for CAS 16 may have some limited impact on the significance or otherwise of the results presented in this report (once again refer to Table A2.8 of Appendix 2 for further information). While the results presented in this report have been rounded to the nearest whole number, significance testing has been carried to one decimal point.

The comments presented in this report are those of the author and do not represent the views of the Australian Government or the Australian Transport Safety Bureau.

2. Selected Driver and Road Usage Characteristics

In order to provide a context for the discussion that follows, this section provides an overview of some of the driver and road usage characteristics of the in-scope population. Details provided include current and past driver's licence status, type of licence held, length of time current licence or permit held, frequency of road usage, frequency of undertaking trips to a destination 50 km or more from home, and involvement in road crashes.

Reference to Table 1 shows that 88% of the in-scope population currently hold a driver's licence or permit (89% for CAS 15) and 92% have held a driver or motorcycle licence at some stage (91% for CAS 15). Just over two-thirds of the in-scope population for the survey (67%) have held their licence for more than ten years (a slightly lower proportion of experienced drivers than for CAS 15 at 70%). A sizeable majority of drivers (71% for CAS 16 and 73% for CAS 15) use the road on a daily basis and one fifth (19% for CAS 16 and 20% for CAS 15) drive to a destination 50 km or more from their home at least three times a week. Just under a fifth of the in-scope population (18% in both 2002 and 2003) have been involved in a road accident in the last three years.

While the sampling and weighting procedures used for the survey program ensure representative samples over time in terms of age, sex and geographic composition, the above findings show that the 2002 and 2003 samples are also very stable in terms of underlying driver and road usage characteristics. This being the case, users of this data can be confident that any movements in the time series estimates contained in this report are not attributable to any changes in the underlying composition or representativeness of the achieved sample.

Table 1: Selected Driver and Road Usage Characteristics [(1)].

Selected Driver Characteristics	%
Ever held a driver or motor cycle licence (2)	
Yes	92
No	8
Licences currently held (3)	
Full car licence	88
Heavy vehicle licence	14
Full motorcycle licence	9
Provisional car licence	6
Car learner's permit	3
Bus licence	2
Motor cycle learner's permit	1
Taxi / hire car	1
Provisional motor cycle licence	<1
Net: Currently licensed	88
Length of time held licence	
Up to 3 years	9
3 to 5 years	5
6 to 10 years	7
Over 10 years	67
Frequency of road usage in an average week	
Every day	71
4–6 days a week	15
2–3 days a week	9
Once a week	1
Less than 1 day a week	2
Never, don't drive nowadays	2
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	19
At least once a week	22
At least once a month	33
At least once every three months	13
At least once a year	8
Less than once a year	5
Been directly involved in a road accident in the last three years	
Yes	18
No	82
Main alcoholic beverage	
Beer	41
Wine / champagne	37
Mixed drinks / spirits / liqueurs	24

Figures do not add to 100% due to rounding.
1. Base: Current licence holder (n=1,463) unless otherwise specified.
2. Base: Total sample (n=1,638).
3. May add to over 100% because of multiple responses.

3. Community perceptions of factors contributing to road crashes

On commencement of the interviews, respondents were asked:

'What factor do you think most often leads to road crashes?'…and then,

'What other factors lead to road crashes?' (maximum 2 responses)

Figure 1 (see next page) provides the results of the above line of questioning by showing the percentage of respondents that made first mention, then any mention, of a specific factor.

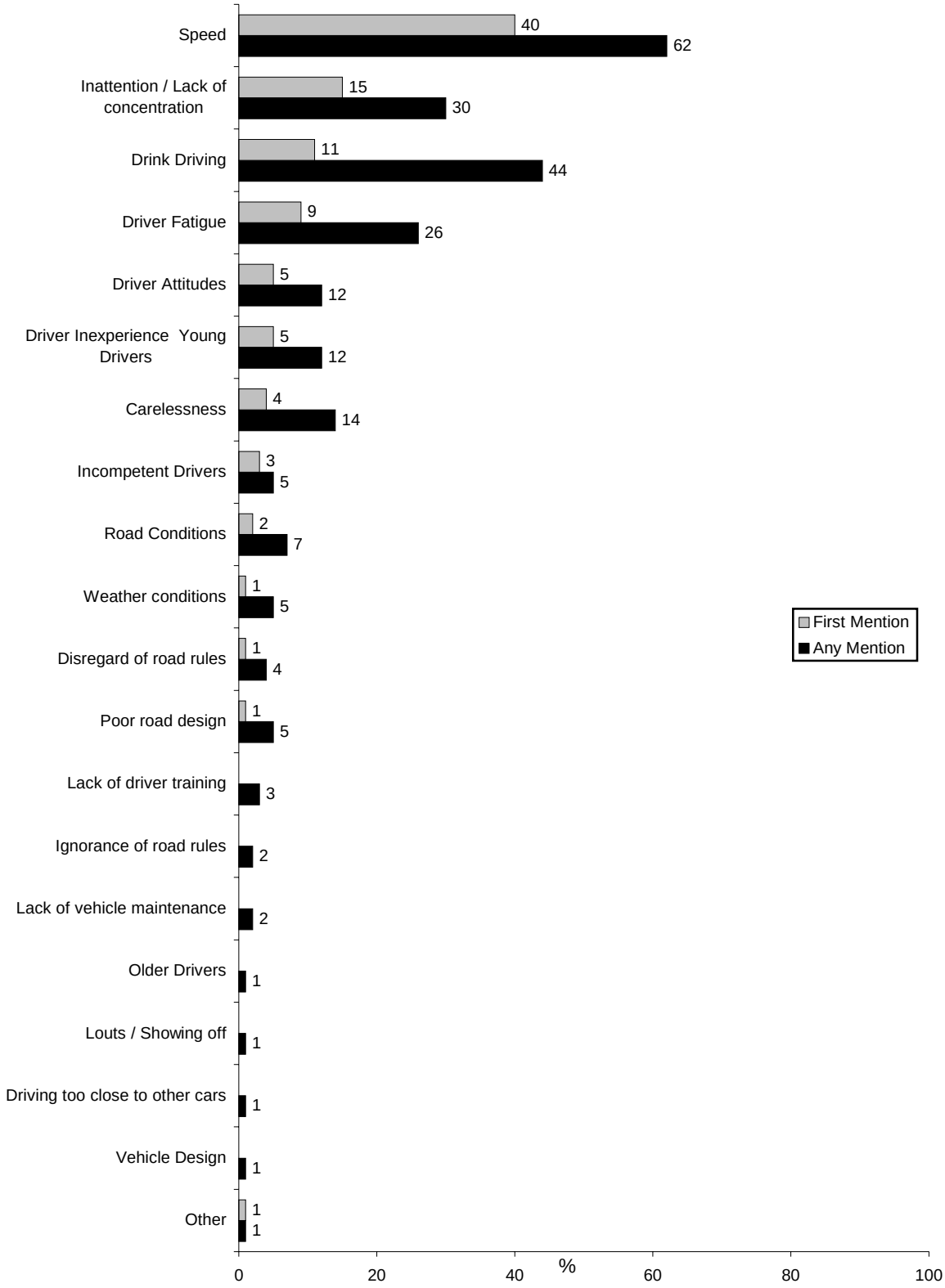
Looking initially at 'first mentioned' factors, the most commonly cited factor was speed (seen as the single main contributing factor to road crashes by 40% of the Australian community). Speed has been regarded as the number one cause of road crashes every year since the CAS monitoring program began in 1986. Other factors that were also widely seen as contributing most often to road crashes included inattention / lack of concentration (15%), drink driving (11%), and driver fatigue (9%).

When looking at total mentions, speed was nominated as a cause of road crashes by 62% of the community (the same as in 2002), followed by drink driving (44%), inattention / lack of concentration (30%) and driver fatigue (26%). Other factors that were mentioned by at least one in ten persons were carelessness (14%), driver attitudes (12%) and driver inexperience / young drivers (also 12%).

While speed continues to dominate community thinking as the perceived main cause of road crashes, there seems to have been a slight change in the hierarchy of community attitudes regarding other widely mentioned causes. This is borne out by the results presented in Table 2, which show there was increase from 26% to 30%[4] in the proportion of the community making mention of inattention / lack of concentration and a decrease from 33% to 26% in mentions of driver fatigue. There was a statistically significant decline in mentions of drink driving (down from 52% in 2002 to 44% in 2003).

[4] This may be explained, at least in part, by the inclusion of *mobiles / distractions* into the *lack of concentration* category. In 2002, the *mobiles / distractions* category accounted for 2% of all responses.

Figure 1: Factors perceived to contribute to road crashes: First mention and any mention.



Base: Total sample (n=1,638).

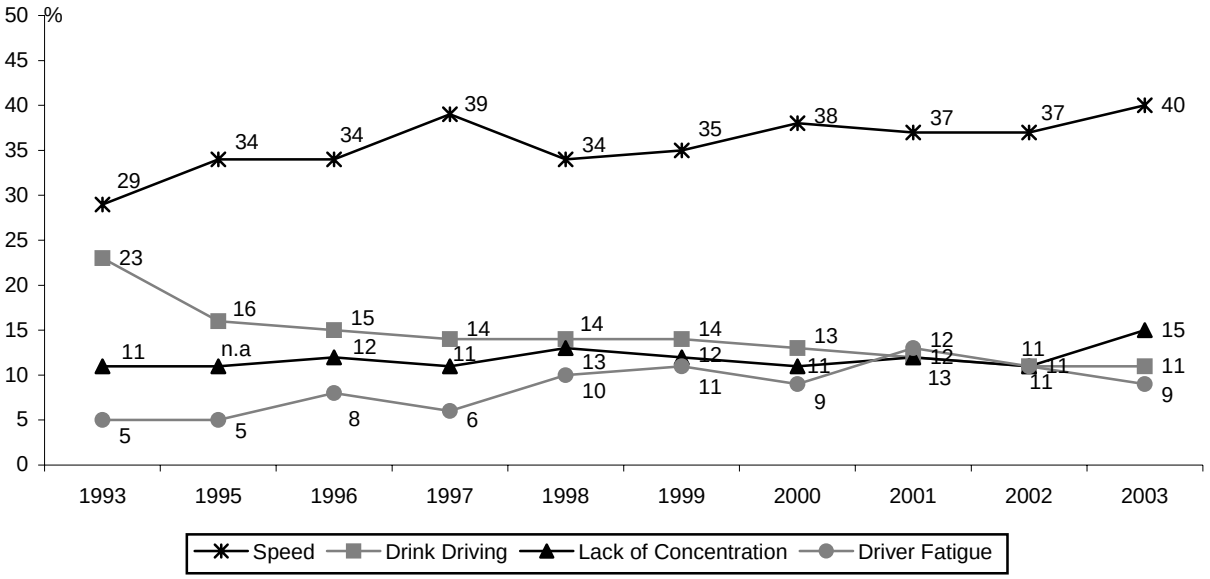
Table 2: Factors thought to most often lead to road crashes: First mentions and total mentions.

	2003	2002
	%	%
First mentions		
Speed	40	37
Inattention / lack of concentration	**15**#	11
Drink driving	11	11
Driver fatigue	9	11
Total mentions		
Speed	62	62
Inattention / lack of concentration	**30**#	26
Drink driving	**44**#	52
Driver fatigue	**26**#	33

Base: Total sample
# Denotes statistically significant difference to 2002 results, at the 95% confidence interval.

When looking at community perceptions of these factors over the longer term (see Figures 2 and 3), it is possible to detect a slight tapering off in the extent to which the community sees drink driving as a factor that contributes to road crashes, and also perhaps a slight tapering, since its peak in 1999, in the extent to which driver fatigue is seen as a major contributing factor. For the first time since 1998, lack of concentration was a more commonly mentioned contributing factor (30%) than driver fatigue (26%)[5].

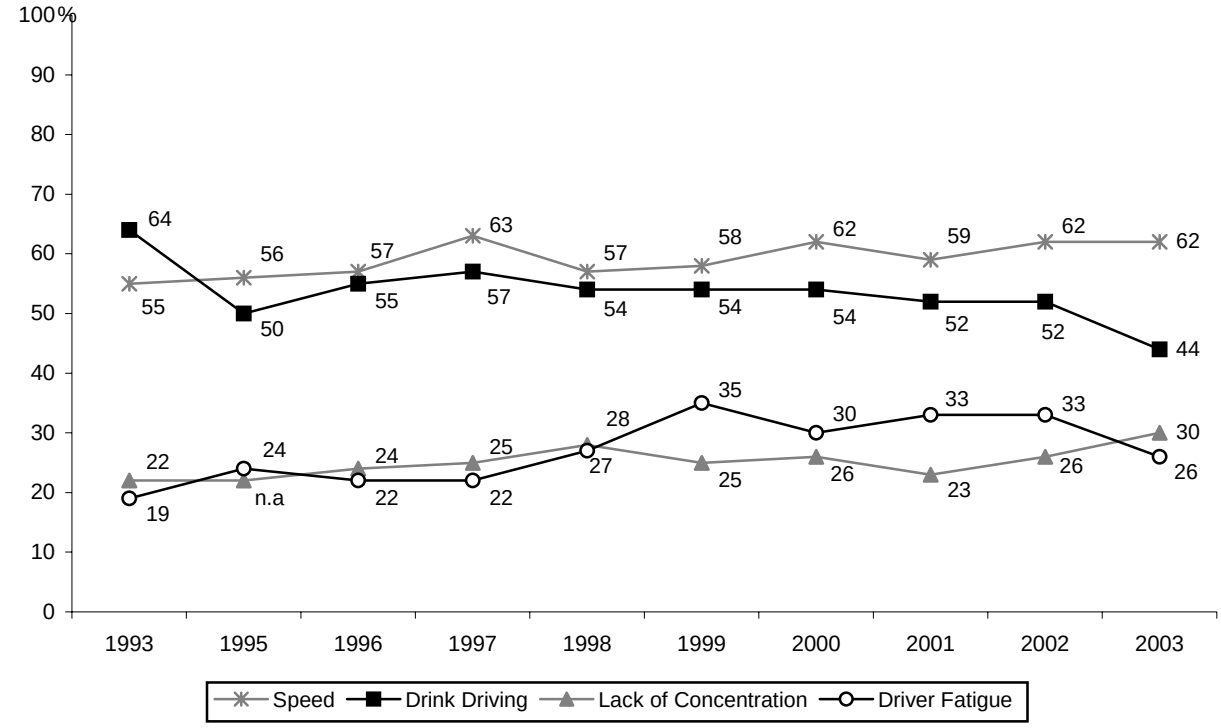
Figure 2: Factors thought to most often lead to road crashes: First mentions, 1993 to 2003.



Base: Total sample.

[5] This may be explained, at least in part, by the inclusion of "*mobiles / distractions"* into the *lack of concentration* category. In 2002, mention of "*mobiles / distractions",* which accounted for 2% of all responses, was treated separately.

Figure 3: Factors thought to most often lead to road crashes: Total mentions, 1993 to 2003.



Base: Total sample.

Reference to Table 3 shows that while both sexes think of speed as the factor most often contributing to road crashes, the extent to which this view is held differs significantly, with 32% of males mentioning speed as the single most important factor contributing to road crashes compared to 47% of females. In a finding that is also broadly consistent with 2002, males are significantly more likely than females to cite driver fatigue as the single most important factor leading to road crashes (considered as such by 11% of males and 7% of females).

Perceptions as to the main causes of road crashes also vary somewhat by age, with 15 to 24 year olds (at 49%) significantly less likely than all other age groups to mention speed as one of their three main contributing factors. There has seemingly been a considerable shift in 15 to 24 year olds' perceptions as to the main causes of road crashes between 2002 and 2003, with total mentions of drink driving for this group declining from 64% in 2002 to 49% in 2003, and total mentions of driver fatigue declining from 37% to 21%. Despite the decline amongst 15 to 24 year olds in total mentions of drink driving as a cause for road crashes, this group is still significantly more likely to mention drink driving as the most common cause of road crashes (19%) than all other age groups.

Table 3: Factors thought to most often lead to road crashes: First mentions and total mentions, by sex and age.

		Sex		Age			
	Total	Male	Female	15–24	25–39	40–59	60+
	%	%	%	%	%	%	%
First mentions							
Speed	40	32	47	32	38	41	46
Inattention / lack of concentration	15	16	14	14	15	17	13
Drink driving	11	10	11	19	9	9	8
Driver fatigue	9	11	7	6	14	8	7
Total mentions							
Speed	62	54	69	49	64	63	69
Inattention / lack of concentration	30	29	30	25	29	33	29
Drink driving	44	41	47	49	43	42	44
Driver fatigue	26	27	26	21	31	29	19
Base: Total sample	1,638	827	811	272	451	551	364

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

As has been the case in recent years of this research program, over half of the community in each state and territory mention speed as one of the three factors contributing to road crashes. There is considerable variation in the extent to which this view is held, ranging from 53% in Western Australia to 70% in South Australia. The situation in South Australia is noteworthy, in that this years' result confirms an upward trend in that state in recent years, that has seen mention of speed as a cause of road accidents increase from 58% in 2001 to 62% in 2002 to 70% this year (significantly higher than the national figure). Increased mention was also made of speeding as a cause of road accidents in the Northern Territory (up from 58% to 63%), though this result was not statistically significant. Year-on-year declines in state / territory-level perceptions regarding speed were not significant.

The increased mention of lack of concentration as a cause of road crashes (up from 26% to 30% nationally) is mainly attributable to changes in Victoria, where total mentions of this factor increased from 28% to 39%, and continuing high rates of mention in Tasmania (39% in 2002 and 41% in 2003). The situation was reversed in the Northern Territory, however, where total mentions of lack of concentration as a cause of road crashes declined significantly from 23% to 14%.

The decreased total mention of drink driving as a factor contributing to road crashes (down nationally from 52% in 2002 to 44% this year) was reflected in most of the state / territory results, with NSW falling from 54% to 45%, Victoria from 52% to 41%, Queensland from 48% to 37%, the Northern Territory from 74% to 64%, the ACT from 51% to 43% and Tasmania from 61% to 57%. Mentions of drink driving as a factor that contributes to road crashes remained largely unchanged in Western Australia (57% in 2002 compared with 56% in 2003).

Total mentions of driver fatigue as a perceived cause of road crashes also declined between 2002 (33%) and 2003 (26%). Significant declines were evident in NSW (down from 40% to 27%), Queensland (from 38% to 29%), the Northern Territory (from 43% to 31%) and the ACT (down from 40% to 27%).

As has been the case in recent years, almost identical proportions of capital city residents and those in other areas mentioned speed and drink driving as causes of road crashes. Also as per previous years, lack of concentration was more commonly perceived as a contributing factor in capital cities (32%) compared with outside of capital cities (25%) and driver fatigue regarded as more of a problem outside of capital cities (33% compared to 22%).

Table 4: Factors thought to most often lead to road crashes: First mentions and total mentions, by State and Territory.

	State / Territory								
	Total	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
	%	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
First mentions									
Speed	40	38	44	39	47	33	35	37	34
Inattention / lack of concentration	15	13	20	14	14	16	21	**7#**	18
Drink driving	11	12	9	7	9	14	14	**26#**	11
Driver fatigue	9	9	**4#**	11	11	**14#**	8	14	10
Total mentions									
Speed	62	63	63	60	70	**53#**	62	63	55
Inattention / lack of concentration	30	23	**39#**	29	32	27	**41#**	**14#**	31
Drink driving	44	45	41	37	44	**56#**	**57#**	**64#**	43
Driver fatigue	26	27	**17#**	29	23	**41#**	21	31	27
Base: Total sample	1,638	282	248	238	185	195	166	162	162

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Table 5: Factors thought to most often lead to road crashes: First mentions and total mentions, by Capital city / Other areas.

	Total	**Capital cities**	**Other areas**
	%	%	%
First mentions			
Speed	40	41	38
Inattention / lack of concentration	15	18	11
Drink driving	11	11	10
Driver fatigue	9	6	14
Total mentions			
Speed	62	62	62
Inattention / lack of concentration	30	32	25
Drink driving	44	44	43
Driver fatigue	26	22	33
Base: Total sample	1,638	1,054	584

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4. Alcohol and Drink Driving

4.1 Support for Random Breath Testing (RBT)

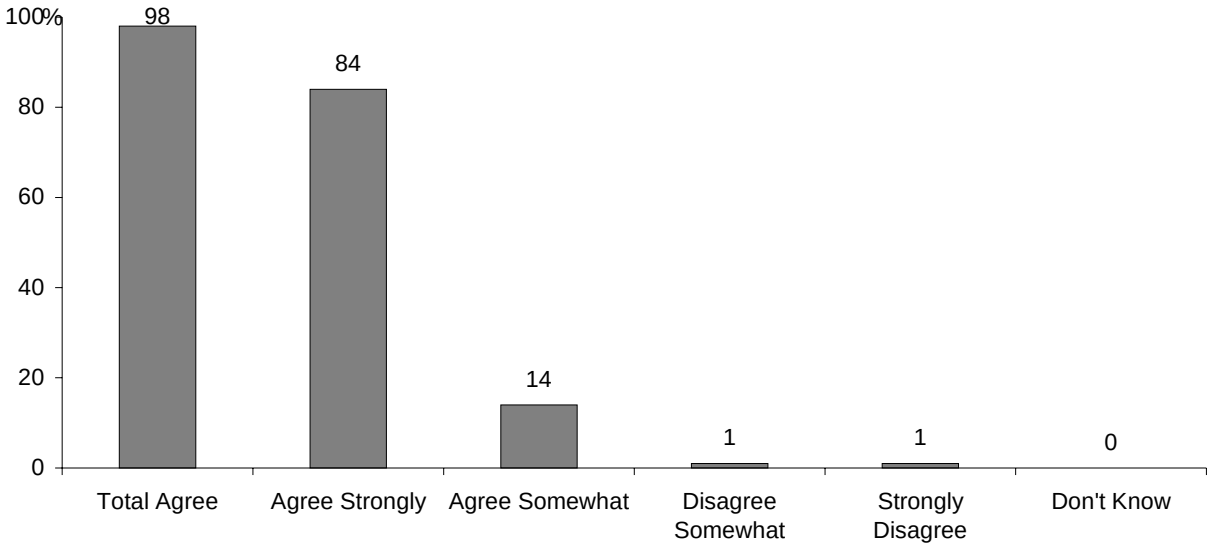
All respondents were asked;

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

Community support for RBT is almost universal, with 98% agreeing with random breath testing (84% strongly agreeing and 14% somewhat agreeing). Support for RBT has been in the 96% to 98% band for the last 10 years. While support for RBT is extremely high across all population groups, sub group analysis reveals some interesting variations in the levels of support, albeit at very high levels (refer to Table 6).

Females have traditionally been stronger supporters of RBT than males, and this holds true in 2003, with 99% of females supporting RBT compared with 96% of males. Female support doesn't drop below 99% in any age group, whereas for males there is considerable (and significant) variation ranging from almost 100% support amongst males aged 15 to 24 years (99.8%) to 93% for males aged 40 to 59 years. Support for RBT also varies by educational attainment and occupation and is at its lowest level amongst persons with trade / certificate level qualifications (96%). The 2003 survey also shows higher levels of support for RBT outside the capital cities (99%) than in capital cities (97%).

Figure 4: Percent agreement with random breath testing.



Base: Total sample (n=1,638).

Table 6: Percent agreement with random breath testing by selected characteristics

Selected characteristics	Base (n=)	Agree %
Total	1,638	98
Sex		
Male	827	**96#**
Female	811	**99#**
Age group (years)		
15–24	272	**100#**
25–39	45	98
40–59	551	**96#**
60+	364	99
State / Territory		
NSW	282	98
VIC	248	99
QLD	238	97
SA	185	98
WA	195	97
TAS	166	97
NT	162	99
ACT	162	98
Capital city / Other		
Capital city	1,054	97
Other location	584	99
Licences currently held		
Full car licence	1,323	98
Heavy vehicle licence	214	96
Full motorcycle licence	156	99
Provisional car licence	73	99
Net: Currently licence holder	1,463	98
Frequency of road usage in an average week		
Every day	1,062	98
4–6 days a week	211	97
2–3 days a week	116	99
Once a week	26	**100#**
Less than 1 day a week	23	98
Never, don't drive nowadays	25	**100#**
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	258	97
At least once a week	318	98
At least every three months	652	97
Less often	210	**100#**
Been directly involved in a road accident in the last three years		
Yes	261	**95#**
No	1,377	98

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.2 Perceptions of RBT activity in the last two years

All respondents were then asked;

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

The results, presented in Table 7, show that 38% are of the view that the level of RBT has increased in the last two years, 35% perceive no change, 11% feel as though there has been a decrease and 16% don't know. Figure 5 provides a ten year time series showing the proportion of the community that feel as though there has been an increase in RBT activity. The proportion holding this view peaked in 1997 (at 46%) and remained at relatively high levels throughout 1998 and 1999 (both 44%). The 2003 result is more typical of recent years (38%–39%), apart from an appreciable dip in 2001 (34%).

When looking at perceptions as to the level of RBT activity by sex, CAS 16 data suggests that a higher proportion of males (39%) hold the view that the level of RBT activity has increased over the last two years compared with females (36%). This "gap" in perceptions between males and females was apparent in the data up until 2000 but this years' result seemingly reverses the trend seen in CAS 14 and CAS 15, where this gap narrowed. A significantly higher proportion of females (19%) relative to males (14%) were unable to say whether or not, in their opinion, the level of RBT activity had changed in the last two years.

When looking at perceptions as to the level of RBT activity by age, the most notable finding is the considerably higher proportion of 15 to 24 year olds (49%) that hold the view that the level of RBT activity has increased. Whereas this age group has typically been the most likely to hold this view, the increase in the proportion doing so (from 41% in 2002 to 49% in 2003)[6] is quite marked and represents a reversal of the trend of recent years that showed a declining proportion of 15 to 24 year olds holding the view that the level of RBT activity was increasing.

Perceptions as to the level of RBT activity by state / territory also vary somewhat, with the proportion of the community holding the view that the level of RBT activity has increased being significantly lower in the ACT and Tasmania (both at 26%) than for the rest of the country. While the finding for the ACT is broadly consistent with that reported in 2002 (28%), the result in Tasmania represents a significant decline (down from 37% the previous year). There has also been a significant decline in the proportion of Northern Territorians holding the view that the level of RBT activity has increased (down from 55% in 2002 to 37% this year).

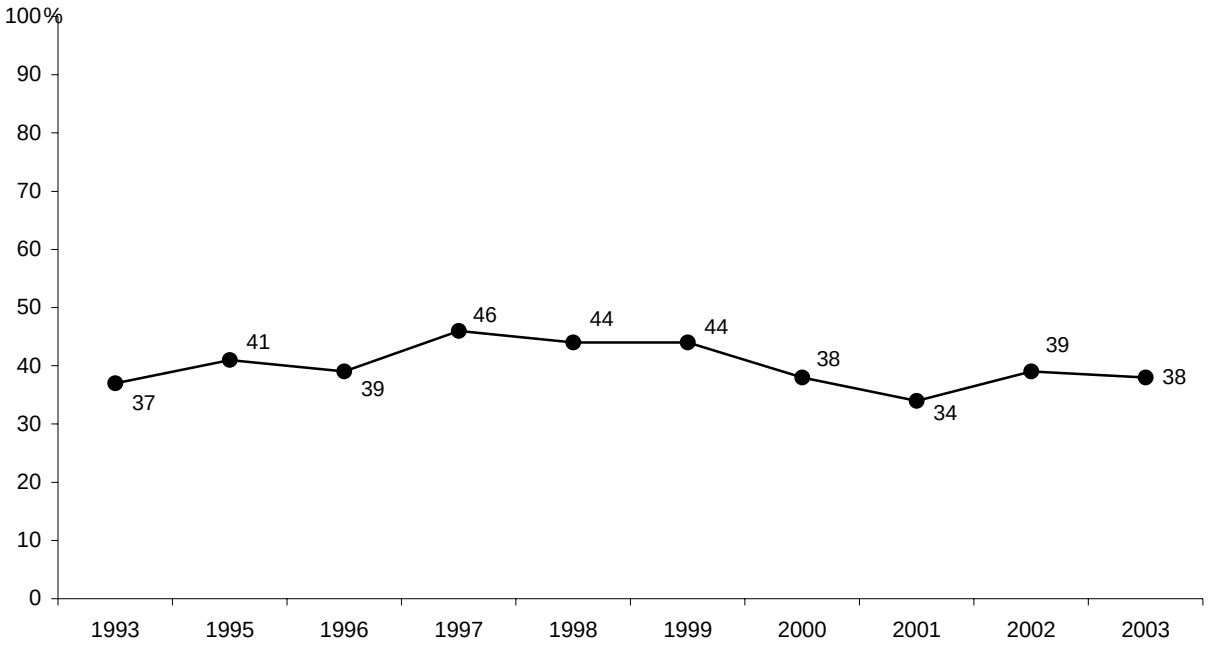
[6] Significant at the 90% confidence interval.

Table 7: Perceptions regarding the level of RBT activity over the last two years by selected characteristics.

Selected characteristics	Increased	Same	Decreased	Don't know
	%	%	%	%
Total	38	35	11	16
Sex				
Male	39	34	13	14
Female	36	36	10	19
Age group (years)				
15–24	49	30	7	14
25–39	33	38	15	14
40–59	37	38	11	15
60+	35	30	11	25
State / Territory				
NSW	38	32	14	17
VIC	37	38	7	18
QLD	39	36	10	16
SA	38	36	13	13
WA	41	29	12	18
TAS	**26#**	**47#**	15	13
NT	37	39	14	10
ACT	**26#**	34	**24#**	17
Capital city / Other				
Capital city	36	36	12	16
Other location	41	32	11	16
Licences currently held				
Full car licence	36	37	13	14
Heavy vehicle licence	42	31	14	13
Full motorcycle licence	37	33	**20#**	**10#**
Provisional car licence	40	35	6	19
Net: Currently licenced	37	36	12	15
Frequency of road usage in an average week				
Every day	41	36	12	**12#**
4–6 days a week	**25#**	38	**17#**	19
2–3 days a week	**29#**	35	11	**25#**
Once a week	48	32	**1#**	19
Less than 1 day a week	53	19	7	21
Never, don't drive nowadays	**16#**	45	4	35
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	41	32	15	12
At least once a week	37	39	12	12
At least every three months	37	38	11	14
Less often	35	29	14	22
Been directly involved in a road accident in the last three years				
Yes	37	40	14	**9#**
No	38	33	11	18

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Figure 5: Perception that level of RBT has increased over the last two years, 1993 to 2003.



4.3 Exposure to RBT activities in the last six months

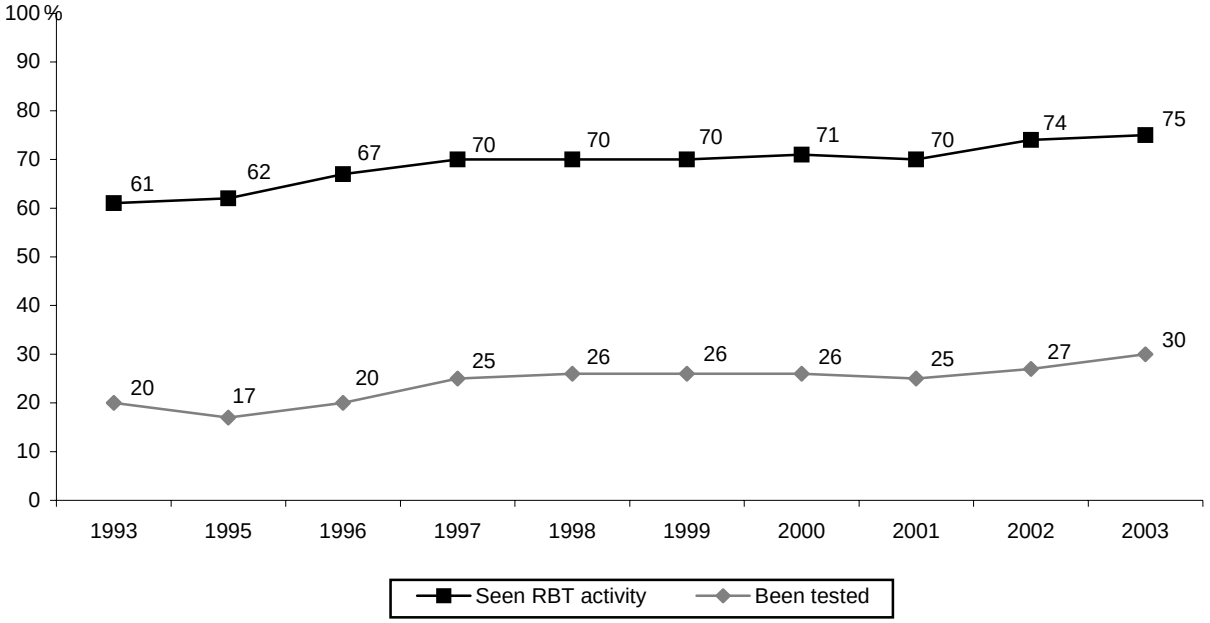
All respondents were asked;

'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?'*

Three quarters of the total sampled population (75%) have seen police conducting random breath testing in the last six months. This proportion is consistent with those reported in previous years, and continues an upward trend in terms of the perceived visibility of RBT operations (see time series data presented in Figure 6). CAS 16 data also shows that 30% of the community reported having been breath tested in the previous six months. This result (up from 27% in 2002) also confirms the upward trend of recent years.

Figure 6: Exposure to RBT activity in the last six months, 1993 to 2003.



Base: Total sample

Looking more closely at the data, the results presented in Table 8 (next page) show that a significantly higher proportion of males (80%) compared with females (70%) reported seeing RBT activity in the six months prior to the survey. This finding is consistent with corresponding findings from the 2002 survey (81% for males and 67% for females).

Those aged 15 to 24 years are significantly more likely (at 82%) than those aged 25 to 39 years and those aged 60 years and over to have seen police conducting random breath testing in the six months prior to the survey. The visibility of random breath testing is particularly high for males aged 15 to 24 years, almost 9 in 10 of whom (87%) have seen RBT activity in the previous six months (the corresponding figure for 15 to 24 year old females being 76%).

An analysis of perceived RBT visibility by state/ territory shows considerable variation, ranging from 65% in Western Australia to 79% in NSW. The result in Western Australia is significantly below the national figure of 75%. As would be expected, RBT visibility is also associated with frequency of road usage, with 86% of those that drive to a destination more than 50 km from their home three or more time a week reporting having seen police conduct random breath tests in the previous six months, as was the case for 80% of those that drive on the roads every day.

When looking at who has actually reported being random breath tested in the last six months, CAS 16 data shows (consistent with previous years) that males (at 37%) are significantly more likely to have been tested than females (23%). The proportion of 15 to 24 year olds that reported being tested (30%) represents a significant increase in testing levels amongst this age group compared with those reported the previous year (19%)[7]. The proportions of other age groups that reported being tested remained fairly constant between 2002 and 2003. The age group exposed to the lowest level of RBT testing is those aged 60 years and over, of whom 19% (in both 2002 and 2003) reported being tested in the six months prior to the survey. As was the case in terms of the perceived visibility of RBT, everyday drivers and those who more frequently drive to a destination more than 50 km from their home are more likely to have been randomly breath tested in the last six months than less frequent drivers.

[7] 25% in 2000 and 24% in 2001.

Table 8: Level of exposure to RBT activity in the last six months by selected characteristics.

Selected characteristics	Seen in operation	Personally tested
	%	%
Total	75	30
Sex		
Male	80	37
Female	70	23
Age group (years)		
15–24	82	30
25–39	73	31
40–59	80	35
60+	63	**19**#
State / Territory		
NSW	79	28
VIC	77	32
QLD	69	32
SA	74	26
WA	**65**#	30
TAS	77	28
NT	69	36
ACT	74	24
Capital city / Other		
Capital city	73	28
Other location	77	33
Licences currently held		
Full car licence	75	34
Heavy vehicle licence	81	38
Full motorcycle licence	75	37
Provisional car licence	86	41
Net: Currently licenced	76	34
Frequency of road usage in an average week		
Every day	80	41
4–6 days a week	69	22
2–3 days a week	65	14
Once a week	75	–
Less than 1 day a week	68	4
Never, don't drive nowadays	54	–
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	86	48
At least once a week	74	37
At least every three months	76	31
Less often	66	20
Directly involved in a road accident in the last three years		
Yes	78	34
No	74	29

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Exposure to RBT activity seemingly has a significant impact on community perceptions as to the level of RBT activity. This is evidenced by the results provided in Table 9 which, amongst other things, show that persons with no exposure to RBT activity in the previous six months are significantly more likely than those with some exposure to think that the level of RBT activity has decreased over the last two years (24% of those with no exposure compared with 5% of those who had been tested). Conversely, 60% of those that have been tested within the last six months think that the level of RBT activity has increased in the last two years, while only 20% of those with no exposure to RBT in the previous six months hold this view.

Table 9: Perceived level of RBT activity by exposure to RBT in the last six months.

	Increased	Same	Decreased	Don't know
Total	38	35	11	16
Seen but not tested	**33**#	39	9	**19**#
Tested	**60**#	31	**5**#	**5**#
No exposure	**20**#	**30**#	**24**#	**26**#

# Denotes statistically significant at the 95% confidence interval.

4.4 Self-operated breath testing machines

People who have ever held a licence and who 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. These licence holders were asked;

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

The results are presented in Table 10 and show that males are significantly more likely to have used the self-operated breath testing machines than females (9% and 3% respectively), as are persons aged 15 to 24 years of age (20%) relative to other age groups. The actual use of self-operated breath testing machines is significantly higher in the ACT (12%) than the national result overall (6%). It is also apparent from the survey data that people who have been randomly breath tested in the last six months are significantly more likely (at 11%) than those who haven't been tested (4%) to have used self-operated breath testing machines.

Licence holders who drink were then asked;

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

In terms of the perceived likelihood of active drivers actually using the self-operated breath testing machines to decide whether or not to drive, 50% said they would be either very likely (35%) or somewhat likely (15%) to do so. The corresponding figure in 2002 was 48%. Drivers seemingly more inclined towards using self-operated breath testing machines include those aged 15 to 24 years, those that drive less than one day per week[8], those that have been involved in a road accident in the last three years, and those that have been randomly breath tested in the last six months.

[8] Small sample size (n=23).

Table 10: Actual and intended use of self-operated breath testing machines in the last six months by selected characteristics.

Selected characteristics	Have used	"Likely" to use[1]
	%	%
Total	6	50
Sex		
Male	9	50
Female	3	50
Age group (years)		
15–24	20	66
25–39	8	59
40–59	2	42
60+	1	34
State / Territory		
NSW	9	52
VIC	5	55
QLD	6	43
SA	5	45
WA	5	44
TAS	3	49
NT	1	57
ACT	**12#**	46
Capital city / Other		
Capital city	7	50
Other location	6	50
Licences currently held		
Full car licence	6	48
Heavy vehicle licence	4	43
Full motorcycle licence	10	44
Provisional car licence	19	60
Net: Currently licensed	6	50
Frequency of road usage in an average week		
Every day	7	48
4–6 days a week	4	47
2–3 days a week	6	58
Once a week	6	53
Less than 1 day a week	5	**76#**
Never, don't drive nowadays	–	–
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	9	47
At least once a week	11	49
At least every three months	3	51
Less often	5	48
Been directly involved in a road accident in the last three years		
Yes	10	**58#**
No	6	48

[1] Derived by adding the *very likely* and *somewhat likely* to use responses.
Base: Active drivers that are not non-drinkers (n=1,213).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.5 Attitudes to Drink Driving

Active drivers, that is current licence holders who drive at least sometimes, were asked:

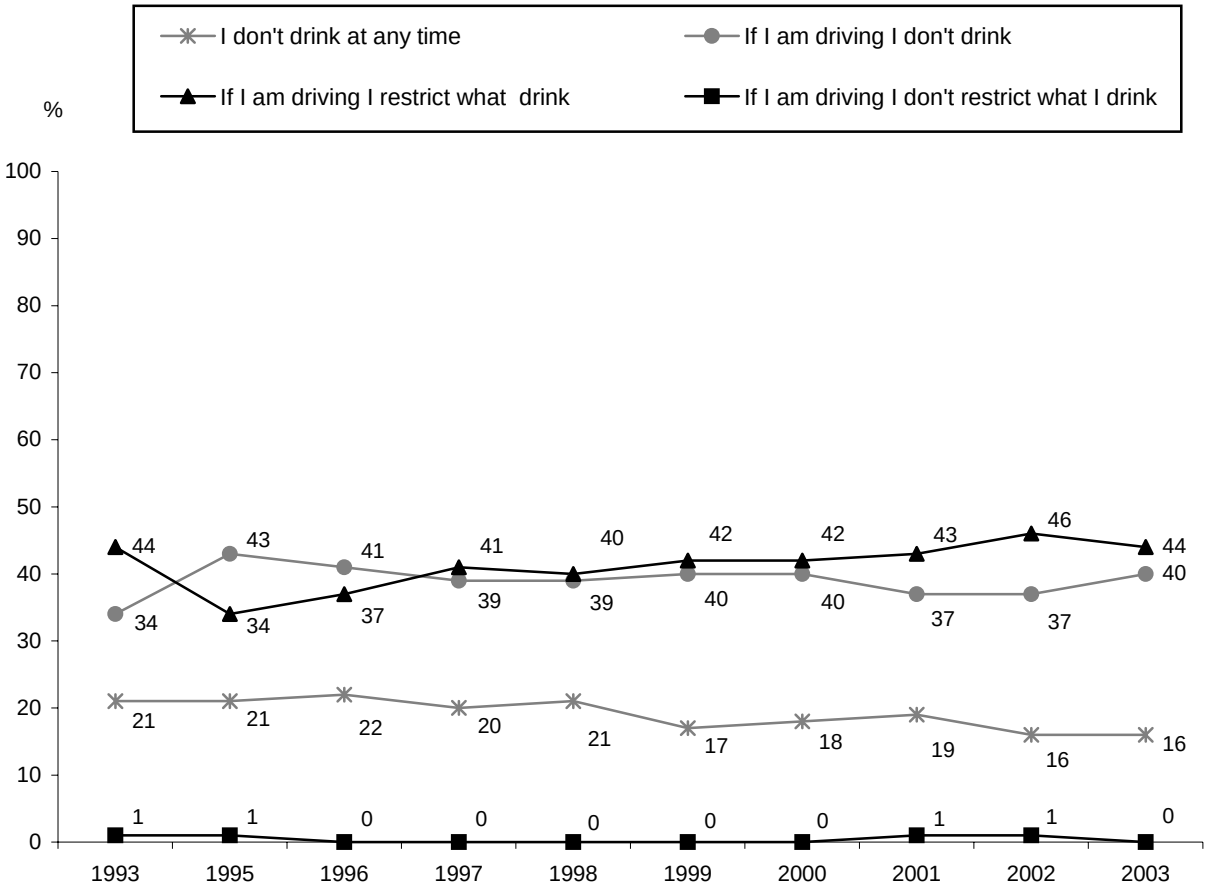
'Which of the following statements best describes your attitude to drinking and driving?

- *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.'*

The results of this analysis are shown in Figure 7 and Table 11.

In 2003, 44% of active drivers say that when driving they restrict what they drink, 40% say that when driving they don't drink at all, 16% don't drink at any time and 0.1% (one in a thousand) say that if driving they don't restrict what they drink. This pattern of response has been consistent over the last ten years. The proportion of the population reporting that when they drive they don't drink at all (40%) has recovered to the levels reported in 1999 and 2000, after dropping somewhat in 2001 and 2002.

Figure 7: Attitudes to drink driving, 1993 to 2003.



Base: Active drivers. (n=1,438). Note: In previous years of the survey this question was asked of all persons who had ever held a licence, and as such movements in the estimates between CAS 16 and previous years may not be strictly comparable.

Well over half of the population (56%) report that they don't drink at all when driving. This group comprises non-drinkers (16%) and those that don't drink when driving (40%). The corresponding figure in 2002 was 53%. Females are significantly more likely than males not to drink when driving, largely as a result of being twice as likely as males not to drink at all (22% for females and 11% for males). In 2002 the results were 19% and 13%. As a consequence, a significantly lower proportion of females (36%) relative to males (51%) report restricting what they drink when driving.

Further examination of the findings presented in Table 11 shows that 15 to 24 year olds are significantly more likely than any other age group (at 62%) to state that when driving they don't drink at all. The relatively high proportion of 15 to 24 year olds claiming not to drink at all when driving, possibly attributable in part to the zero blood alcohol level required of probationary drivers, has increased considerably over recent years (53% in 2000, 47% in 2002 and 59% in 2002). A further finding that is consistent with previous years is the significantly higher proportion of those aged 60 years and over (29% in 2003 and 32% in 2002) who 'don't drink at any time'.

Some variation in the proportion of the community that don't drink when driving (i.e. non-drinkers and those that don't drink at all when driving) was also evident by state / territory (ranging from 50% in the ACT to 59% in NSW) and by capital city / other location, with a significantly higher proportion of residents outside the capitals (63%) not drinking when driving.

Table 11: Attitudes to drinking and driving by selected characteristics.

Selected characteristics	Don't drink at any time	If driving, I don't drink	Total: Don't drink and drive	If driving, I restrict what I drink	If driving, I don't restrict what I drink
	%	%	%	%	%
Total	16	40	56	44	0.1
Sex					
Male	11	38	49	51	0.2
Female	22	42	64	36	–
Age group (years)					
15–24	10	62	72	29	0.0
25–39	12	38	50	50	0.0
40–59	16	34	50	50	0.1
60+	29	38	67	33	0.3
State / Territory					
NSW	19	40	59	42	0.0
VIC	16	42	58	42	0.2
QLD	17	41	58	42	0.0
SA	15	33	58	51	0.7
WA	10	41	51	50	0.0
TAS	10	42	52	48	0.0
NT	19	34	53	48	0.0
ACT	15	35	50	50	0.4
Capital city / Other					
Capital city	16	37	53	48	0.1
Other location	18	45	63	37	0.1

Table 11 (cont.): Attitudes to drinking and driving by selected characteristics.

Selected characteristics	Don't drink at any time	If driving, I don't drink	Total: Don't drink and drive	If driving, I restrict what I drink	If driving, I don't restrict what I drink
	%	%	%	%	%
Total	16	40	56	44	0.1
Licences currently held					
Full car licence	16	37	53	47	0.1
Heavy vehicle licence	13	42	55	45	0.3
Full motorcycle licence	12	**31#**	43	**57#**	**0.6#**
Provisional car licence	**7#**	**81#**	88	**13#**	**0.0#**
Net: Currently licensed	16	40	56	44	0.1
Frequency of road usage in an average week					
Every day	**13#**	40	53	47	**0.2#**
4–6 days a week	21	39	60	40	**0.0#**
2–3 days a week	**30#**	40	70	**30#**	**0.0#**
Once a week	24	41	65	35	**0.0#**
Less than 1 day a week	21	58	79	21	**0.0#**
Never, don't drive nowadays	–	–	–	–	–
Average frequency of driving to a destination over 50 km from home					
3 or more times a week	15	38	53	47	0.3
At least once a week	14	41	54	45	0.0
At least every three months	15	39	54	46	0.1
Less often	28	43	71	29	0.1
Been directly involved in a road accident in the last three years					
Yes	19	37	56	44	**0.0#**
No	16	40	56	44	0.1

Base: Active drivers (n=1,438).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.6 Awareness of standard drinks contained in 375ml full strength beer and 750ml of wine

In order to gain some measure as to the level of community knowledge regarding the number of standard drinks in everyday volumes of alcohol, persons who mainly drink beer were asked:

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

and persons who mainly drink wine were asked:

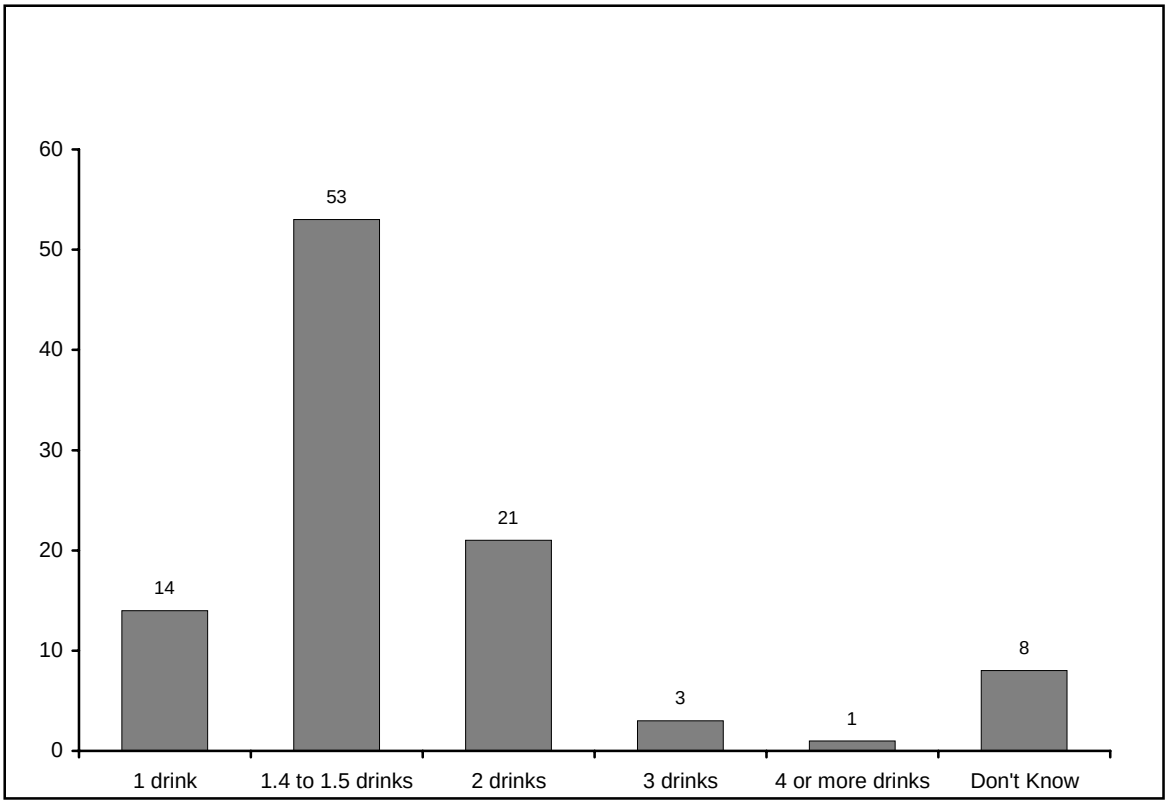
'How many standard drinks do you think are contained in a bottle (750 ml) of wine?'[9]

The premise behind these questions is that if people underestimate the number of standard drinks in these everyday volumes of beer / wine they may be at risk of consuming more alcohol than they think is the case. The results from these questions are shown in Figures 8 and 9.

[9] Based on responses to the question, "What types of alcoholic beverage do you mainly drink?" Multiple responses accepted so groups are not mutually exclusive.

In terms of beer drinkers' awareness of the number of standard drinks in a stubby or can of beer, reference to Figure 8 shows that just over half (53%) of beer drinkers accurately identify the number of standard drinks in a stubby or can of full strength beer as 1.4 (8%) to 1.5 (45%) drinks, and 14% underestimate the number of standard drinks in a stubby or can, meaning that they are at risk of accidentally consuming more alcohol than they think is the case. The proportion of beer drinkers able to accurately relate the number of standard drinks in a full strength stubby or can has ranged from 39% to 53% over the last ten years, with the 2003 reading the highest on record, and significantly higher than the 2002 result (40%). The proportion of beer drinkers that underestimate the volume of alcohol in a stubby or can is also fairly variable over time, ranging from 13% to 21% over the last ten years (with the 2002 result of 21% the highest on record).

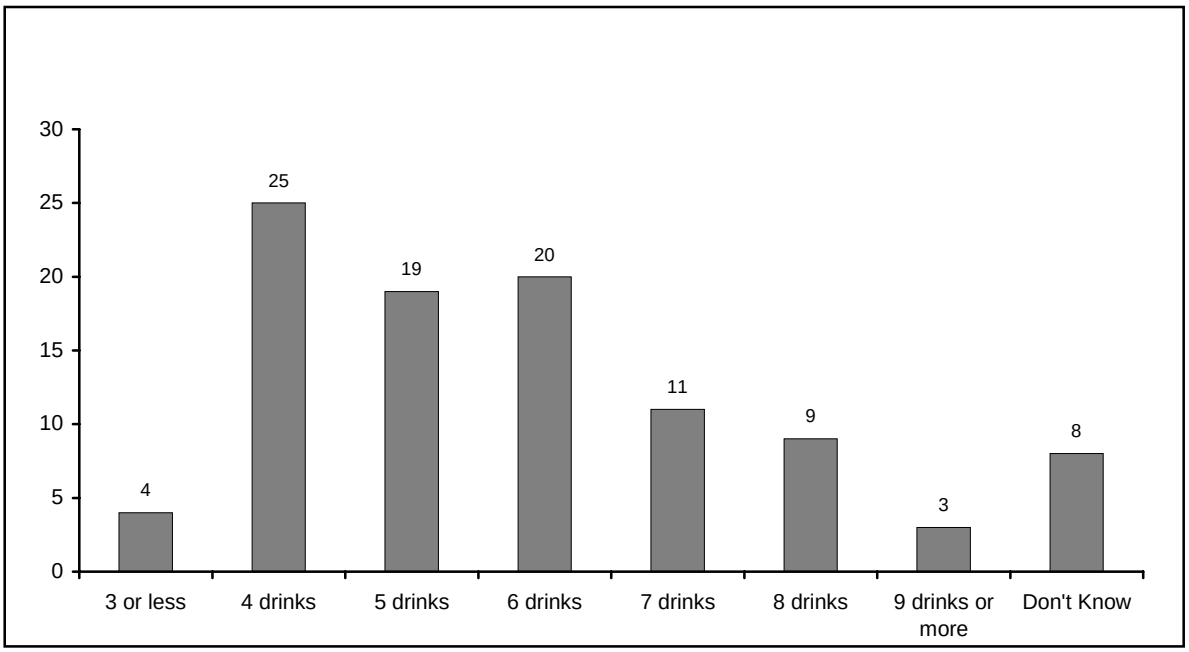
Figure 8: Number of standard drinks thought to be contained in a 375ml stubby or can of full strength beer.



Base: Beer drinkers (n=593).

A 750ml bottle of wine contains at least seven standard drinks, although some wines contain more. As seen in Figure 9, 11% of wine drinkers said that a bottle contains seven drinks (15% in 2002), and 12% said that it contains more than seven (13% in 2002). Of concern is the finding that 68% of wine drinkers underestimate the volume of alcohol contained in a 750ml bottle of wine (64% in 2002).

Figure 9: Number of standard drinks thought to be contained in a 750ml bottle of wine.



Base: Wine drinkers (n=523).

4.7 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 (gender) can have in the first hour to stay under .05?'…and then,

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

4.7.1 First Hour

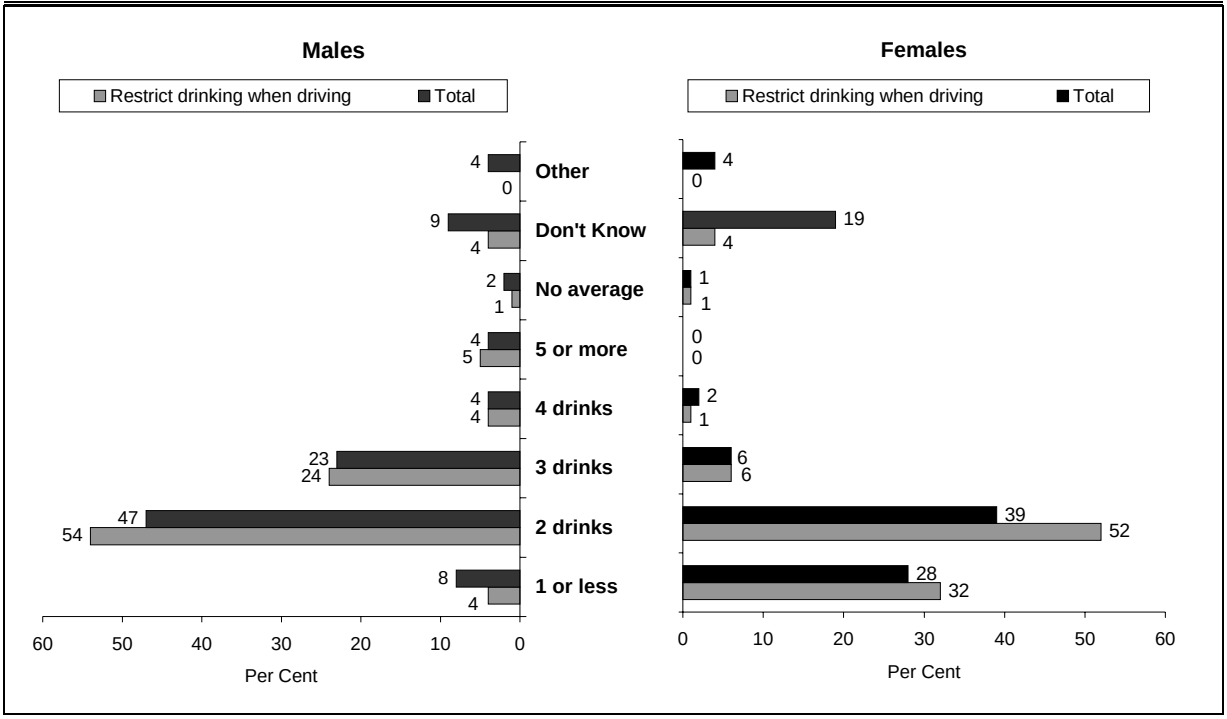
The published guidelines suggest that two standard drinks for males and one standard drink for females in the first hour with one standard drink per hour or less after that, should keep most people below the .05 BAC limit.

Reference to Figure 10 shows that a significantly higher proportion of males (47%) had accurate knowledge of the guidelines compared with females (28%). The result for males is unchanged from the 2002 result whereas the result for females represents a significant decline from record high of 33% in 2002. The discrepancy between males' and females' knowledge of the guidelines is further accentuated when it is noted that 55% of males and only 28% of females correctly identified or underestimated the number of standard drinks stipulated in the guidelines as being safe to consume in the first hour and remain under .05.

Thirty one per cent of males overestimated the number of standard drinks the guidelines identify as being safe to consume in the first hour and remain under .05, and another 9% didn't know. The corresponding results for females were 47% (over estimate) and 19% (don't know).

Drivers that restrict what they drink when they drive (as opposed to those that don't drink at all when driving) might be expected to have a greater level of awareness of the number of standard drinks they can consume and remain under .05. The results in Figure 10 show that amongst this group of drivers 58% of male drivers made safe assumptions as did 32% of females.

Figure 10: How many drinks in the first hour will keep you under 0.5? Males and females.



Base: Total sample

Looking a little more closely at the extent to which males have accurate knowledge about the number of standard drinks that can be consumed in the first hour and remain under .05, reference to Table 12 shows that 15 to 24 year old males have significantly higher levels of accurate awareness (61% correctly identifying 2 standard drinks per hour) than any other age group. Males aged 60 years and over have significantly lower levels of awareness (34%). Consistent with the 2002 results, awareness among males of the number of standard drinks that can be safely consumed in the first hour is also significantly higher in Queensland (at 61%) than the national figure (47%), and significantly lower in Victoria (36%) and Tasmania (31%). Awareness of the number of standard drinks that can be safely consumed in the first hour was also significantly lower amongst those with a trade / certificate level of educational attainment (38%) compared with other groups in the population.

Table 12: Males: Number of drinks that will keep you under .05 in the first hour by selected characteristics.

Selected characteristics	One or less	Two	Three	Four	Five	No average	Don't know	Other
	%	%	%	%	%	%	%	%
Total	8	47	23	4	4	2	9	4
Age group (years)								
15–24	13	**61#**	17	<1	0	0	4	6
25–39	10	50	25	2	2	2	6	3
40–59	8	44	26	5	8	1	8	1
60+	2	**34#**	20	9	1	5	**20#**	9
State / Territory								
NSW	11	48	29	1	1	1	6	4
VIC	7	**36#**	22	8	12	2	10	5
QLD	8	**61#**	18	4	1	1	5	3
SA	6	43	16	8	1	4	16	6
WA	8	48	20	2	0	3	17	3
TAS	6	**31#**	30	7	10	3	10	4
NT	64	43	23	3	1	6	19	1
ACT	10	55	26	4	2	1	1	2
Capital city / Other								
Capital city	9	49	19	5	4	2	9	4
Other location	8	43	30	2	3	2	9	5
Licences currently held								
Full car licence	7	46	24	5	4	2	9	4
Heavy vehicle licence	4	53	22	5	3	1	10	2
Full motorcycle licence	4	46	32	4	4	2	5	1
Provisional car licence	16	54	20	0	0	1	2	8
Net: Currently licensed	7	47	23	4	4	2	9	4
Frequency of road usage in an average week								
Every day	6	50	25	4	4	2	7	4
4–6 days a week	7	44	23	8	2	2	11	3
2–3 days a week	15	35	18	6	4	1	18	4
Once a week	23	52	8	1	0	0	16	0
Less than 1 day a week	0	46	13	0	0	0	41	0
Never, don't drive nowadays	65	3	0	14	0	0	6	13
Average frequency of driving to a destination over 50 km from home								
3 or more times a week	5	52	21	2	3	1	9	7
At least once a week	11	43	25	9	4	4	4	2
At least every 3 months	6	51	24	4	4	1	8	3
Less often	5	35	28	3	1	3	24	1
Been directly involved in a road accident in the last three years								
Yes	9	55	19	2	4	2	8	2
No	8	45	24	4	3	2	9	5

Base: Males (n=827).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Awareness amongst females as to the number of standard drinks that they can safely consume in the first hour and remain under .05 reveals a fairly similar pattern to that of males (albeit from a lower base of accurate awareness). Reference to Table 13 shows that younger females once again have higher levels of awareness of the number of standard drinks that can be consumed in the first hour (with 38% correctly identifying one or less) than other age groups (and significantly more so than those aged 60 years and over – 18%). Queensland once again emerges as the state with the highest

levels of accurate awareness (38%), and Victorian women, like the men, once again appear to have significantly lower levels of accurate awareness (at 17%).

Table 13: Females: Number of drinks that will keep you under .05 in the first hour by selected characteristics

Selected characteristics	One or less	Two	Three	Four	Five	No Average	Don't know	Other
	%	%	%	%	%	%	%	%
Total	28	39	6	2	<1	1	19	4
Age group (years)								
15–24	38	38	2	5	0	0	16	1
25–39	33	43	6	1	0	1	10	6
40–59	27	46	6	2	1	1	14	5
60+	18	25	9	2	<1	3	**39#**	3
State / Territory								
NSW	32	36	5	2	1	1	21	3
VIC	**17#**	41	8	5	0	1	20	7
QLD	**38#**	37	3	0	0	1	18	4
SA	21	44	8	4	1	3	16	4
WA	31	46	7	0	0	0	14	2
TAS	31	46	7	4	0	2	10	0
NT	28	36	12	0	0	1	22	1
ACT	42	38	1	0	0	0	18	2
Capital city / Other								
Capital city	30	38	7	2	1	1	18	4
Other location	26	42	5	3	0	1	20	4
Licences currently held								
Full car licence	28	41	6	1	<1	1	17	5
Heavy vehicle licence	23	38	3	0	0	0	33	5
Full motorcycle licence	16	37	10	0	0	2	1	33
Provisional car licence	47	33	3	9	0	0	6	2
Net: Currently licensed	30	41	6	2	<1	1	16	5
Frequency of road usage in an average week								
Every day	29	44	6	2	1	1	13	5
4–6 days a week	29	40	8	2	0	1	16	4
2–3 days a week	28	38	2	4	0	0	28	1
Once a week	61	1	0	0	0	0	25	14
Less than 1 day a week	68	25	7	0	0	0	0	0
Never, don't drive nowadays	29	23	0	0	0	6	42	0
Average frequency of driving to a destination over 50 km From home								
3 or more times a week	32	39	6	0	0	<1	21	2
At least once a week	32	38	6	3	0	2	16	5
At least every three months	29	46	5	2	1	1	12	5
Less often	35	31	10	0	0	0	19	5
Been directly involved in a road accident in the last three years								
Yes	33	35	3	5	0	3	17	6
No	27	40	7	2	<1	1	19	4

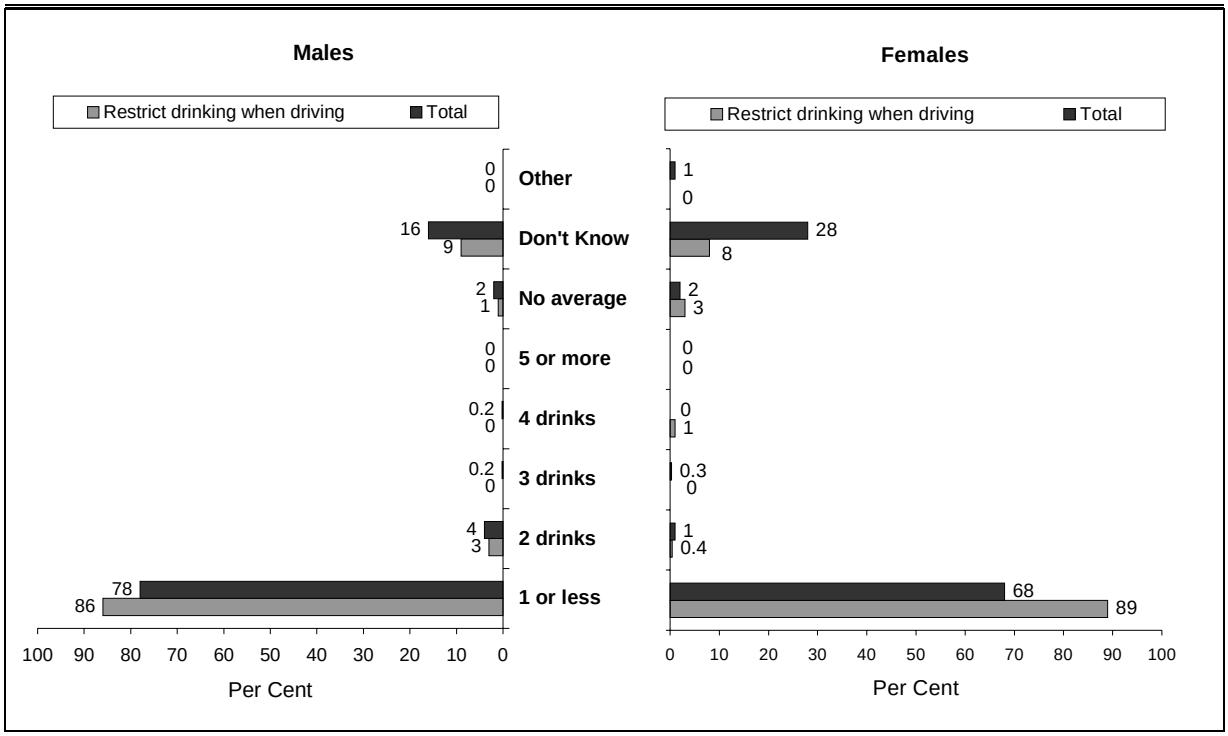
Base: Females (n=811).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.7.2 Subsequent Hours

The published guidelines suggest that one standard drink or less per hour after the first hour should keep most people below the .05 BAC limit.

Community perceptions as to the number of standard drinks that can be safely consumed after the first hour are more accurate than those reported in respect of the first hour. Reference to Figure 11 shows that a significantly higher proportion of males (78%) have accurate knowledge of the guidelines compared with females (68%). The result for males is almost exactly as per the 2002 result (77%) and the result for females is also largely unchanged from 2002 (66%). When looking only at those drivers that restrict what they drink when driving, there is very little difference between males and females, with 86% of such males correctly identifying one or less standard drinks in each subsequent hour, compared with 89% of females.

Figure 11: How many drinks after the first hour will keep you under 0.5? Males and females.



Base: Total sample

The quite large discrepancy between the proportion of the population that have accurate awareness of the number of standard drinks that can be consumed in the first hour (47% of males and 28% of females) and the number of standard drinks that can be safely consumed each hour thereafter (78% of males and 68% of females) is a pattern that has been evident in previous years of the survey program. Tables 14 and 15 show the levels of awareness amongst males and females as to the number of standard drinks that can be consumed after the first hour by selected characteristics.

Table 14: Males: Number of drinks that will keep you under .05 in subsequent hours by selected characteristics.

Selected characteristics	One or less	Two	Three	No average	Don't know	Other
	%	%	%	%	%	%
Total	78	4	<1	2	16	<1
Age group (years)						
15–24	**86#**	3	1	0	10	0
25–39	**88#**	2	0	1	9	1
40–59	81	4	0	2	13	0
60+	**53#**	7	<1	3	37	1
State / Territory						
NSW	**85#**	3	0	1	11	0
VIC	74	5	1	2	17	1
QLD	82	4	0	0	14	0
SA	60	3	0	4	33	1
WA	70	5	0	3	21	1
TAS	79	3	1	3	14	0
NT	**67#**	5	0	0	27	1
ACT	**86#**	3	1	3	7	1
Capital city / Other						
Capital city	78	4	0	2	16	1
Other location	78	3	1	1	16	0
Licences currently held						
Full car licence	79	4	0	2	15	<1
Heavy vehicle licence	82	3	<1	1	14	<1
Full motorcycle licence	89	3	<1	1	7	<1
Provisional car licence	85	0	0	0	15	0
Net: Currently licensed	79	4	0	2	15	<1
Frequency of road usage in an average week						
Every day	**83#**	3	0	1	12	1
4–6 days a week	70	7	0	3	20	<1
2–3 days a week	64	4	<1	3	29	0
Once a week	72	4	0	0	24	0
Less than 1 day a week	60	0	0	0	41	0
Never, don't drive nowadays	67	0	0	0	33	0
Average frequency of driving to a destination over 50 km from home						
3 or more times a week	84	3	0	2	11	<1
At least once a week	81	6	<1	2	11	<1
At least every three months	79	3	<1	<1	17	<1
Less often	66	3	0	4	28	0
Been directly involved in a road accident in the last three years						
Yes	82	5	0	<1	11	<1
No	78	4	<1	2	17	<1

Base: Males (n=827).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Table 15: Females: Number of drinks that will keep you under .05 in subsequent hours by selected characteristics.

Selected characteristics	One or less	Two	Three	No average	Don't know	Other
	%	%	%	%	%	%
Total	68	1	<1	2	28	1
Age group (years)						
15–24	**78#**	1	0	0	20	0
25–39	**83#**	<1	1	2	14	0
40–59	71	1	<1	2	24	2
60+	**40#**	<1	0	3	55	3
State / Territory						
NSW	72	0	0	1	27	0
VIC	60	<1	<1	2	33	4
QLD	71	1	1	1	26	0
SA	65	4	0	1	29	1
WA	73	0	0	4	22	0
TAS	**83#**	2	0	2	13	0
NT	69	0	0	1	27	5
ACT	73	3	0	1	23	0
Capital city / Other						
Capital city	69	1	<1	2	26	1
Other location	67	<1	1	1	31	1
Licences currently held						
Full car licence	70	1	<1	2	27	1
Heavy vehicle licence	64	0	0	0	36	0
Full motorcycle licence	63	0	0	0	3	34
Provisional car licence	94	0	0	0	6	0
Net: Currently licensed	72	1	<1	2	25	1
Frequency of road usage in an average week						
Every day	76	1	<1	2	20	1
4–6 days a week	67	1	0	<1	31	2
2–3 days a week	56	2	0	0	41	0
Once a week	82	0	0	0	18	0
Less than 1 day a week	100	0	0	0	0	0
Never, don't drive nowadays	39	0	0	6	55	0
Average frequency of driving to a destination over 50 km from home						
3 or more times a week	72	0	0	1	27	0
At least once a week	69	2	1	3	25	<1
At least every three months	**77#**	1	0	2	20	2
Less often	65	0	0	0	34	1
Been directly involved in a road accident in the last three years						
Yes	72	1	1	4	23	0
No	68	1	<1	1	29	2

Base: Females (n=811).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.8 Perceived effect of a blood alcohol level of .05 on ability to act safely as a pedestrian

As per previous years of the survey, 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?'

The proportion of the community that considered that their ability to act safely as a pedestrian would be impaired by a blood alcohol level of .05 (57%) was exactly the same as that recorded in 2002. A further third (33%) thought that a blood alcohol reading of .05 would not affect their ability to act safely as a pedestrian, and 10% didn't know.

5. Speed

As noted earlier, "speeding" was mentioned as one of three main factors contributing to road crashes by 62% of the community and, as such, is seen by the community as the main factor contributing to road crashes. This section explores community perceptions as to the level of speed limit enforcement, speeding tolerances, attitudes to selected issues regarding speeding, and self-reported speeding behaviour.

5.1 Perceptions of Changes in Speed Enforcement over the Last Two Years

All respondents were asked;

'In the last two years, in your opinion, has the amount of speed limit enforcement carried out by police and speed cameras increased, stayed the same, or decreased?'

The results are presented in Table 16 and show that 72% of all respondents are of the view that the level of speed limit enforcement has increased in the last two years, 19% perceive no change, 4% feel as though there has been a decrease and 4% don't know. Figure 12 provides a time series dating back to 1995 showing the proportion of the community that feel as though there has been an increase in the level of speed limit enforcement. Reference to this figure shows that the current figure represents a significant increase in the proportion of the community holding this view (65% in 2002) and confirms an upward trend in recent years (from 58%) in 2001.

When looking at perceptions as to the level of speed enforcement by selected driver characteristics, it emerges, consistent with previous years, that males are significantly more likely than females to hold the view that the level of speed limit enforcement has increased (76% for males and 68% for females). When looking at these perceptions by age, it is apparent that persons aged 60 years and over (55%), once again as per previous years, are significantly less likely than other age groups to hold the view that the level of speed limit enforcement has increased.

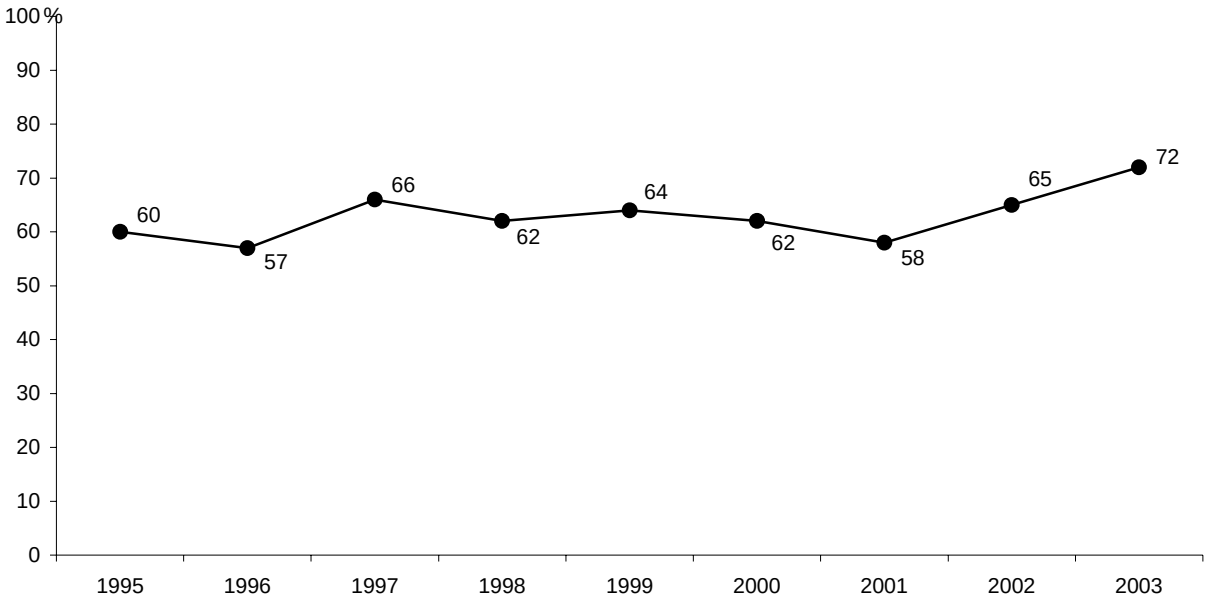
An analysis of state / territory data shows that residents of the Northern Territory are the least likely to hold the view that the level of speed limit enforcement has increased (64%), with those living in the ACT being the most likely to hold this view (77%). This level of variation in the state / territory results was also evident in the 2002 data. Motorcyclists and those holding heavy vehicle licences are significantly more likely to hold the view that the level of speed limit enforcement has increased over the past two years. Those that drive to a destination more than 50 km from their home at least three times a week (i.e. frequent road users) are more likely to hold this view than infrequent road users.

Table 16: Perceptions regarding the level of speed limit enforcement over the last two years by selected characteristics.

Selected characteristics	Increased	Same	Decreased	Don't know
	%	%	%	%
Total	72	19	4	4
Sex				
Male	76	17	5	3
Female	68	22	4	6
Age group (years)				
15–24	76	18	4	2
25–39	73	20	2	4
40–59	80	14	4	2
60+	55	27	7	11
State / Territory				
NSW	72	21	4	3
VIC	75	17	3	6
QLD	73	19	5	4
SA	68	20	6	6
WA	68	20	**8#**	4
TAS	66	**29#**	4	2
NT	64	27	4	5
ACT	77	15	5	3
Capital city / Other				
Capital city	72	20	4	4
Other location	72	19	5	5
Licences currently held				
Full car licence	73	19	4	3
Heavy vehicle licence	**81#**	**13#**	5	1
Full motorcycle licence	**86#**	**7#**	6	1
Provisional car licence	74	21	3	3
Net: Currently licensed	74	19	4	3
Frequency of road usage in an average week				
Every day	76	17	5	2
4–6 days a week	66	**26#**	3	5
2–3 days a week	68	23	5	4
Once a week	77	20	–	4
Less than 1 day a week	75	8	–	17
Never, don't drive nowadays	50	33	9	7
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	80	16	3	2
At least once a week	77	16	5	1
At least every three months	72	21	4	3
Less often	68	18	4	11
Been directly involved in a road accident in the last three years				
Yes	75	21	2	2
No	72	19	4	4

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Figure 12: Perception that level of RBT has increased over the last two years, 1993 to 2003.



Base: Total sample.

5.2 Incidence of Being Booked for Speeding

Respondents that have held a licence and driven in the last two years were asked;

'Have you personally been booked for speeding in the last two years?'…and, if so,

'Have you personally been booked for speeding in the last six months?'

Just under a quarter (23%) of those that have held a licence and driven in the last two years had been booked for speeding at some stage during that period, with 35% of this group (8% of current drivers) reporting having been booked for speeding in the last six months.

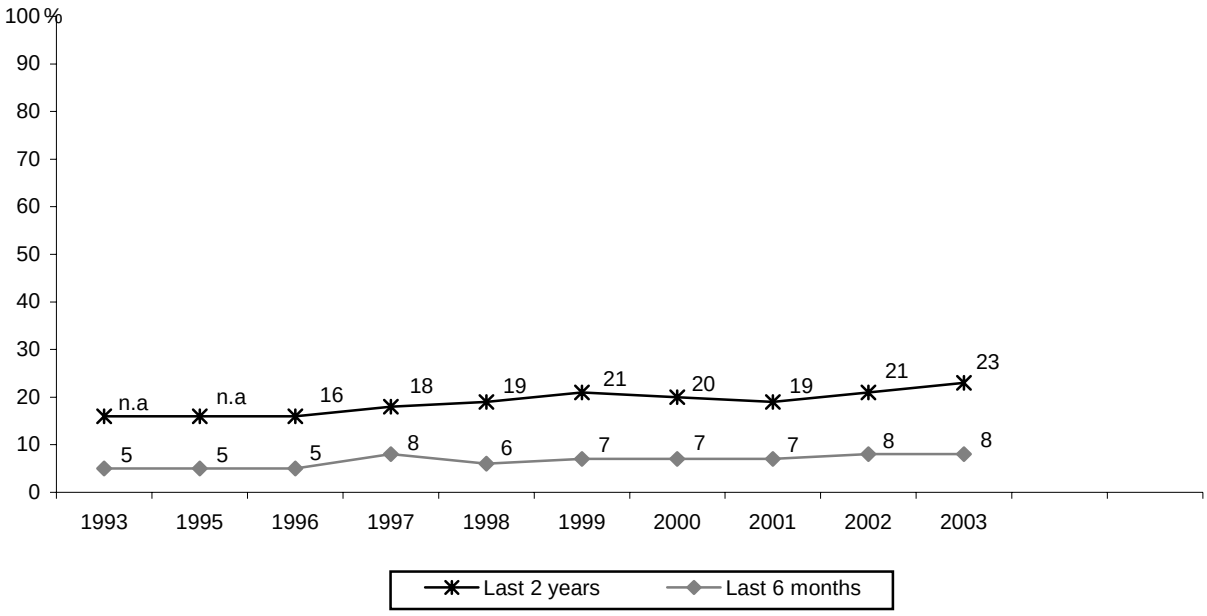
Looking more closely at the data, the results presented in Table 17 (following pages) show that a significantly higher proportion of males (27%) compared with females (19%) reported having been booked for speeding in the last two years. The corresponding figures from CAS 15 were 28% for males and 13% for females, which represents a significant increase in the proportion of females reportedly having been booked for speeding. The incidence of being booked for speeding also varies considerably by age group, with persons aged 60 years and over being significantly less likely to have been booked for speeding in the previous two years (13%) than drivers from any other age group. This finding is consistent with those of previous years.

Reported levels of having been booked for speeding over the last two years vary substantially by state / territory, with New South Wales residents significantly less likely (at 13% down from 16% in 2002) than those residing in other states / territories to report having been booked in the last two years. Conversely, drivers in Western Australia and Queensland (both at 31%) were significantly more likely than their counterparts in other states / territories to report having been booked for speeding during this period. The Queensland result represents a significant increase from 18% in 2002. An examination of

the data by location shows that capital city residents are significantly more likely to have reported being booked for speeding in the last two years (26% up significantly from 22% in 2002) than their those who live outside the capitals (17%, down from 19% in 2002). As has been the case in previous years, more frequent road users had a higher reported incidence of having been booked for speeding.

When looking the reported incidence of speeding just in the last six months, 15 to 24 year olds (14%) are significantly more likely to report having been booked than other age groups as are holders of a motorcycle licence (15%). The reported incidence in NSW and the Northern Territory for the last six months is only 2%.

Figure 13: Personally booked for speeding in last 2 years and last 6 months, 1993 to 2003.



Base: Current drivers (n=1,462).

Table 17: Personally booked for speeding in last 2 years and last 6 months.

Selected characteristics	Last 2 years	Last 6 months
	%	%
Total	23	8
Sex		
Male	27	9
Female	19	7
Age group (years)		
15–24	21	**14#**
25–39	22	7
40–59	25	11
60+	13	6
State / Territory		
NSW	**13#**	**2#**
VIC	26	13
QLD	**31#**	11
SA	23	5
WA	**31#**	10
TAS	17	7
NT	22	**2#**
ACT	28	8
Capital city / Other		
Capital city	26	8
Other location	17	7
Licences currently held		
Full car licence	23	8
Heavy vehicle licence	**30#**	9
Full motorcycle licence	**34#**	**15#**
Provisional car licence	21	15
Net: Currently licensed	23	8
Frequency of road usage in an average week		
Every day	27	10
4–6 days a week	**10#**	2
2–3 days a week	17	3
Once a week	14	14
Less than 1 day a week	–	**–#**
Never, don't drive nowadays	4	**–#**
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	38	**16#**
At least once a week	23	7
At least every three months	20	4
Less often	9	4
Been directly involved in a road accident in the last three years		
Yes	32	11
No	21	7

Base: Current drivers (n=1,462).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Having been booked for speeding seemingly has a significant impact on individuals' perceptions as to the level of speed limit enforcement. This is evidenced by the results provided in Table 18, which show that drivers who have been booked in the last six months (at 85%), and those who report having been booked for speeding in the last two years (79%) are significantly more likely than drivers overall (72%) to be of the view that the level of speed limit enforcement has increased over the last two years.

Table 18: Perceived level of speed limit enforcement by whether or not booked for speeding in last 2 years / 6 months.

	Increased	Same	Decreased	Don't know
Total	72	19	4	4
Booked last two years	**79#**	16	4	1
Booked last six months	**85#**	10	5	–
Not booked	72	20	5	4

# Denotes statistically significant at the 95% confidence interval.

5.3 Perceived acceptable and actual speed tolerances in 60 km/hr zones in urban areas

All respondents were asked the following two questions:

'Thinking about 60 km/hr speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?' ("acceptable" speed tolerance)

and…'*How far over the speed limit are people generally allowed to drive without being booked for speeding?'* (perceived "actual" speed tolerance).

The results from these questions are shown in Figure 14.

Just over a third (35%) of the total sample believe that there should be no tolerance when it comes to booking people for speeding, that is, the fastest people *should* be allowed to travel in a 60 km/hr zone in an urban area is 60 km/hr. Other prevalent responses for how fast people should be able to travel in a 60 km/hr zone were 65 km/hr (31%) and 70 km/hr (10%). The median acceptable speed, that is the speed 50% of responses were above and 50% were below, was 64.1 km/hr.

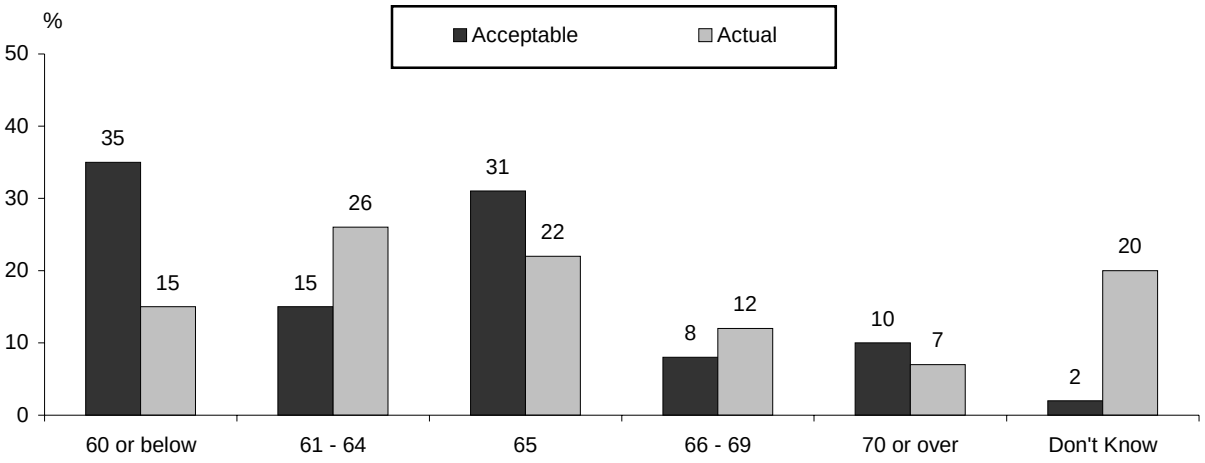
CAS 16 data for this question is not strictly comparable with that collected in previous years. Although the same question was asked in past surveys, respondents were prompted with 5 km/hr ranges, whereas this year the interviewers probed for a specific km/hr response. However, there is reasonable consistency between the CAS 15 and CAS 16 responses.
CAS 15 showed that 49% of the community thought the maximum permitted speed in a 60 km/h zone should be 60 km/h rather than 65 or more (compared to 50% nominating less that 65 km/h this year); 49% of CAS 15 respondents thought that a speed of 65 km/h or more was tolerable (the same as this year's result), and 9% thought that a speed of 70 km/hr was acceptable (compared with 10% this year).

In both CAS 15 and CAS 16, community acceptance of speeding in 60 km/h zones was substantially lower than it was a few years ago: in CAS 8 (1995), 60% thought speeds of 65 km/h or more should be tolerated, and 26% nominated speeds of 70 km/h or more (compared to 49% and 10%, respectively, in 2003).

When asked what speed was permitted in 60 km/hr zones in urban areas before a speeding fine would be issued (this data was collected on a comparable basis with 2002, when the question was first introduced), we see that 15% of the community (12% in 2002) think that zero tolerance is enforced, 48% responded within the range 61 to 65 km/h (52% in 2002), and 19% felt there is tolerance of speeds greater than 65 km/hr without a speeding fine being issued (28% in 2002). The proportion of respondents that provided a "don't know" response to the question regarding perceived actual speed tolerances was 8% in 2002 and 20% in 2003.

The median permitted speeding tolerance was 64.7 km/hr, almost identical to 2002 (64.4 km/hr).

Figure 14: Perceived acceptable and actual speeding tolerances in 60 km/hr urban zones.



Base: Total sample (n=1,638).

Table 19 shows provides a breakdown of the median speeds the community regarded as acceptable and those considered to be generally permitted. The table also provides a further breakdown of the population that believe there should be no tolerance in 60 km/hr urban zones (i.e. the fastest people *should* be allowed to travel is no more than 60 km/hr), and those that believe that the no tolerance approach to speeding is actually enforced in these zones.

Looking firstly at those who consider 60 km/hr to be the speed that people should travel in these zones, CAS 16 data tells us that this view is more strongly held by those aged 60 years and over (51%) than any other age group. It is also a view less widely held in capital cities (32%) compared to other areas (39%), and less widely held in South Australia (26%) and Tasmania (23%) than other states / territories. These views are reflected in the median acceptable speeds, which show that those aged 60 years and over have the lowest median acceptable speed (60.8 km/hr), whereas those living in capital cities (64.2 km/hr), South Australia (64.5 km/hr) and Tasmania (64.5 km/hr also) generally report slightly higher 'acceptable' speed limits in 60 km/hr urban zones.

When looking at those groups in the population that hold the view that speed limits will be enforced as soon as the 60 km/hr speed limit is exceeded in urban areas (15% of the total population), it emerges that this view is significantly less likely to be held by 15 to 24 year olds (7%) and South Australian residents (8%). The state / territory reporting the highest median "actual" speed limit tolerance was Tasmania (65.7 km/hr) and the one reporting the lowest was Victoria (63.5 km/hr). The situation in Victoria is somewhat unique, in that a speed camera tolerance of 3 km/hr has been publicised since 2002. As such, 30% of the Victorian community, compared with just 13% nationally, nominated 63 km/hr as the speed at which people could drive in 60 km/hr zones in urban areas without being booked (see Table 20).

Table 19: Median "acceptable" and "actual" speed limits and the proportion of the population citing "no tolerance" speed limit enforcement in 60 km/hr zones in urban areas.

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	Km/hr	%	km/hr	%
Total	64.1	35	64.7	15
Sex				
Male	64.3	33	64.8	14
Female	63.6	36	64.7	15
Age group (years)				
15–24	64.4	26	64.7	7
25–39	64.5	31	65.1	13
40–59	64.2	31	64.6	17
60+	60.8	51	64.6	18
State / Territory				
NSW	64.2	36	65.0	16
VIC	63.6	32	63.5	17
QLD	63.0	41	65.2	14
SA	64.5	**26#**	65.6	**8#**
WA	64.3	31	64.7	12
TAS	64.5	**23#**	65.7	9
NT	63.3	42	64.6	11
ACT	64.2	33	65.4	10
Capital city / Other				
Capital city	64.2	32	64.8	13
Other location	63.5	39	64.6	17
Licences currently held				
Full car licence	64.2	33	63.9	14
Heavy vehicle licence	64.1	37	64.8	20
Full motorcycle licence	64.4	34	64.9	12
Provisional car licence	64.3	24	64.8	12
Net: Currently licensed	64.2	33	64.8	14
Frequency of road use in an average week				
Every day	64.3	31	64.8	15
4–6 days a week	63.1	38	64.6	15
2–3 days a week	64.2	35	65.0	11
Once a week	63.0	18	64.7	5
Less than 1 day a week	61.3	48	64.6	10
Never, don't drive nowadays	62.6	36	64.4	15
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	64.1	35	64.9	18
At least once a week	64.3	33	64.7	18
At least every three months	64.2	30	64.8	**9#**
Less often	63.5	37	64.4	18
Been directly involved in a road accident in the last three years				
Yes	60.9	**27#**	64.5	10
No	64.3	36	65.2	16

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Table 20: Maximum perceived actual speed allowed in a 60 km/hr urban zone, by State and Territory.

		State / Territory							
	Total	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
Speed allowed	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Nothing over 60 km/hr	15	16	17	14	8	12	9	11	10
61 km/hr	1	2	1	1	0	1	3	1	<1
62 km/hr	6	6	8	5	5	8	2	6	3
63 km/hr	13	**8#**	**30#**	**7#**	8	12	5	**10#**	8
64 km/hr	5	5	3	5	3	9	4	7	5
65 km/hr	22	23	**14#**	26	25	27	23	21	25
66–69 km/hr	12	11	6	13	**25#**	13	21	7	20
70 km/hr and over	7	9	**2#**	9	9	7	**14#**	6	12
Don't know	20	21	19	21	18	12	19	**31#**	17
Total	100	100	100	100	100	100	100	100	100
Base: Total sample (n=1,638)	1,638	282	248	238	185	195	166	162	162

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

5.4 Perceived acceptable and actual speed tolerances in 100 km/hr rural zones

All respondents were asked the following two questions:

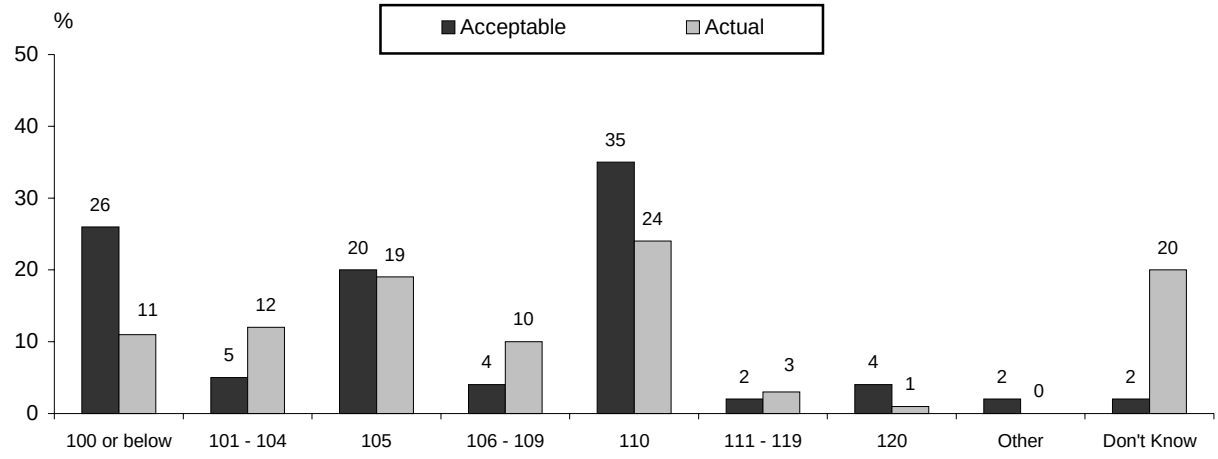
'Thinking about 100 km/hr speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?' ("acceptable" speed tolerance)

and…*'How far over the speed limit are people generally allowed to drive without being booked for speeding?'* (perceived "actual" speed tolerance).

The results from these questions are shown in Figure 15 on the following page. As previously noted, CAS 16 data for this line of questioning is not strictly comparable to previous years' surveys, as prior to CAS 16, respondents were prompted with 5 km/hr ranges rather than probed for a specific km/hr response. Just over a quarter (26%) of the community thought that the maximum speed people should be able to travel in a 100 km/hr rural area without being booked was 100 km/hr. This finding indicates a slightly more relaxed attitude toward speeding in 100 km/hr rural areas compared with 60 km/hr urban zones (in which 35% of the community thought that an acceptable speed was no more than the speed limit). A fifth of respondents considered a maximum of 105 km/hr to be an acceptable speed in a 100 km/hr zone and over a third (35%) considered a maximum of 110 km/hr to be an acceptable speed in a 100 km/hr rural zone. The median acceptable speed was 105.7 km/hr.

Just over 1 in 10 respondents (11%) thought that there no permitted tolerance for speeding in a 100 km/hr zone (compared with 15% holding the same view with regard to 60 km/hr zones in urban areas), almost a quarter (24%) thought that there was a 10 km/hr threshold for speeding in a 100 km/hr rural area before a speeding fine would be imposed, 19% thought that there was a 5 km/hr tolerance, and 12% gave answers of 101 to 104 km/hr. The median speed people thought was actually tolerated in a 100 km/hr rural area was 107.1 km/hr. The 2003 findings are somewhat different to those reported in 2002, when 10% of respondents felt there was no actual tolerance for speeding in a 100 km/hr rural zone without being booked, 31% felt that 110 km/hr was generally permitted and 21% felt that 105 km/hr was generally permitted.

Figure 15: Perceived acceptable and actual speeding tolerances in 100 km/hr rural areas.



Base: Total sample (n=1,638).

Table 21 shows the acceptable and actual median speeds in 100 km/hr rural areas, as well as providing a further breakdown of the population that believe there *should* be no tolerance given in 100 km/hr zones in rural areas, and those that believe that there *is* no tolerance of speeding in these zones.

As previously noted, 26% of the total sample hold the view that drivers should not exceed the speed limit at all in 100 km/hr zones without being fined. This view is significantly more widely held by those aged 60 years and over (43%) than any other age group, and reflects the relatively hard line generally taken against speeding by this age group (they were also more likely to hold this view with respect to speeding in 60 km/hr zones in urban areas). Females (at 32%) were also significantly more likely than males (20%) to hold the view that people should not be able to exceed the speed limit in 100 km/hr zones in rural areas without being booked. The extent to which the no tolerance view of speeding in 100 km/hr zones was held in the various states and territories varied somewhat, ranging from 21% in Western Australia to 31% in Queensland.

When looking at the speed limits that people thought were enforced in 100 km/hr rural zones, further reference to Table 20 shows that 11% of the population think that drivers will be booked if they exceed the speed limit in these areas by any margin at all. The corresponding figure in 2002 was 10%. South Australian (5%) and Tasmanian residents (2%) were significantly less likely than residents of other states and territories to hold the view that there was zero tolerance of speeding in 100 km/h zones. The same holds true for 15 to 24 year olds compared with those aged 40 years and over.

Of the states and territories, Victoria (as was the case in 2002) had the lowest median perceived speed tolerance (104.9 km/hr), and NSW once again had the highest (109.1 km/hr in 2002 and 109.4 km/hr in 2003), in conjunction with Tasmania (also 109.4 km/hr in 2003).

Table 21: Median "acceptable" and "actual" speed limits and the proportion of the population citing "no tolerance" speed limit enforcement in 100 km/hr zones in rural areas.

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/hr	%	km/hr	%
Total	105.7	26	107.1	11
Sex				
Male	108.4	20	108.0	11
Female	105.1	32	106.0	11
Age group (years)				
15–24	109.1	22	106.9	7
25–39	109.2	18	108.0	10
40–59	105.7	24	107.2	12
60+	102.3	43	105.8	13
State / Territory				
NSW	108.1	26	109.4	11
VIC	105.1	26	104.9	14
QLD	106.6	31	108.8	9
SA	106.1	25	109.2	**5#**
WA	105.8	21	105.9	11
TAS	109.2	24	109.4	**2#**
NT	108.2	27	108.7	6
ACT	106.8	22	108.7	6
Capital city / Other				
Capital city	105.9	27	107.3	10
Other location	105.5	25	106.8	12
Licences currently held				
Full car licence	105.8	24	107.3	11
Heavy vehicle licence	108.2	19	109.2	16
Full motorcycle licence	109.3	22	108.7	12
Provisional car licence	108.4	17	106.5	6
Net: Currently licensed	105.9	24	107.3	11
Frequency of road usage in average week				
Every day	107.7	21	107.4	12
4–6 days a week	105.2	30	105.8	11
2–3 days a week	106.0	31	109.1	5
Once a week	106.0	10	106.7	3
Less than 1 day a week	103.6	29	105.4	12
Never, don't drive nowadays	102.4	41	109.3	2
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	109.1	17	108.4	16
At least once a week	107.6	23	106.6	14
At least every three months	105.8	22	107.0	7
Less often	104.7	36	107.3	12
Been directly involved in a road accident in the last three years				
Yes	107.1	27	106.0	8
No	105.6	26	107.3	11

Base: Current drivers (n=1,462)
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

5.5 Attitudes to speeding, speed enforcement and speeding penalties

This section examines community attitudes to speeding, speed enforcement and speeding penalties, by firstly identifying broad community attitudes to speeding and speed limit enforcement, and then looking at the level of community support / opposition for a number of specific speed-related road safety countermeasures.

5.5.1 Selected general attitudes to speeding

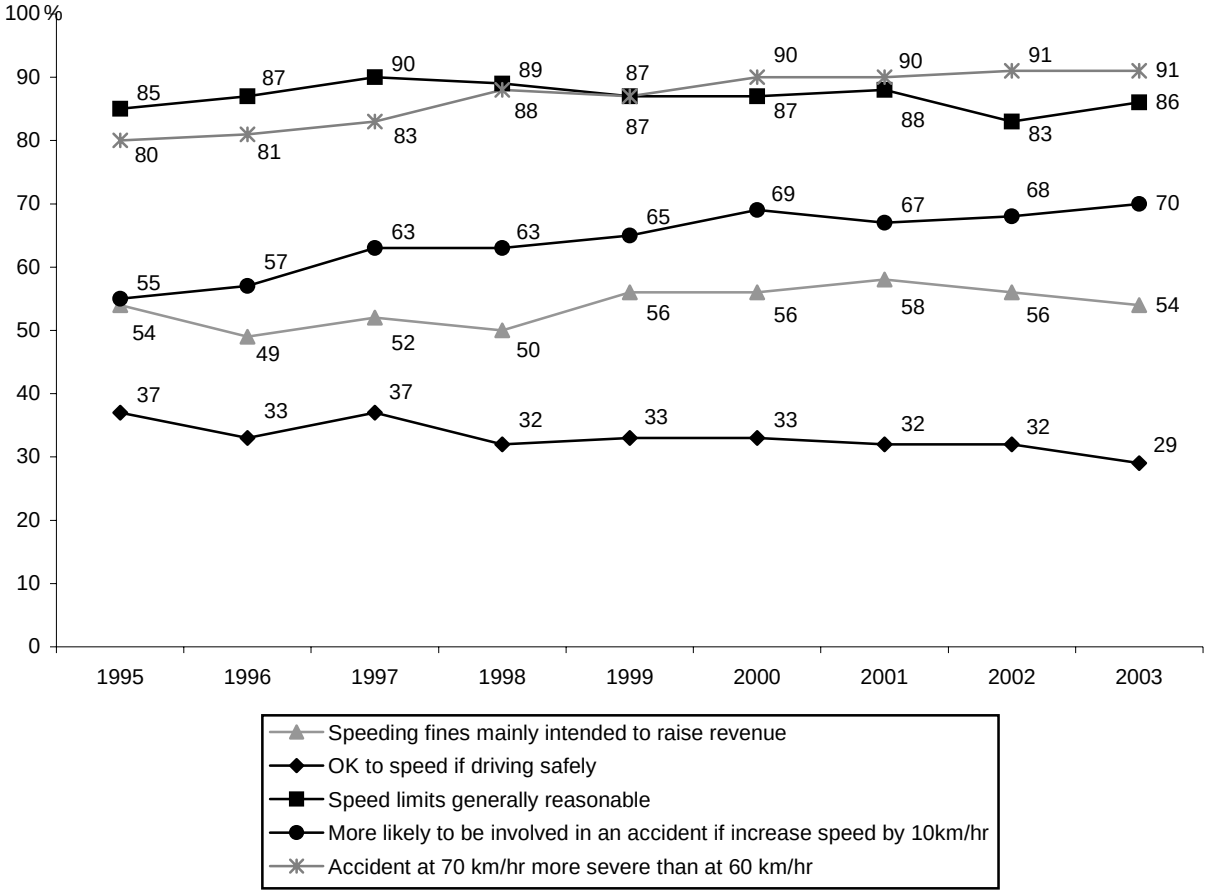
All respondents were asked to consider five statements on speed issues and express their level of agreement or disagreement. The statements were:

- *Fines for speeding are mainly intended to raise revenue*
- *I think it is okay to exceed the speed limit if you are driving safely*
- *Speed limits are generally set at reasonable levels*
- *If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in a car accident*
- *An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr*

The percentage agreement with these statements, dating back to 1995, is provided in Figure 16.

The proportion of the community agreeing that an accident at 70 km/hr will be more severe than an accident at 60 km/hr has been fairly static in recent years, but increased by 11% over the entire period (from 80% in 1995 to 91% in 2003). The level of agreement with the statement that speed limits are generally set at reasonable levels has fluctuated somewhat over recent years, from 88% in 2001 down to 83% in 2002 and back to 86% this year. Awareness of the road safety message that you are more likely to be involved in a road accident if you increase your speed by 10 km/hr has continued to increase steadily, from 55% in 1995 to 70% in 2003. There has been a slight tapering in the extent to which the view is held that speeding fines are mainly intended to raise revenue, down from a peak of 58% in 2001 to 54% this year, and also a tapering off in the proportion of the community that believe it is OK to speed as long as you're driving safely, down from 32% in 2002 to 29% in 2003 – significant at the 90% confidence interval.

Figure 16: Selected general attitudes towards speeding, 1995 – 2003.



Base: Total sample

When we look at the variation in the extent to which these views are held by various sub groups in the community, consistent with recent years, some general tendencies start to emerge (as per Table 22). Looking firstly at *speed limits and speed limit enforcement*, we see that females are significantly more likely than males to support the status quo, with a lower proportion viewing speeding fines as mainly for revenue raising purposes (48% of females and 60% of males), and a higher proportion holding the view (88% of females and 83% of males) that speed limits are generally reasonable.

Still looking at general attitudes to speed limits and speed limit enforcement, CAS 16 data also shows that, generally speaking, more frequent road users (i.e. those that use the roads everyday and/or travel to a destination more than 50 km from home at least three times a week) are more inclined than less frequent road users to hold the view that speeding fines are mainly intended for revenue raising, and less inclined towards thinking that speed limits are generally set at reasonable levels. The same can also be said of motorcycle licence holders, of whom 59% think that speeding fines are mainly intended for revenue raising (compared with 54% overall), and 73% (compared with 86% overall) think that speed limits are generally reasonable.

The state / territory data shows no significant differences in the extent to which speeding fines are considered to be mainly intended to raise revenue, but the Northern Territory stands out as significantly different from all other states and territories in terms of the extent to which the speed limits are generally considered to be reasonable (94% for the Northern Territory compared with 86% overall). The corresponding figure for the Northern Territory in 2002 was 88%.

An examination of perceptions with regard to the *safety-related aspects of speeding* across the various sub groups shows a degree of variation in the take-up of the various speed-related road safety messages. Once again, females differ from males in that they are significantly less likely to hold the view that it is OK to speed if driving safely (a proposition endorsed by only 22% of females compared with 36% of males), and more likely (although not significantly so) to be aware that the likelihood of being involved in a road accident increases if speed increases by 10 km/hr (72% of females and 69% of males) and that an accident at 70 km/hr will be more severe than one at 60 km/hr (supported by 93% of females and 89% of males).

Still looking at the safety-related aspects of speeding, other findings of interest include the relatively low level of awareness amongst heavy vehicle licence holders that they are more likely to be involved in a road accident if they increase their speed by 10 km/hr (63% compared with 70% overall), the relatively high proportion of motorcycle licence holders that hold the view that it is OK to speed if driving safely (41% compared with 29% overall), and the relatively low proportion of motorcycle licence holders (54% compared with 70% overall) that think that they are more likely to be in a road accident if they increase their speed by
10 km/hr. The proportion of provisional car licence holders that held the view that it was OK to speed if driving safely was less than half that of the total population (14% compared with 29% overall), and this group were also significantly more likely to be aware of the increased possibility of being involved in an accident if they increase their speed by 10 km/hr.

The main variations in the state / territory data related to the relatively high (though not statistically significant) proportion of New South Wales residents (35%) that held the view that it was OK to speed if driving safely, the significantly higher level of awareness amongst Victorians of the dangers associated with increasing speed by 10 km/hr (77% compared with 70% overall), and the significantly lower proportion of Northern Territorians holding the view that an accident at 70 km/hr will be more severe than one at 60 km/hr (84% compared with 91% overall).

Table 22: Percentage agreement (strongly / somewhat) with statements on speed related by selected characteristics.

Selected characteristics	Speeding fines mainly intended to raise revenue	OK to speed if driving safely	Speed limits generally reasonable	More likely to be involved in an accident if increase speed by 10 km/hr	Accident at 70 km/hr more severe than 60 km/hr
	%	%	%	%	%
Total	54	29	86	70	91
Sex					
Male	60	36	83	69	89
Female	48	22	88	72	93
Age group (years)					
15–24	57	29	89	74	87
25–39	54	26	86	72	94
40–59	56	31	83	64	90
60+	49	30	87	74	92
State / Territory					
NSW	55	35	87	66	89
VIC	55	25	84	**77#**	93
QLD	51	25	85	68	91
SA	57	27	85	73	94
WA	55	29	82	68	91
TAS	58	20	89	71	96
NT	48	29	**94#**	62	**84#**
ACT	49	33	86	70	91
Capital city / Other					
Capital city	54	29	85	72	91
Other location	54	29	87	67	91
Licences currently held					
Full car licence	55	31	84	68	92
Heavy vehicle licence	51	33	85	**63#**	92
Full motorcycle licence	59	**41#**	**73#**	**54#**	91
Provisional car licence	54	**14#**	91	**89#**	90
Net: Currently licensed	55	30	85	69	91
Frequency of road usage in an average week					
Every day	57	29	84	68	93
4–6 days a week	52	36	87	76	92
2–3 days a week	48	31	88	63	96
Once a week	36	21	88	75	87
Less than 1 day a week	36	21	87	78	80
Never, don't drive nowadays	51	8	95	87	75
Average frequency of driving to a destination over 50 km from home					
3 or more times a week	65	31	80	60	90
At least once a week	58	30	88	70	93
At least every three months	51	30	86	71	93
Less often	49	28	82	73	90
Been directly involved in a road accident in last three years					
Yes	56	28	89	76	92
No	54	29	85	79	91

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

5.5.2 Attitudes to the level of speed limit enforcement and penalties for speeding

All respondents were asked;

'Do you think the amount of speed limit enforcement activity by police and speed cameras should be increased, stay the same, or decreased?'…and then,

'Do you think the penalties for exceeding speed limits should be more severe, or should they be less severe, or should they stay the same as they are now?'

These two measures, included in the CAS program for the first time this year, show the percentage of the community that believe the level of speed limit enforcement and the severity of penalties for speeding should be increased (see Table 23).

Looking initially at the level of support for increasing the amount of speed limit enforcement, 45% of the community think that the level of speed limit enforcement should be increased, an almost identical proportion (46%) believe the amount of speed limit enforcement should remain the same, 7% feel as though there should be a decrease, and 2% don't know.

The proposition that the amount of speed limit enforcement should be increased attracts relatively low levels of support in the ACT (34% in favour), amongst those driving to a destination 50 km or more from their home three or more times a week (36%), amongst those holding a heavy vehicle licence (35%) and amongst holders of full motorcycle licences (29%). On the other hand, the proposition receives relatively strong support amongst New South Wales residents (48% in favour), females (52%) compared with males (38%), and amongst provisional car licence holders (59%).

The proposition that the severity of speeding penalties be increased attracts lower levels of community support, with 25% in favour, 60% believing they should stay the same and 11% who would like the severity reduced. Once again, females were more likely to support the proposition than males (27% compared to 21%), those in NSW showed more support (29% compared with 25% overall) and persons aged 60 years and over (37%) were more likely to support the proposition than other groups in the community.

Table 23: Percentage of the community that think the total amount of speed limit enforcement and the severity of speeding penalties should be increased.

Selected characteristics	Increase level of enforcement	Increase severity of penalties
	%	%
Total	45	25
Sex		
Male	38	21
Female	52	27
Age group (years)		
15–24	45	20
25–39	46	23
40–59	42	20
60+	48	37
State / Territory		
NSW	48	29
VIC	45	23
QLD	47	24
SA	40	19
WA	37	24
TAS	41	24
NT	41	20
ACT	**34#**	17
Capital city / Other		
Capital city	45	24
Other location	46	25
Licences currently held		
Full car licence	43	24
Heavy vehicle licence	**35#**	19
Full motorcycle licence	**29#**	14
Provisional car licence	**59#**	16
Net: Currently licensed	44	23
Frequency of road usage in an average week		
Every day	42	20
4–6 days a week	50	27
2–3 days a week	37	29
Once a week	41	32
Less than 1 day a week	60	**51#**
Never, don't drive nowadays	64	47
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	**36#**	19
At least once a week	42	26
At least every three months	47	21
Less often	42	30
Been directly involved in a road accident in the last three years		
Yes	46	20
No	45	26

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

5.5.3 Attitudes to lowering the speed limit in residential zones

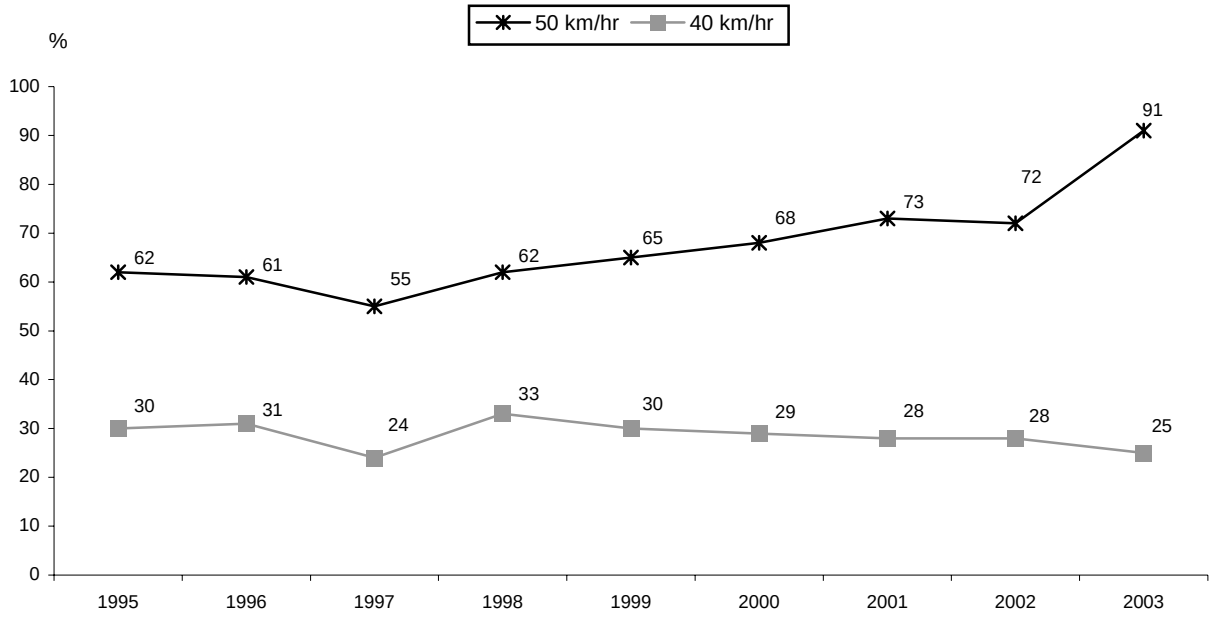
All respondents were told that some road safety authorities believe the speed limit in residential areas should be lowered from 60 km/hr to 50 or 40 km/hr and that it would only apply to local streets and minor roads, not arterial roads or highways. They were then asked:

'How would you feel about a decision to lower the speed limit in local streets and minor roads in residential areas to 50 km/hr?' and then, *'…to 40 km/hr?'*

Reference to Figure 17 shows a very marked increase in public support for this initiative, from 72% in 2002 (46% strongly, 26% somewhat approve) to 91% in 2003 (64% strongly, 27% somewhat).

It is interesting to note that the introduction of 50 km/hr zones in residential areas has not resulted in increased public support for 40 km/hr zones, with support for the introduction of the lower speed limit declining from 28% in 2002 to 25% in 2003.

Figure 17: The percentage of the community that supports the lowering of the speed limit in residential streets and minor roads to 50 km/hr and 40 km/hr.



Base: Total sample.

By 2003, most jurisdictions had introduced a default speed limit of 50 km/h in built-up areas: generally if there is no sign the speed limit is 50 km/h. In practice, arterial and collector roads are usually speed-zoned to 60 km/h or more, so that the default limit applies mainly to "local streets" that do not have a major through-traffic function.

Although an increase in support for 50km/h limits would be expected after the measure was almost fully implemented nationally, the increase shown in Figure 17 is much larger than the pattern of results from recent years would suggest. Table 24 shows that the increase appears in all jurisdictions and not just those that introduced 50km/h speed limits relatively recently. The data on this question have been checked with particular care.

Table 24: Percentage of the community in each State / Territory that supports lowering the speed limit to 50 km/hr in residential areas, 1999 to 2003

	1999	2000	2001	2002	2003
	%	%	%	%	%
Total	65	68	73	72	91
State / Territory					
NSW	66	70	74	68	89
VIC	63	70	78	75	93
QLD	71	73	73	77	91
SA	63	64	66	77	94
WA	60	60	62	69	91
TAS	57	60	64	63	96
NT	60	57	63	65	84
ACT	60	55	72	77	91

Support for the introduction of the 50 km/hr zone in residential areas is universally high. To the extent that variation exists, support can be said to be stronger amongst females relative to males (93% and 89% respectively), highest in Tasmania (96%) and South Australia (94%), and significantly lower in the Northern Territory (84%), where 50 km/hr zones have not been introduced yet other than a small trial in 1994.

The proposition that a 40 km/hr limit be introduced attracts a more varied response, with females, once again more supportive of the proposition than males (28% and 23% respectively), and with relatively high levels of support also evident amongst persons aged 60 years and over (33%), Northern Territorians (39%, significantly higher than the overall result) and less frequent road users. Conversely, support for the 40 km/hr proposition was at its lowest in Western Australia and Tasmania (both at 16%), and amongst heavy vehicle licence holders (18%).

Table 25: Percentage of the community that support lowering the speed limit to 50 km/hr and 40 km/hr in residential areas.

Selected characteristics	Support 50 km/hr	Support 40 km/hr
	%	%
Total	91	25
Sex		
Male	89	23
Female	93	28
Age group (years)		
15–24	87	21
25–39	94	26
40–59	90	22
60+	92	33
State / Territory		
NSW	89	24
VIC	93	28
QLD	91	29
SA	94	24
WA	91	**16#**
TAS	96	**16#**
NT	**84#**	**39#**
ACT	91	22
Capital city / Other		
Capital city	91	25
Other location	91	26
Licences currently held		
Full car licence	92	23
Heavy vehicle licence	92	**18#**
Full motorcycle licence	92	23
Provisional car licence	90	28
Net: Currently licensed	91	23
Frequency of road usage in an average week		
Every day	93	21
4–6 days a week	92	25
2–3 days a week	86	24
Once a week	87	37
Less than 1 day a week	80	34
Never, don't drive nowadays	75	49
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	90	25
At least once a week	93	17
At least every three months	93	22
Less often	89	32
Been directly involved in a road accident in the last three years		
Yes	92	23
No	91	26

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

5.6 Self-reported driving behaviour

This section examines whether or not the changing perceptions of speeding and speed enforcement identified in the previous sections translate into improved driver behaviour in respect of speeding. Such changes include the slight increase in the proportion of active drivers reporting having been booked for speeding in the last two years, the generally increasing perception that drivers are more likely to be involved in a road accident if they increase their speed by 10 km/hr, the ongoing decrease in the proportion of the community that think it is safe to speed if you are driving safely and the greatly increased support for 50 km/hr zones in residential areas,.

5.6.1 Frequency of driving more than 10 km/hr over the speed limit

Those respondents that had driven in the last two years were asked:

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

Reference to Figure 18 shows the proportion of this group that report either always, nearly always or mostly driving 10 km/hr over the speed limit has more than halved, from 15% in 1993 to 7% in 2003. The actual breakdown of responses in 2003 was always (2%), nearly always (1%), most occasions (4%), sometimes (20%), just occasionally (51%) and never (25%). The corresponding percentages in 2002 were always (2%), nearly always (3%), most occasions (4%), sometimes (20%), just occasionally (50%) and never (22%). The proportion of drivers exceeding the speed limit by 10 km/hr or more either only just occasionally or not at all has increased significantly from 72% in 2002 to 76% in 2003.

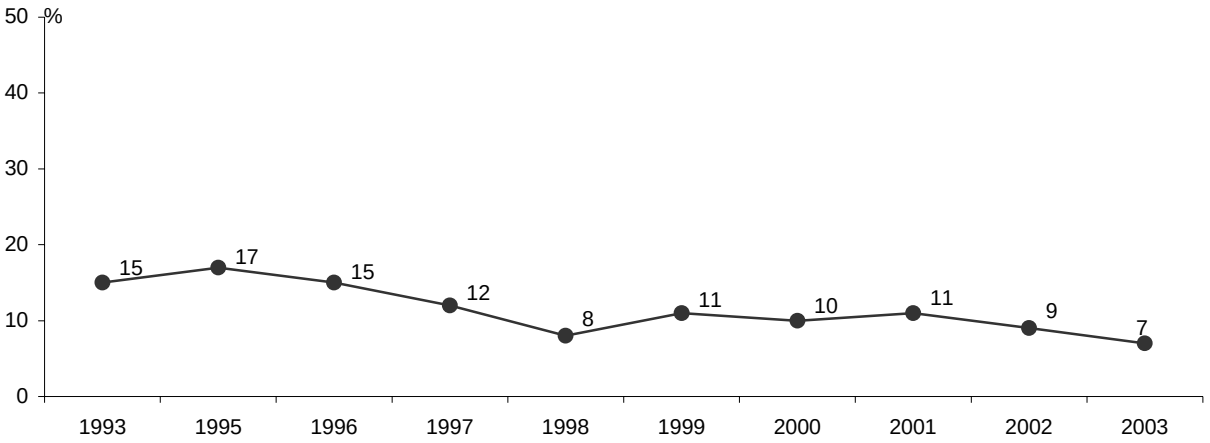
Reference to Table 26 shows that motorcyclists[10] (at 14%) are significantly more likely than other types of licence holders to admit to always, nearly always or on most occasions exceeding the speed limit by 10 km/hr or more. The same can be said of 15 to 24 year olds (12%). The result for motorcyclists seems, by and large, to be consistent with their stated attitudes towards speeding and speed limit enforcement, in that motorcyclists are significantly more likely than other types of licence holders to hold the view that it is OK to speed if driving safely, and significantly less likely than other licence holders to believe that the chances of being involved in a road accident increase if speed increases by 10 km/hr or more (Refer back to Table 21).

It is a little more difficult to map a pathway between attitudes and behaviours in respect of the relatively high proportion of young people that admit to travelling 10 km/hr or more in excess of the speed limit reasonably frequently. This group does not clearly differentiate from other age groups in terms of their attitudes to speed and speed limit enforcement, although they are significantly less likely than all other age groups to mention speed as one of their three main contributing factors in road crashes (refer back to Table 3).

New South Wales, the ACT and Western Australia are the states / territories with the highest proportion of drivers (9%) admitting to exceeding the speed limit by 10 km/hr or more always, nearly always or on most occasions, and Victoria and the Northern Territory have the lowest incidence of such drivers (both at 4%).

[10] That is, persons that hold a current motorcycle licence and have driven (any vehicle) in the last two years.

Figure 18: The percentage of drivers who report always, nearly always or mostly driving at 10 km/hr over the speed limit, 1993 to 2003.



Base: Total sample.

Table 26: The percentage of drivers who report always, nearly always or mostly driving at 10 km/hr over the speed limit.

Selected characteristics	%
Total	7
Sex	
Male	9
Female	5
Age group (years)	
15–24	12
25–39	9
40–59	6
60+	2
State / Territory	
NSW	9
VIC	4
QLD	6
SA	5
WA	9
TAS	5
NT	4
ACT	9

Table 26 (cont): The percentage of drivers who report always, nearly always or mostly driving at 10 km/hr over the speed limit.

Selected characteristics	%
Total	7
Capital City / Other	
Capital city	6
Other location	8
Licences currently held	
Full car licence	7
Heavy vehicle licence	7
Full motorcycle licence	**14#**
Provisional car licence	8
Net: Currently licensed	5
Frequency of road usage in an average week	
Every day	5
4–6 days a week	4
2–3 days a week	8
Once a week	13
Less than 1 day a week	7
Never, don't drive nowadays	–
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	9
At least once a week	8
At least every three months	6
Less often	4
Been directly involved in a road accident in the last three years	
Yes	10
No	6

Base: Driven in the last two years (n=1,518).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

5.6.2 Reported Changes in Driving Speed over the Last Two Years

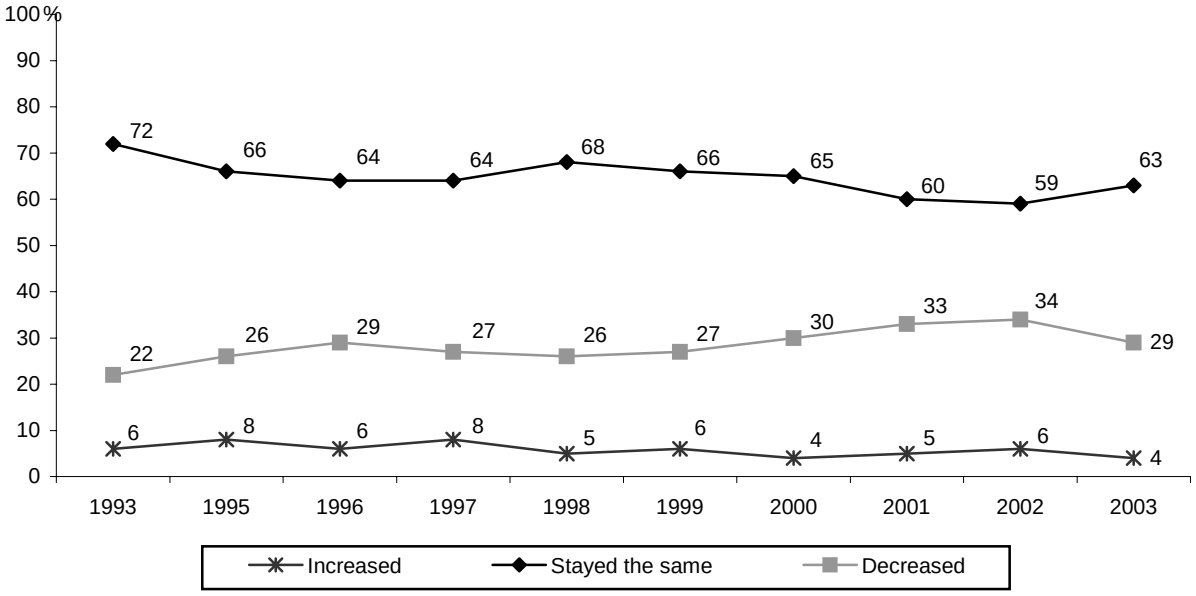
Active drivers were then asked;

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

An increasing proportion of drivers report no change in their general driving speed (up from 59% in 2002 to 63% in 2003). As discussed above, the proportion of drivers reporting that they only occasionally or never speed has increased to 76% and the proportion claiming to always, nearly always or mostly exceed the speed limit by 10 km/hr or more has decreased. In this context, the increasing proportion of drivers whose speed is reportedly unchanged may be interpreted as a consolidation of general driving speeds at a lower level than has been the case previously.

Reference to Figure 19 shows that, while reported driving speeds have remained unchanged for the majority of drivers, 29% report that their driving speed has generally decreased over the last two years, and only 4% state that their driving speed has generally increased over the last two years.

Figure 19: The percentage of the community reporting that their driving speed has increased stayed the same or decreased over the last two years.



Base: Ever held a licence (n=1,518).

Reference to Table 27 (on the following page) shows that persons aged 15 to 24 years are significantly more likely to have increased their driving speed over the last two years (15%) than any other age group. The corresponding finding in 2002 was 16%. The state / territory where the greatest proportion of drivers reported lowering their general driving speed over the last two years was Tasmania (40%). In trying to assess the impact of speeding fines as a deterrent, it is interesting to note that 40% of those that reported receiving a speeding ticket in the last two years claimed to have reduced their general driving speed over the same period (the same as for 2002), compared to 29% overall.

Table 27: The percentage of drivers reporting that their driving speed has increased, stayed the same or decreased over the last two years.

Selected characteristics	Increased	Stayed the same	Decreased
	%	%	%
Total	4	63	29
Sex			
Male	3	59	35
Female	4	67	24
Age group (years)			
15–24	15	65	18
25–39	2	61	33
40–59	2	64	33
60+	0.4	64	26
State / Territory			
NSW	5	62	27
VIC	2	61	35
QLD	6	64	27
SA	2	67	28
WA	1	67	30
TAS	2	57	**40**#
NT	6	68	23
ACT	6	67	25
Capital city / Other			
Capital city	3	63	30
Other location	5	64	27
Licences currently held			
Full car licence	2	65	32
Heavy vehicle licence	1	59	40
Full motorcycle licence	0.4	59	41
Provisional car licence	19	68	12
Net: Currently licensed	4	65	30
Frequency of road usage in an average week			
Every day	4	64	32
4–6 days a week	2	67	31
2–3 days a week	5	71	22
Once a week	9	58	32
Less than 1 day a week	7	90	3
Never, don't drive nowadays	–	–	–
Average frequency of driving to a destination over 50 km from home			
3 or more times a week	5	59	36
At least once a week	3	71	26
At least every three months	3	63	34
Less often	5	73	22
Been directly involved in a road accident in the last three years			
Yes	6	62	31
No	3	63	29

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

6. Driver Fatigue

CAS 16 is the third consecutive wave of the survey to include questions on driver fatigue. These questions measure the incidence of falling asleep while driving, as well as community awareness of strategies to avoid fatigue and to deal with fatigue if it occurs.

6.1 The incidence of falling asleep while driving

Respondents were asked;

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

The incidence of having ever fallen asleep while driving remains essentially unchanged at 15% (the same as in 2002, for 2001 it was 14%). Reference to Table 28 confirms the trends of the previous two years in that males are significantly more likely than females (23% and 8% respectively) to have ever fallen asleep while driving, as are those who drive long distances more frequently (as shown by the fact that 31% of heavy vehicle licence holders and 26% of those that travel to a destination more than 50 km from their home at least three times a week have fallen asleep while driving). Another interesting finding is that 32% of those holding a motorcycle licence have fallen asleep while driving (compared with 29% in 2002). The level of state / territory variation is not great, however, ACT drivers reported the lowest incidence of having ever fallen asleep while driving (11%) and Western Australian drivers the highest (17%).

Table 28: Percent ever fallen asleep while driving.

Selected characteristics	%
Total	15
Sex	
Male	**23#**
Female	**8#**
Age group (years)	
15–24	9
25–39	17
40–59	20
60+	13
State / Territory	
NSW	16
VIC	15
QLD	14
SA	16
WA	17
TAS	13
NT	16
ACT	11
Capital city / Other	
Capital city	16
Other location	14

Table 28 (cont.): Percent ever fallen asleep while driving.

Selected characteristics	%
Total	15
Licences currently held	
Full car licence	18
Heavy vehicle licence	**31#**
Full motorcycle licence	**32#**
Provisional car licence	5
Net: Currently licensed	17
Frequency of road usage in an average week	
Every day	20
4–6 days a week	10
2–3 days a week	4
Once a week	27
Less than 1 day a week	2
Never, don't drive nowadays	6
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	**26#**
At least once a week	16
At least every three months	15
Less often	11
Been directly involved in a road accident in the last three years	
Yes	17
No	15

Base: Ever held a licence (n=1,623).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Those drivers that have fallen asleep at the wheel were asked:

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

By examining this data it may be possible to draw some inference as to whether the incidence of drivers falling asleep while driving is increasing or decreasing. Table 29 presents this data for 2001, 2002 and 2003 and shows a decline in the proportion of drivers that report having fallen asleep while driving at some stage in the last two years.[11] As can be seen, there was an increase from 24% (of those who had ever fallen asleep while driving) in 2001 to 32% in 2002, and then a decline back to previous levels in 2003 (25%).

[11] The two year reference period was chosen to be consistent with other time series measures included in the survey.

Table 29: Length of time since last fell asleep while driving, 2001 to 2003.

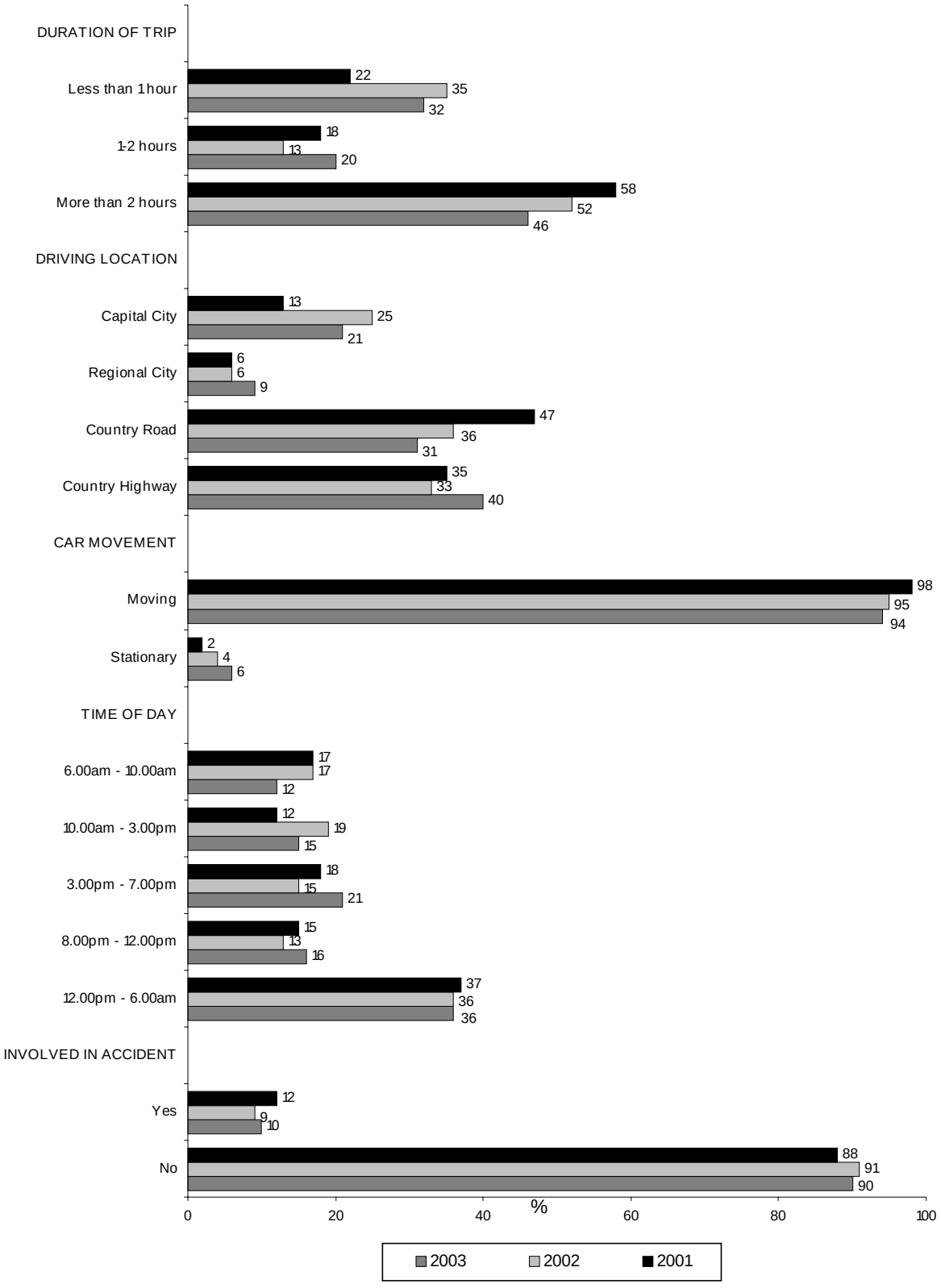
Selected characteristics	2001	2002	2003
	%	%	%
Less than 6 months	11	13	16
Between 6 and 12 months	4	8	6
1 to 2 years	9	11	3
Net: 2 years or less	24	32	25
3 to 5 years	14	16	12
6 to 10 years	19	17	17
More than 10 years	42	36	45

Base: Fallen asleep while driving

Figure 20 provides details of the trips that were being undertaken when drivers most recently fell asleep at the wheel. Time series data for the last three years is presented and, by and large, produces a reasonably consistent picture.

The most noteworthy finding from these statistics is that falling asleep while driving reportedly resulted in a road accident in about one in every ten instances. Vehicles are almost invariably in motion when the driver falls asleep (about 94% of the time), with the most likely time being between 12.00am and 6.00am and the most common locations being country roads and country highways. While longer trips account for the highest proportion of instances of falling asleep while driving, trips of less than an hour make up about a third of such occurrences.

Figure 20: Characteristics of the recent trip during the driver fell asleep at the wheel.



Base: Fallen asleep while driving.

6.2 Awareness of strategies for avoiding and dealing with fatigue

All respondents were asked:

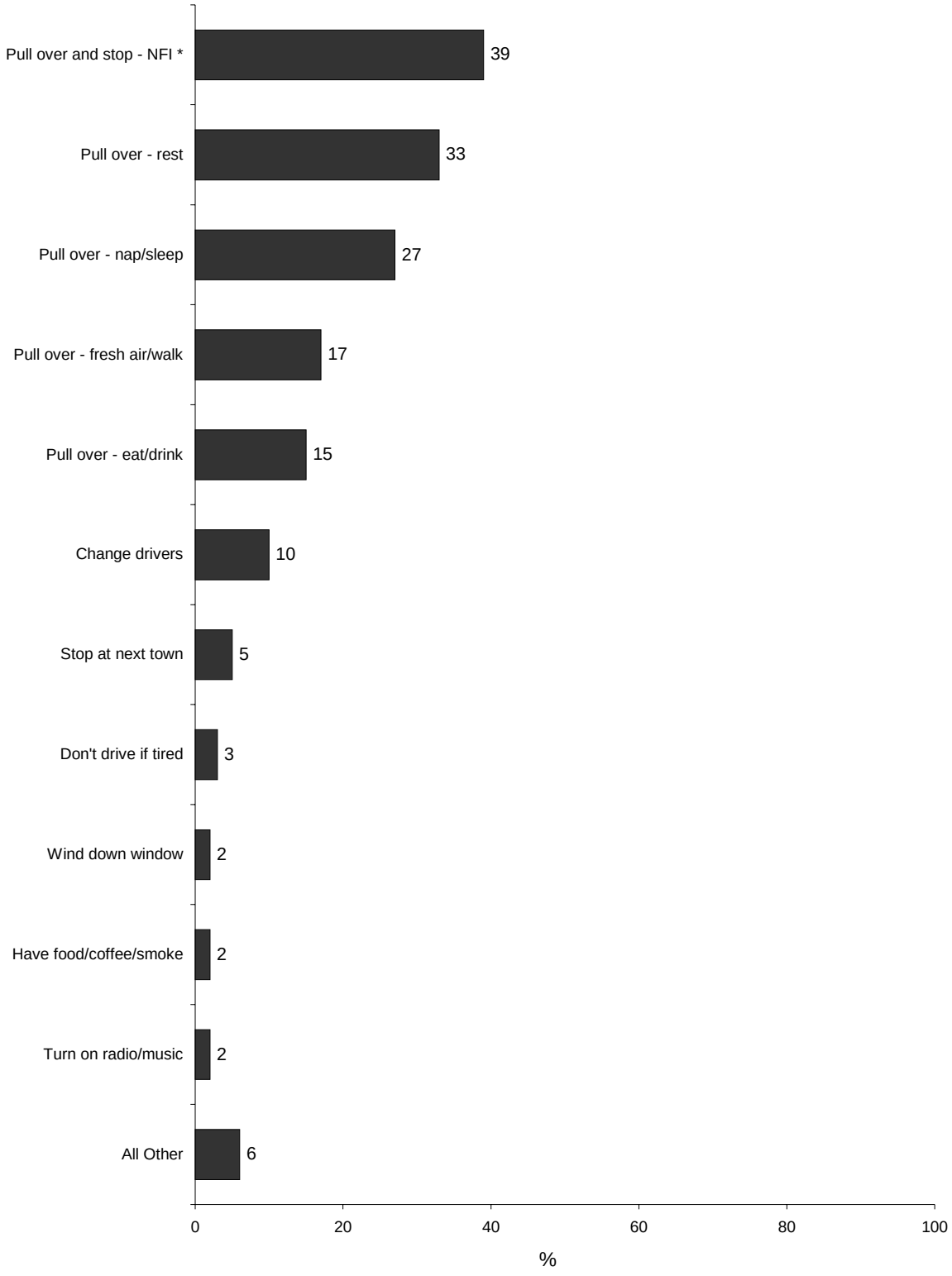
'What should drivers do if they experience fatigue or tiredness while they are out driving? Is there anything else drivers should do, if they experience fatigue or tiredness while they are driving?'…and then,

'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?'

Responses for 2003 are set out in Figure 21 (see next page), which shows the strategies mentioned by respondents for dealing with tiredness / fatigue while they are out driving. Typically, as was the case in 2002, respondents more often cited the need to pull over and either rest, have a nap / sleep, have a walk / get some fresh air and / or have something to eat / drink, as opposed to strategies involving trying to stay awake while continuing driving.

Along similar lines, reference to Figure 22 (following page) show the preventative measure most commonly mentioned by the general community is getting a good night's sleep before driving (mentioned by 26% of respondents). Other preventative measures frequently mentioned include frequent / regular stops (13%), pulling over to get something to eat / drink (12%), pulling over for a walk / to get some fresh air (11%), winding the window down (10%), having food / coffee / a smoke (without mentioning pulling over) (10%) and sharing the driving (also 10%).

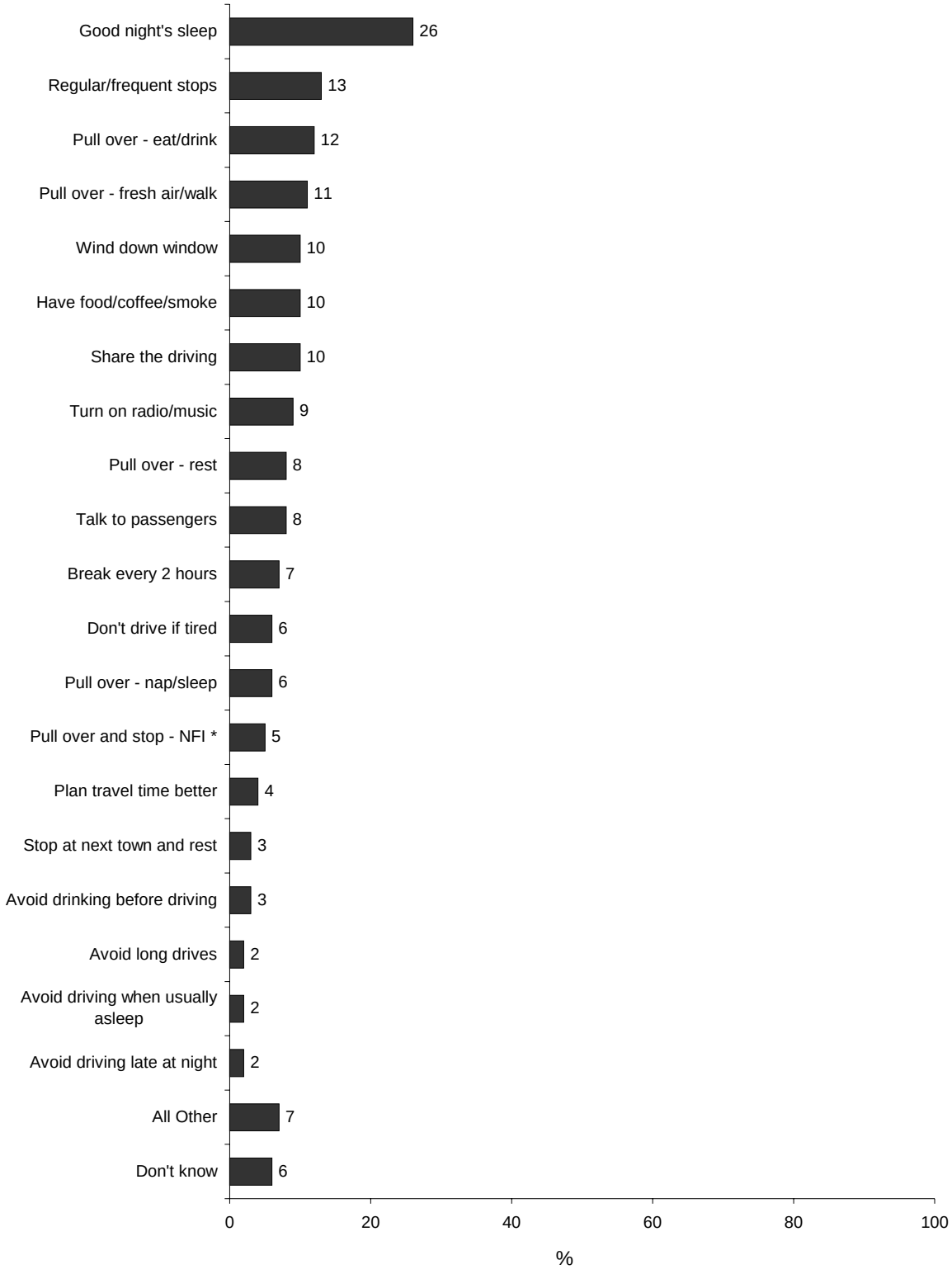
Figure 21: Percent awareness (unprompted) of factors for dealing with fatigue when driving.



Base: Total sample. Multiples accepted.

NFI = No Further Information

Figure 22: Percent awareness (unprompted) of factors that will help avoid fatigue while driving.



Base: Total sample. Multiples accepted.

* NFI = No Further Information

7. Other Selected Issues

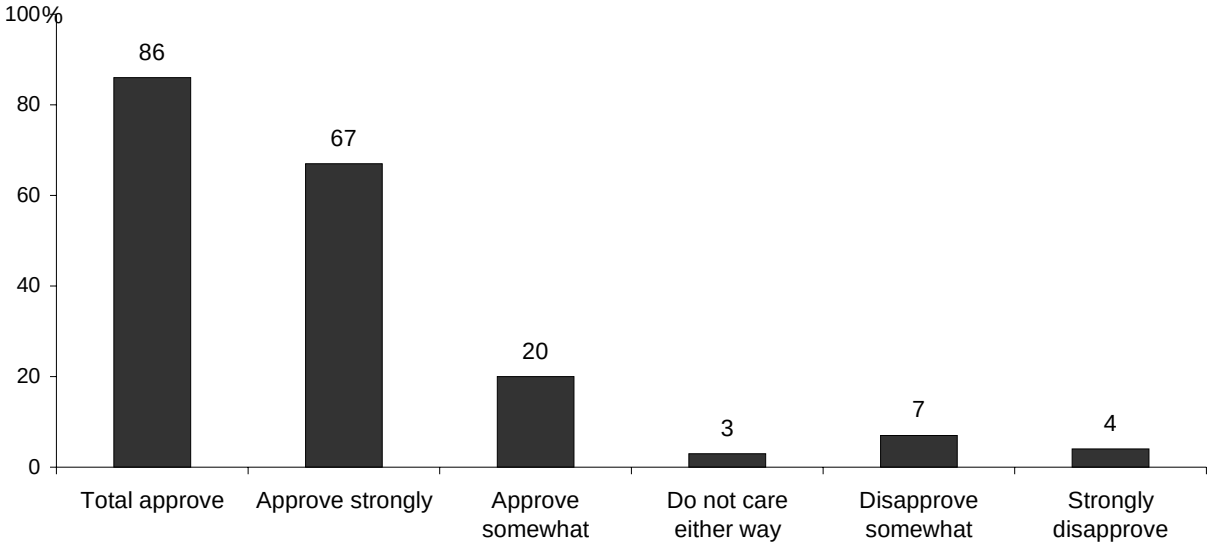
7.1 Legal Requirement for Drivers to Carry their Licence

All respondents were told that in some Australian jurisdictions it is compulsory to carry a driver's licence at all times while driving any motor vehicle, and that one of the aims of this law is to discourage unlicensed driving, and another is to ensure that offenders are properly identified and required to pay their fines. Respondents were then asked;

How do you feel about this law?

Consistent with the findings of previous surveys, CAS 16 shows community approval for the legal requirement of compulsory carriage of a licence while driving remains high (86%), with 67% strongly approving and 20% somewhat approving. The 2002 overall approval rating was 85%.

Figure 23: Approval / disapproval of the law requiring a drivers licence to be carried at all times while driving.



Base: Total sample (n=1,638).

Reference to Table 30 on the following page shows Victoria is still the jurisdiction with the highest approval rating for the “compulsory carriage” law (90% - unchanged from 2002). Those states and territories with the lowest approval ratings also remain unchanged from 2002, being Tasmania (80% in 2002 and 79% in 2003) and Western Australia (also 80% in 2002 and 79% this year). In New South Wales, the only jurisdiction which actually had a strict licence carriage law, approval increased significantly, from 82% in 2002 to 89% in 2003.

Heavy vehicle licence holders (78%) and motorcycle licence holders (77%) were significantly less likely to be in favour of the law than other types of licence holders.

Table 30: Community approval for the law requiring a driver's licence to be carried at all times while driving.

Selected characteristics	Approval %
Total	86
Sex	
Male	84
Female	88
Age group (years)	
15–24	87
25–39	81
40–59	87
60+	91
State / Territory	
NSW	89
VIC	90
QLD	**80#**
SA	88
WA	**79#**
TAS	79
NT	85
ACT	84
Capital city / Other	
Capital city	87
Other location	85
Licences currently held	
Full car licence	85
Heavy vehicle licence	**78#**
Full motorcycle licence	**77#**
Provisional car licence	91
Net: Currently licensed	85
Frequency of road usage in an average week	
Every day	84
4–6 days a week	88
2–3 days a week	8

	7
Once a week	8 8
Less than 1 day a week	8 6
Never, don't drive nowadays	9 7
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	8 8
At least once a week	8 4
At least every three months	8 5
Less often	8 4
Been directly involved in a road accident in the last three years	
Yes	8 7
No	8 6

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Respondents were then asked;

'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?'

Table 31 shows the proportion of respondents who believe it is a legal requirement in their jurisdiction to carry a licence at all times while driving. A significantly larger number of those from Tasmania, New South Wales and Victorian communities believe it is the law (93%, 90% and 87% respectively), a significantly larger proportion of people from Western Australia (29%), Queensland (24%) and the Northern Territory (20%) think it is not law in their jurisdiction, and a significantly larger proportion of the Western Australian (20%) and South Australian (19%) populations are uncertain.

Table 31: Proportion of respondents who believe their State / Territory has a law requiring people to carry a licence at all times while driving.

		State / Territory							
	Total	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
	%	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Yes	78	**90#**	**87#**	63	65	51	**93#**	65	82
No	12	3	7	**24#**	17	**29#**	3	**20#**	5
Don't know	11	7	7	13	**19#**	**20#**	4	16	13
Base: Total sample	1,638	282	248	238	185	195	166	162	162

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

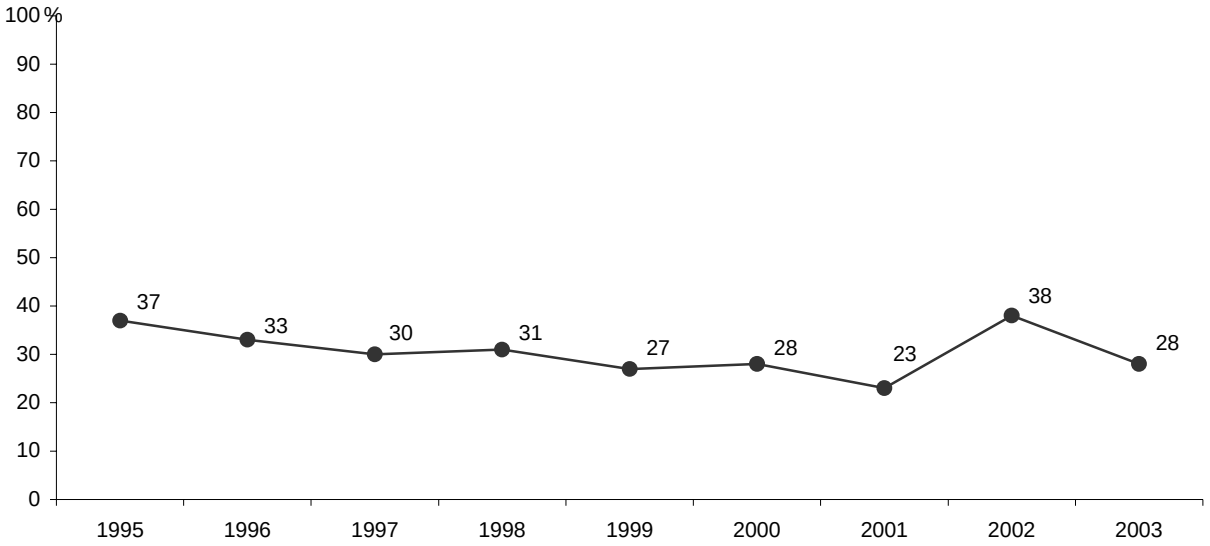
7.2 Occupant Restraint Enforcement

All respondents were asked;

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

The community's perception as to the level of seat belt enforcement has varied considerably in recent times. Figure 24 (see next page) provides time series data back to 1995, showing the proportion of the community that feel as though seat belt enforcement has increased in the last two years. Less than a quarter of the community (23%) were of this view in 2001, rising to 38% in 2002 and declining significantly back to 28% in 2003.

Figure 24: Perception that the level of seat belt enforcement has increased over the last two years, 1995 to 2003.



Base: Total sample.

Table 32 (see next page) shows that the main factor underpinning this volatility is geographic location (with only 17% of Western Australian residents holding the view that the level of seat belt enforcement has increased over the last two years compared to 38% of those in New South Wales). Those states and territories in which there has been a significant decline in the proportion of the community that is of the view that the level of seat belt enforcement has increased are New South Wales (down from 54% in 2002 to 38% in 2003), Queensland (down from 50% in 2002 to 28% in 2003), the Northern Territory (from 45% to 31%) and the ACT (down from 38% to 22%). Perceptions declined both in capital city and non-capital city other locations, with capital cities down from 34% to 25% and non-capital city locations other areas down from 46% to 32%.

Table 32: Perceptions regarding the level of seat belt enforcement activity over the last two years by selected characteristics.

Selected characteristics	Increased	Same	Decreased	Don't know
	%	%	%	%
Total	28	42	6	24
Sex				
Male	29	42	6	23
Female	27	42	6	25
Age group (years)				
15–24	32	44	10	14
25–39	29	47	5	19
40–59	24	45	6	26
60+	29	32	4	35
State / Territory				
NSW	**38#**	**35#**	5	23
VIC	21	46	8	25
QLD	28	42	5	24
SA	19	**57#**	5	20
WA	17	45	8	30
TAS	24	50	8	18
NT	31	45	6	19
ACT	22	44	8	26
Capital city / Other				
Capital city	25	42	6	26
Other location	32	42	5	20
Licences currently held				
Full car licence	27	43	5	25
Heavy vehicle licence	30	41	4	26
Full motorcycle licence	29	51	4	16
Provisional car licence	33	38	18	11
Net: Currently licensed	28	43	6	24
Frequency of road usage in an average week				
Every day	28	43	7	22
4–6 days a week	25	49	3	23
2–3 days a week	21	38	4	37
Once a week	40	35	4	21
Less than 1 day a week	66	9	4	22
Never, don't drive nowadays	29	34	6	31
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	32	44	5	14
At least once a week	27	43	7	24
At least every three months	25	45	6	25
Less often	19	24	25	27
Been directly involved in a road accident in the last three years				
Yes	31	41	9	19
No	27	43	5	25

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

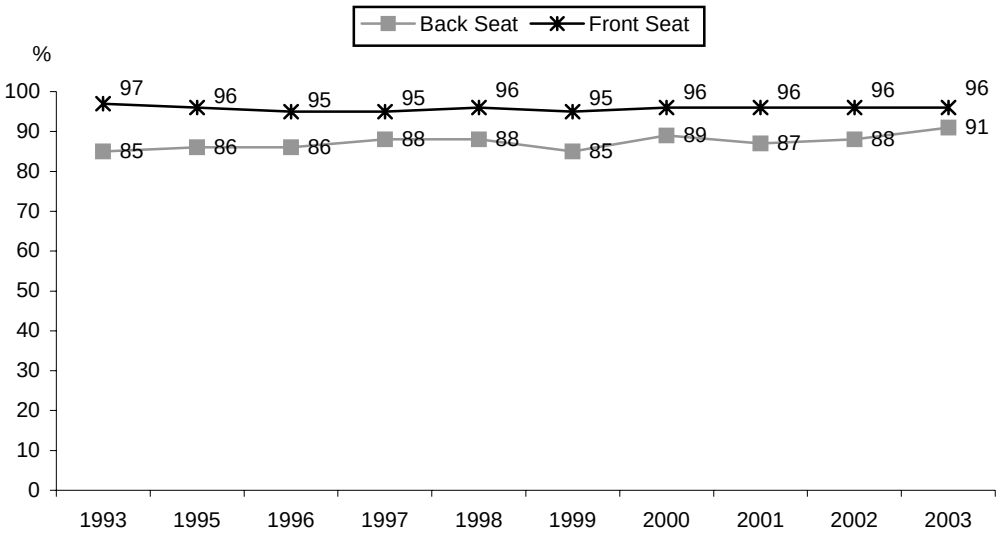
7.3 Incidence of wearing seat belts

Respondents were asked two questions:

'When travelling in a car, how often do you wear a seat belt in the front seat, either as a driver or a passenger?'…and, 'in the rear seat, how often would you wear a seat belt?'

The proportion of people that always wear a seat belt when travelling in the front seat of a car has remained largely unchanged (between 95% and 97%) from CAS 7 (1993) onwards. The proportion of passengers that always wear a seat belt when travelling in the back seat has always been at slightly lower levels. The 2003 results show the gap between the proportion of the community that always wear a seat belt when travelling in the front seat (96%) and the proportion that always wear a seat belt when travelling in the back seat (91%) to be the narrowest yet observed. The significant increase in the proportion of passengers claiming to always wear a seat belt when travelling in the back seat (up from 88% in 2002 to 91% in 2003) appears to reinforce the conclusion that there has been a gradual increase in back seat belt wearing over time.

Figure 25: The proportion of the community that "always" wear seat a belt when travelling in a car, front and back seats, 1993 to 2003.



Base: Total sample.

As has been the case in recent years, the proportion of females always wearing seat belts in both the front and rear seats is higher than of males (see Table 33). The data also seems to suggest that the incidence of always wearing seat belts increases slightly with age. A significantly lower proportion of people in South Australia (84%) and the Northern Territory (77%) reported always wearing a seat belt when travelling in the back seat.

Table 33: Percent "always" wear a seat belt, front and rear seats.

Selected characteristics	Front seat	Rear seat
	%	%
Total	96	91
Sex		
Male	95	89
Female	98	93
Age group (years)		
15–24	93	89
25–39	95	91
40–59	98	92
60+	98	92
State / Territory		
NSW	96	93
VIC	97	92
QLD	98	92
SA	92	**84#**
WA	95	90
TAS	98	88
NT	93	**77#**
ACT	93	87
Capital city / Other		
Capital city	97	91
Other location	95	91
Licences currently held		
Full car licence	97	92
Heavy vehicle licence	93	89
Full motorcycle licence	94	93
Provisional car licence	93	93
Net: Currently licensed	97	92
Frequency of road usage in an average week		
Every day	97	91
4–6 days a week	98	95
2–3 days a week	95	93
Once a week	96	85
Less than 1 day a week	96	100
Never, don't drive nowadays	91	90
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	95	85
At least once a week	96	93
At least every three months	98	94
Less often	96	93
Been directly involved in a road accident in the last three years		
Yes	95	90
No	96	91

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

7.4 Riding a Motorcycle on the Road in the Last Year

Questions relating to the incidence of respondents travelling by motorcycle on the road in the last twelve months, as either riders or passengers, were introduced to the survey program in 1999. Specifically the questions asked were:

"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?"

The 2003 survey results show that some 59% of motorcycle licence holders (whether learner's permit, provisional or full licence holders) had driven a motorcycle on the road in the last year, compared with 63% in 2002. These figures equate to a significant decline in the proportion of the whole survey population that had driven a motorcycle on the road in the past twelve months, down from 8% in 2002 to 5% in 2003.

The incidence of riding a motorcycle on the road in the last year expressed as a percentage of the survey population for a range of selected characteristics is shown in Table 34 (see next page). Consistent with 2002 survey results, this data shows that the on-road use of motorcycles is much more common amongst males (10%) than amongst females (less than 1%), more common amongst those aged 25 to 59 years than it is for those aged 15 to 24 years or 60 years and over, and more common (at 14%) amongst those who travel 50 km or more from their home at least three times a week. The 2003 data appears to show a narrowing of the gap in the percentage of on-road motorcycle use between capital city and other locations (currently 5% on-road usage in both areas) compared with 6% in capital cities and 11% in other locations, in 2002.

CAS 16 results also show that 8% of the community had been a passenger on a motorcycle on the road in the last year. The corresponding result from CAS 15 was 7%.

Table 34: Percent of community that have ridden a motorcycle on the road in the last year.

Selected characteristics	Approval
	%
Total	5
Sex	
Male	10
Female	<1
Age group (years)	
15–24	2
25–39	8
40–59	6
60+	<1
State / Territory	
NSW	5
VIC	4
QLD	7
SA	4
WA	6
TAS	5
NT	7
ACT	4
Capital city / Other	
Capital city	5
Other location	5
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	14
At least once a week	6
At least every three months	3
Less often	2
Been directly involved in a road accident in the last three years	
Yes	4
No	5

Base: Total sample (n=1,638).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval

7.5 Involvement in a road crash

Consistent with previous waves of the CAS program, the 2003 survey was also used to measure the incidence of community involvement in road crashes over the last three years. The question used to obtain this measure was:

"Thinking about all forms of road use over the last three 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."

The 2003 result (18% of the community having been involved in a road crash at some stage in the last three years) is unchanged from that obtained over the previous six years of the survey. A breakdown of this result by age, sex and state / territory is provided in Tables 35 and 36. As has previously been the case, the incidence of direct involvement in road crashes is significantly higher for the 15 to 24 year old age group (at 30% - unchanged from 2002) than it is for the population as whole. There is a

degree of variation in the level of involvement in road crashes over the last three years by state and territory (though not statistically significant at the overall level) ranging from a low of 12% in the Northern Territory to a high of 21% in Victoria.

Table 35: Percentage involvement in road crashes over the last three years by Sex and Age.

		Sex		Age			
	Total	Male	Female	15–24	25–39	40–59	60+
	%	%	%	%	%	%	%
Been involved in road crash	18	19	17	**30#**	19	**14#**	**11#**
Base: Total sample	1,638	827	811	272	451	551	364

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

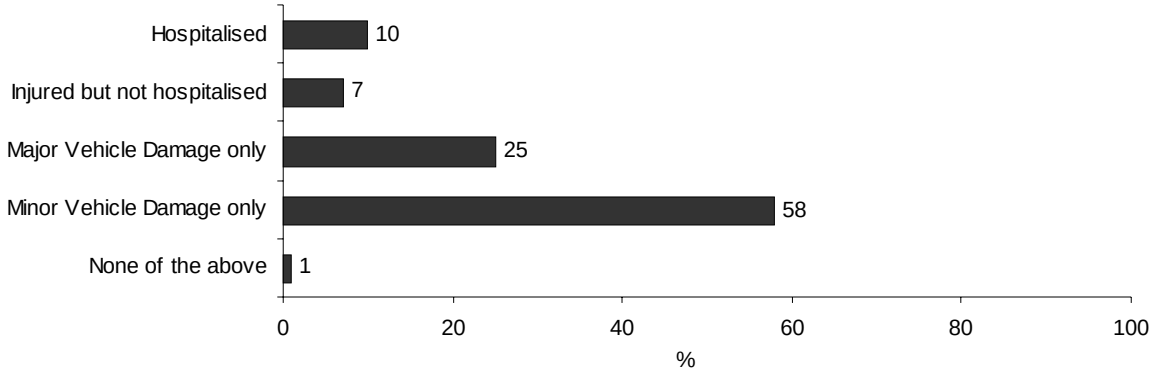
Table 36: Percentage involvement in road crashes over the last three years by State and Territory.

		State / Territory							
	Total	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
Been involved in road crash	18	17	21	17	16	15	14	12	16
Base: Total sample	1,638	282	248	238	185	195	166	162	162

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Those involved in a road crash at some stage over the last three years were asked to assess its severity in terms of whether or not any injuries were suffered and the extent of any vehicle damage. Responses to this line of questioning are shown in Figure 26 and are generally consistent with the results obtained over previous years of the survey program. The proportion of road crashes resulting in injury was 17% in 2003 compared with 19% in 2002; the proportion resulting in major vehicle damage was 25% in 2003 and 27% in 2002; and the proportion resulting in minor vehicle damage increased from 51% in 2002 to 58% in 2003.

Figure 26: Severity of road crash involved in over the last three years.



Base: Been involved in a road crash in the last three tears (n=261).

Appendix 1: Time series tables

Appendix 1: Time series tables

	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	Question
1. Factors Believed to Contribute to Road Crashes										
First Mention (unaided, full sample)										1a
Speed	40	37	37	38	35	34	39	34	34	
Drink Driving	11	11	12	13	14	14	14	15	16	
Lack of Concentration	15	11	12	11	12	13	11	12	n/a	
Driver Fatigue	9	11	13	9	11	10	6	8	n/a	
Carelessness	4	6	6	8	8	8	8	9	n/a	
Driver Attitudes	5	6	7	7	6	7	7	5	n/a	
Driver Inexperience	5	5	5	5	4	3	4	6	n/a	
Road Conditions	2	3	3	1	2	2	2	3	n/a	
Lack of Training	0	2	1	2	2	2	2	2	n/a	
Road Design	1	1	1	1	1	3	2	1	n/a	
Total Mentions (unaided, full sample)										1b
Speed	62	62	59	62	58	57	63	57	56	
Drink Driving	44	52	52	54	54	54	57	55	50	
Driver Fatigue	26	33	33	30	35	27	22	22	24	
Lack of Concentration	30	26	23	26	25	28	25	24	n/a	
Carelessness / Negligence	14	16	17	18	17	19	19	23	n/a	
Driver Inexperience	12	14	15	17	15	15	15	14	n/a	
Driver Attitudes	12	13	14	18	14	15	18	14	n/a	
Road Conditions	7	12	8	7	11	11	9	12	12	
Drugs (other than alcohol)	<1	8	7	8	7	8	7	6	3	
Weather	5	6	4	7	7	9	8	6	7	
Lack of Driver Training	3	6	5	5	5	6	5	6	n/a	
Road Design	5	5	4	4	6	8	7	6	8	
Disregard Rules	4	3	2	4	3	4	4	3	4	
Lack of Vehicle Maintenance	2	2	2	2	2	5	2	2	4	
Ignorance of Rules	2	1	2	2	2	3	3	3	4	
2. Agreement with Random Breath Testing										2a
(full sample)										
Total "Agree"	98	97	96	97	96	97	98	n/a	n/a	
3. RBT Activity										2b
(full sample)										
Increased	38	39	34	38	44	44	46	39	41	
No change	35	33	31	31	36	29	26	24	22	
Decreased	11	14	16	15	14	12	11	13	15	
Don't know	16	13	20	16	16	15	17	25	21	
4. Incidence of Past 6 Month Breath Testing										

	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	Question
(current or past licence holders)										
Noticed	75	74	70	71	70	70	70	67	62	**3a**
Tested	29	27	25	26	26	26	25	20	17	**3b**
5. As Pedestrian, Would You be Affected by a .05 BAC										
(full sample)										
Yes	57	57	53	53	55	54	47	50	48	**5**
6. Attitudes Toward Drinking and Driving										**11**
(current or past licence holders)										
I don't drink at any time	16	16	19	18	17	21	20	22	21	
If I am driving I don't drink	40	37	37	40	40	39	39	41	43	
If I am driving I restrict what I drink	44	46	43	42	42	40	41	37	34	
If I am driving I don't restrict what I drink	<1	1	1	nil	nil	nil	nil	nil	1	
7. Use of Breath Testing Machine										
(current or past licence holders who drink)										
Past 6 Months	6	7	6	5	8	6	8	6	7	**13a**
Very likely to Use, If Opportunity	35	34	34	37	28	31	33	29	27	**13b**
8. Alcohol Consumption Guidelines										
Males - First Hour (all males)										**14a**
One	8	8	7	5	7	7	7	10	6	
Two	47	47	44	43	42	42	38	33	36	
Three	23	25	22	27	24	25	31	31	34	
Four or more	8	12	11	11	12	11	12	9	12	
Don't know	9	8	16	11	13	15	12	17	12	
Males - After First Hour (all males)										**14b**
Less than one	3	2	1	1	2	3	3	3	2	
One	75	78	74	78	72	75	76	65	75	
Two	4	5	3	4	6	4	5	6	6	
Three	<1	1	1	0	1	1	1	1	2	
Don't know	16	12	21	14	17	16	16	24	15	
Females - First Hour (all females)										**14a**
One	28	33	30	24	28	29	28	27	23	
Two	39	41	38	42	40	37	42	36	44	
Three	6	7	7	7	6	7	6	9	10	
Four or more	2	0	nil	nil	2	2	1	1	2	
Don't know	19	17	24	24	21	24	22	27	21	
Females - After First Hour (all females)										**14b**
Less than One	9	7	4	5	7	6	7	7	4	
One	60	66	62	58	60	56	63	54	63	

	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	Question
Two	1	2	2	3	4	2	2	2	2	
Three	<1	0	1	nil	nil	1	nil	nil	nil	
Don't know	28	22	29	30	28	34	28	37	31	
9. Alcoholic Beverage Mainly Consumed										15a
(current or past licence holders who drink)										
Full Strength Beer	30	30	31	33	26	34	33	36	28	
Light Beer	13	21	19	21	16	20	22	20	n/a	
Net Beer (Full or Light)	41	46	46	53	42	54	50	49	n/a	
Wine	37	39	44	39	33	40	41	41	30	
Mixed Drinks	24	33	32	29	22	28	27	32	25	
10. Standard Drinks in a 375 ml Stubby or Can Full Strength Beer										15b
(licence holders who drink light or full strength beer mainly)										
One or less	13	21	13	19	19	15	18	15	17	
One and a half	47	40	49	42	47	45	42	39	43	
Two	19	26	23	25	22	28	25	32	30	
Three	2	3	2	3	1	2	3	1	1	
Four or more	1	2	1	1	1	1	1	nil	nil	
Don't know	7	7	11	11	10	9	11	13	9	
11. Standard Drinks in a 750 ml Bottle of Wine										15c
(licence holders who drink wine mainly)										
Up to three	4	6	6	5	4	6	5	3	4	
Four	25	18	19	19	23	18	15	19	14	
Five	18	20	24	25	22	25	22	23	34	
Six	18	20	21	21	20	23	22	23	26	
Seven	11	15	9	10	9	9	6	8	3	
Eight	8	6	6	6	8	4	10	7	5	
Nine or more	3	7	5	5	3	5	5	5	5	
Don't know	8	9	10	9	11	10	13	12	9	
12. Police Speed Enforcement										16
(full sample)										
Increased	72	65	58	62	64	62	66	57	60	
No change	19	23	24	24	22	26	22	26	26	
Decreased	4	8	10	7	8	6	6	6	4	
Don't know	4	4	8	7	7	6	6	11	9	
13. Personal Driving Speed in Last 2 Years										19
(full sample)										
Increased	4	6	5	4	6	5	8	6	8	
Stayed the Same	63	59	60	65	66	68	64	64	66	
Decreased	29	34	33	30	27	26	27	29	26	
14. Frequency Drive 10 km/hr Over Limit										20

	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	Question
(driven in past two years)										
Always/most occasions	7	9	11	10	11	8	12	15	17	
Sometimes	20	20	21	20	20	24	21	21	24	
Occasionally	51	50	47	49	46	45	43	42	37	
Never	25	22	19	20	23	23	23	22	22	
15. Booked for Speeding										**18**
(drivers)										
Past 6 months	8	8	7	7	7	6	8	5	5	
Past 2 years	23	21	19	20	21	19	18	16	n/a	
16. Should Lower Speed Limits – Approve										
(full sample)										
To 50 km/hr in residential areas	91	72	73	68	65	62	55	61	62	**23a**
To 40 km/hr in residential areas	25	28	28	29	30	33	24	31	30	**23b**
17. Speed Should be Allowed to Drive in 60 km/hr Zones[12]										**21a**
(full sample - aided responses)										
60 km/h	35	49	49	48	44	49	44	44	37	
61-64 km/h	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/h	31	38	37	36	37	31	34	31	34	
66-69 km/h	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/h	10	9	11	14	14	15	18	19	22	
75+ km/hr	n/a	2	1	1	2	2	2	3	4	
Don't know	2	2	2	1	2	2	2	3	3	
< 65 km/h	**50**	**49**	**49**	**48**	**44**	**49**	**44**	**44**	**37**	
65+ km/h	**49**	**49**	**49**	**51**	**53**	**48**	**54**	**53**	**60**	
70+ km/h	**10**	**11**	**12**	**15**	**16**	**17**	**20**	**22**	**36**	
18. Speed Allowed to Drive in 60 km/hr Zones										**21h**
(full sample - unprompted)										
Nil tolerance	15	12	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/hr	26	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/hr	22	28	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 66-69 km/hr	12	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/hr	7	13	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	20	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	64.7	64.4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
19. Speed Should be Allowed to Drive in 100 km/hr Zones										**21b**

[12] Results for CAS 16 are not strictly comparable with previous years, as respondents were prompted with 5km/hr ranges rather than being probed for a specific km/hr response.

	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	Question
(full sample - aided responses)										
100 km/hr	26	36	34	33	33	36	35	34	n/a	
101-104 km/hr	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/hr	20	20	17	19	16	14	13	12	n/a	
106-109 km/hr	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/hr	35	31	37	38	38	37	37	36	n/a	
115 km/hr	2	3	3	3	4	3	4	5	n/a	
120+ km/hr	4	7	7	6	6	7	7	10	n/a	
Don't know	2	2	2	2	3	3	3	3	n/a	
20. Speed Allowed to Drive in 100 km/hr Zones										**21I**
(full sample - unprompted)										
Nil tolerance	11	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/hr	12	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/hr	19	21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 106-109 km/hr	10	9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/hr	28	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	20	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	105.7	106.4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
21. Agreement with Statements on Speed										**22**
(full sample)										
a) Fines for speeding are mainly intended to raise revenue	54	56	58	56	56	50	52	49	54	
b) It is OK to exceed the speed limit if you are driving safely	29	32	32	33	33	32	37	33	37	
c) Speed limits are generally set at reasonable levels	86	83	88	87	87	89	90	87	85	
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	70	68	67	69	65	63	63	57	55	
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	91	91	90	90	87	88	83	81	80	
22. Incidence of Wearing Seat Belts										
(full sample)										
Always – Front	96	96	96	96	95	96	95	95	96	**25a**
Always – Rear	91	88	87	89	85	88	88	86	86	**25b**
23. Seat Belt Enforcement										**26**
(full sample)										
Increased	28	38	23	28	27	31	30	33	37	
No change	42	43	46	45	47	45	47	36	38	
Decreased	6	4	7	6	6	5	5	4	5	
Don't know	24	15	24	21	21	19	19	27	21	

	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	Question
24. Compulsory Licence Carriage										**24a**
(full sample)										
Approve strongly	67	67	68	69	68	72	64	68	n/a	
Approve somewhat	20	18	18	16	15	15	20	15	n/a	
Net "approve"	86	85	86	85	84	87	84	83	n/a	
25. Riding a Motorcycle on the Road in the Last Year										
(full sample)										
Driver	5	8	7	7	8	n/a	n/a	n/a	n/a	**24c**
Passenger	8	7	9	7	8	n/a	n/a	n/a	n/a	**24d**
25. Involvement in Road Accident -										**27**
Past 3 Years										
Involved (total sample)	18	18	18	18	18	18	20	17	20	
Among those involved……										
Someone killed/hospitalised	10	11	8	9	9	11	5	5	9	**28**
Someone injured/not hospitalised	7	8	12	7	14	10	14	14	9	
Major vehicle damage, no one injured	25	27	29	23	25	17	24	25	30	
Minor vehicle damage, no one injured	58	51	50	60	51	59	56	54	52	
26. Ever Fallen Asleep at the Wheel										
(full sample)										
Yes	15	15	14	n/a	n/a	n/a	n/a	n/a	n/a	**29**
Number of times among those fallen asleep……										
Once	59	63	54	n/a	n/a	n/a	n/a	n/a	n/a	**30**
Twice	15	15	27	n/a	n/a	n/a	n/a	n/a	n/a	
Three times	7	8	5	n/a	n/a	n/a	n/a	n/a	n/a	
More than three times	20	14	14	n/a	n/a	n/a	n/a	n/a	n/a	

Appendix 2: Technical Notes

Appendix 2: Technical Notes

Overview

These technical notes cover the survey design and methodological aspects of CAS 16, with particular reference to the sampling methodology, fieldwork procedures and call statistics, response analysis, the approach taken to data processing, and the weighting of the survey data and questionnaire design and testing procedures.

Sampling Methodology

The sixteenth Community Attitudes Survey (CAS 16) was conducted in March and April 2003 using Computer Assisted Telephone Interviewing (CATI) technology. The sample for the survey comprised private dwellings across Australia listed in the Electronic White Pages telephone directory. The in-scope population for the survey was persons aged 15 years and over. A total of 1,638 interviews were conducted with an average interview length of
16 minutes. A disproportionate stratified sampling methodology was utilised to ensure adequate coverage of the population by age and sex, state / territory and by capital city / other locations.

Sampling Frame

The sample frame for CAS 16 was developed from a current issue CD-ROM listing of private household telephone numbers throughout Australia. The 2001 ABS Listing of Capital City Statistical Divisions by Postal Area was used to define the geographic strata used for sampling purposes. As in previous surveys, Canberra and Rest of ACT were treated as a single geographic location for sampling purposes.

The minimum number of interviews to be achieved in each Capital city / Rest of state strata was calculated using ABS 2001 census statistics and derived in the same way as for previous waves of CAS, that is:

- A minimum of 1,500 interviews was required to be completed nationally.
- A minimum of 150 interviews was to be achieved in each state / territory.
- The “excess” 300 interviews (the difference between the eight states / territories by 150 interviews = 1,200 interviews, and the minimum target of 1500 interviews), were distributed across the five most populous states (NSW, Vic, Qld, SA, WA) in proportion to population.
- The distribution of interviews by age group and gender within each geographic stratum was based on ABS population statistics for persons aged 15 and over.

The resulting age and sex quotas for each geographic stratum are shown in Table A2.1 on the following page.

Table A2.1 – Interviewing quotas by age and sex and geographic strata.

		Sex		Age			
Region	Total	Male	Female	15 to 24	25 to 39	40 to 59	60 plus
Sydney	162	79	83	28	49	53	32
Other NSW	95	47	48	15	23	32	24
Total NSW	257	125	131	43	72	85	56
Melbourne	167	81	86	29	49	54	34
Other Vic	62	30	32	10	15	22	16
Total Vic	229	111	118	39	65	76	50
Brisbane	96	46	50	18	28	32	18
Other Qld	113	56	57	19	30	39	25
Total Qld	209	102	107	37	58	71	42
Adelaide	129	62	67	22	34	43	30
Other SA	46	23	23	7	12	16	11
Total SA	175	85	90	29	46	59	42
Perth	134	65	68	25	37	45	26
Other WA	47	24	23	8	14	16	9
Total WA	181	89	91	33	51	62	35
Hobart	63	30	33	11	16	22	14
Other Tas	87	43	44	14	22	30	21
Total Tas	150	73	77	25	38	52	35
Darwin	82	43	39	16	30	29	7
Other NT	68	35	33	15	25	21	6
Total NT	150	78	72	32	55	50	13
Total ACT	150	73	77	30	45	52	23
Total	1500	737	763	268	429	507	296
Total %	100.0	49.1	50.9	17.9	28.6	33.8	19.7

Sample Management

An important factor in the management of sample was to attempt to release only as many telephone numbers as necessary to achieve the required number of interviews. Sample was therefore released in three phases[13]**:**

1. Primary sample
2. Top up sample
3. "Reserve" top up sample.

All primary sample and top up sample selections with a valid mailing address included as part of their electronic white pages entry were sent a pre-survey letter. Primary sample selections were subjected to intensive follow up and response maximisation procedures.

Towards the end of primary sample fieldwork, an assessment was made of the number of top-up sample selections it would be necessary to release, to complete the minimum target number of interviews in each geographic location.

Since the age distribution of the achieved primary sample interviews varied by geographic strata, the number of top-up sample selections released for interviewing also varied by geographic strata. For most locations, where primary sample interviewing had left a large shortfall relative to the minimum target in interviews in specific cells (typically 15 to 24 year olds), the majority of the top-up sample was activated. For other locations (for example, Brisbane), where primary sample interviews were

[13] A slight variation to the two-stage sample management approach introduced by TAVENER Research in 1995.

more evenly distributed across minimum target age and gender cells, only a small proportion of the available top-up sample was activated to achieve the minimum target interviews.

Where the top-up sample that had already been released still proved inadequate to complete the minimum target interviews in specific cells, a "reserve sample" was released. Due to scheduling constraints, there was no opportunity to send an approach letter to these selections.

As can be seen in Table A2.2, the activation of a "reserve" top-up sample was only necessary in three of the fifteen geographic strata.

Table A2.2 – Sample release by geographic strata

Geographic strata	Total selections (letter sent)	Primary sample	Total sample available for top up phase	Top up sample released as part of initial assessment (letter sent)	Total "reserve" top up sample available (no letter sent)	"Reserve" top up sample initiated
Sydney	910	361	549	366	183	0
Other NSW	506	188	318	59	259	139
Melbourne	910	359	551	231	320	0
Other VIC	324	121	203	75	128	0
Brisbane	557	212	345	44	301	0
Other QLD	594	240	354	87	267	267
Adelaide	650	236	414	111	303	0
Other SA	230	77	153	118	35	0
Perth	711	268	443	309	134	0
Other WA	278	88	190	145	45	45
Hobart	449	178	271	79	192	0
Other Tas	457	137	320	145	175	0
Darwin	430	105	325	161	164	0
Other NT	357	136	221	221	0	0
ACT	735	264	471	139	332	0
Total	8098	2970	5128	2290	2838	451

Respondent selection

A disproportionate respondent selection methodology, designed to compensate for the under-representation of young males that typically occurs when random respondent selection techniques are adopted, has been utilised for the CAS program since 1995.[14]

Based on the age and gender information collected from the household informant, a person aged 15 years or over was selected for interview. Persons aged 15 to 29 years were given twice the chance of selection relative to other groups, and males 30 years and over were given 1.35 times the chance of selection (see following discussion of survey weighting procedures).

[14] Designed by TAVENER Research Company

Call Procedures and Fieldwork Statistics

Call Procedures

The call procedures adopted for CAS 16 included:

- eight calls to establish contact with a sampled household
- no limit on the number of calls once contact had been established
- controlling the spread of call attempts such that, subject to other outcomes being achieved, contact attempts were spread over weekdays late afternoon to early evening (4pm to 6pm), weekdays mid to late evening (after 6pm to 8.30pm), weekends (10am to 6pm) and weekday daytime (9am to 4pm, but only if no contact had been established at other times). No calls were attempted outside these times, except by appointment
- differentiating between different types of refusal (household, informant, selected respondent, etc) and different types of appointments (hard appointment with selected respondent, best time to call to catch selected respondent at home, etc.) to inform refusal conversion activity
- release phase two and phase three sample in small batches only so that each number of records initiated passed through a minimum call cycle (six contact attempts) before fresh sample was attempted.

After approximately three weeks of primary sample fieldwork activity, any household where there was no contact after eight calls, or where the number was disconnected, for which there was a valid mailing address attached to the sample record, was sent a follow up letter on Social Research Centre letterhead. The letter requested that the sample member call the survey 1800 hotline with details of the correct telephone number for the residence. This approach resulted in 21 interviews.

Further to the above, additional response maximisation procedures included:

- calling back ‘soft refusals’ with a view to trying to gain an interview
- using bi-lingual interviewers to contact households where the preferred language of interview could be established
- comprehensive interviewer briefing, to reinforce refusal avoidance techniques, and ensure practice of skills such as call tailoring and maintaining interaction.

Fieldwork Statistics – Primary Sample

Table A2.3 reflects all attempts for the primary sample, irrespective of whether the calls related to household screening, or to the additional calls to complete the interview with the randomly selected respondent.

Table A2.3 – CAS primary sample: all call attempts

Total numbers initiated	**2970**	% of all attempts
Ineligible numbers		
Telstra message, number disconnected	400	2.3%
Not a residential number	48	0.3%
Wrong number / respondent not known	13	0.1%
Sub total ineligible numbers (as % of sample initiated)	*461*	*2.6%*
Eligible numbers		
No contact		
Engaged	861	4.9%
Answering machine	2349	13.4%
No answer	6111	34.8%
Fax/Modem	58	0.3%
Sub total no contact (and % of sample initiated)	*9379*	*53.5%*
Contacts		
Completed interviews	1358	7.7%
Selected respondent refused / unavailable to continue	911	5.2%
Claims to have done survey	2	0.0%
Outright household refusal	736	4.2%
Soft household refusal	228	1.3%
Language difficulty	59	0.3%
Away for duration	216	1.2%
Appointment made	4186	23.9%
Sub total contacts (and % of sample initiated)	*7696*	*43.9%*
Total attempts	**17536**	**100.0%**

The most frequent call outcome was no answer (34.8%), followed by appointments (23.9%), answering machines (13.4%) and completed interviews (7.7%).

An interview was achieved every 12.9 calls and the average number of calls per sample record was 5.9. This is an indication of how "hard" the sample was worked to achieve a finite outcome for each number initiated. For most community attitudes surveys, the equivalent statistic is in the range 2.5 to 3.5 attempts per number initiated.

Table A2.4 shows the final call result for all primary sample records. Calculating the response rate as completed interviews divided by all contacts (excluding away for survey period), the final primary sample response rate was 68.2%.

Some final outcomes, such as "Claims to have done survey" or "Wrong number / respondent not known" (for example, when ringing back to complete an interview / keep an appointment with a selected respondent) may be regarded as de facto refusals.

It is possible that the final proportion of unresolved contacts (e.g. appointments) and no contacts (e.g. no answer, answering machine) could be marginally reduced with a longer fieldwork period.

Table A2.4 – CAS primary sample: final result

		Final Result
Total sample selected	2970	
Numbers not used (as % sample selected) (refused prior, etc)	0	0%
Total numbers initiated	*2970*	
Ineligible numbers		
Telstra message, number disconnected	379	12.8%
Not a residential number	48	1.9%
Wrong number / respondent not known	13	0.4%
Sub total ineligible numbers (as % sample initiated)	*440*	*15.1%*
Eligible numbers (as % sample initiated)	**2530**	**85.2%**
		% of Eligible numbers
No contact / call cycle dead (no contact after 8 calls)		
Engaged	14	0.6%
Answering machine	47	1.9%
No answer	206	8.1%
Fax/Modem	57	2.3%
Sub total no contact / call cycle dead	*324*	*12.8%*
Contacts		
Completed interviews	1358	53.7%
Selected respondent refused / unavailable to continue	162	6.4%
Terminated during screening	36	1.4%
Terminated mid-way in survey	2	0.1%
Outright household refusal	230	9.1%
Soft household refusal	98	3.9%
Claims to have done survey	2	0.1%
Residual language difficulty	2	0.1%
Away duration	214	8.5%
Appointment made	102	4.0%
Sub total contacts	*2206*	*87.2%*

Analysis of Response

Response overview

A total of 1,638 interviews were achieved across the primary and top-up samples, resulting in an overall response rate for the project of 68%[15]. As can be seen in Table A2.5, almost one in five interviews overall (297 in total) were conducted as a result of some form of response maximisation activity (i.e. refusal conversion, language other than English interview, mail follow up, ninth or more call attempt).

Additional call attempts and refusal conversions were the most productive response maximisation activities, accounting for over 80% of interviews achieved from such activities.

Table A2.5 – Summary project statistics

Total interviews achieved	1638	100.0%
Primary sample		
Interviews achieved from refusal conversion activity	61[16]	3.7%
Interviews conducted in a language other than English	32	1.9%
Interviews achieved from mail follow up	21	1.3%
Primary sample interviews achieved at 9th call or more	183	11.2%
Total from response maximisation activities	297	18.1%
Other primary sample interviews	1061	64.8%
Total from primary sample	1358	82.9%
Top-up sample	280	17.1%
Total "excess" interviews	138	
Total primary sample interviews in excess of minimum target interviews	83	
Total top up sample interviews in excess of minimum target interviews	55	
Response rate	68%	

In total, 138 "excess" interviews were completed, where a greater number of interviews was achieved in an age / gender cell than was required according to the minimum interview targets.

"Hard to get" respondents

The Social Research Centre suggested a range of enhancements to the methodology used for previous surveys in an attempt to improve response rates. These included:

- adopting a 15 call regime in preference to the eight call regime used for previous waves of CAS
- undertaking an expanded program of refusal follow up activity
- undertaking mail follow up of "number disconnected" and non-contact households.

An analysis of these response boosting activities, in particular the characteristics of respondents interviewed on the ninth or more call attempt, and respondents interviewed as a result of refusal conversion activity, is provided below. The number of respondents interviewed as a result of intensive mail follow up is too small for meaningful analysis.

[15] The response rare for CAS 15 was 63%.
[16] Includes 22 that were also achieved on the ninth or more call attempt.

Reference to Table A2.6 reveals some demographic and attitudinal differences between respondents interviewed on the ninth call and beyond, and those interviewed within the first eight call attempts. Of particular note is the significantly higher proportion of single person households, employed persons and frequent drivers amongst those respondents interviewed after nine or more call attempts. There is also some evidence to suggest somewhat different driving experiences and attitudes. A significantly higher proportion of respondents interviewed after the eighth call attempt had been booked for speeding in the last two years, disagreed that increasing your speed by 10 km/hr means you are significantly more likely to be involved in an accident, and agreed with a 10 km/hr tolerance for speeding in 100 km/hr zones without being booked.

Table A2.6 – Characteristics of respondents interviewed on 9th or more call

Call on which respondent was interviewed	**9th or more**	**1st to 8th**
Base (unweighted respondents)	205	1153
Demographic characteristics		
Male	59.0	51.8
Single person household	**39.5#**	29.7
Drive every day of the week	**80.7#**	71.4
Employed	**75.1#**	55.7
Occupation category – professional	**27.3#**	19.5
Occupation category – tradesperson	**23.4#**	15.3
Attitudinal characteristics		
If driving, I restrict what I drink (rather than not drink at all, etc)	52.7	46.7
Unlikely to test my breath to decide whether or not to drive	59.9	51.8
There should be increased speed limit enforcement activity	35.6	**44.3#**
Penalties for exceeding speed limits should be less severe than they are now	**14.1#**	8.3
Booked for speeding in the last two years	**32.6#**	22.8
People should be allowed to travel at 110 km/hr in 100 km/hr zones in rural areas, without being booked for speeding	**41.0#**	32.4
Strongly agree that fines for speeding are mainly intended to raise revenue	**32.2#**	23.2
Disagree that increasing driving speed by 10 km/hr means you are significantly more likely to be involved in an accident	**37.1#**	26.9
Strongly agree that an accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	55.6	**65.8#**
Strongly approve of lowering the speed limit in local residential streets and minor roads to 50 km/hr	55.6	**65.8#**
Approve strongly of a law making it compulsory to carry a driver's licence at all times while driving	58.0	**66.0#**
Always wear a seatbelt in the rear seat	82.4	89.2
Ever fallen asleep at the wheel while driving a motor vehicle	18.0	14.9
Been directly involved in any form of road accident in the last three years	**11.2#**	16.3

# Denotes statistically significant at the 95% level

Table A2.7 presents an analysis of converted refusals. Although this is based on only a small sample of converted refusals (n=61), it suggests that a perceived lack of topic salience is one factor behind

initial refusals, in that persons without a current drivers licence and older persons (aged 70 years and over) are over represented among converted refusals.

Table A2.7 – Characteristics of respondents interviewed as a result of refusal conversion activity

Respondent type	Refusal conversion	Primary sample
Base	61	1358
Demographic characteristics		
70 plus age group	**24.6#**	13.7
Resident of Sydney statistical division	**21.3#**	9.5
Does not have a driver's licence or motorcycle licence or permit	18.0	**9.1#**

# Denotes statistically significant at the 95% level

Data Processing

Output editing and the derivation of variables

Unweighted single level frequency counts of the responses to each question were produced, initially in draft format, immediately upon the completion of coding. These were used to check structure and logic prior to the preparation of detailed tables.

Other tasks included the back coding of responses in "other specify" questions, as appropriate, and the removal of outliers and conversion of percentage / range responses for km/h data.

The derivation of created variables was also checked against the CAS 15 tables and data set.

Weighted survey estimates

Three alternative approaches were considered for the weighting of the survey data:

1. as per previous waves of CAS: weighting to ABS age and sex population benchmarks for each geographic stratum
2. adjusting for household size – that is, calculating a weight based on a household member's chance of being selected in the survey. Given that residential phone numbers were used as the sampling unit, a person residing in a single person household generally had twice the probability of being selected compared to a person residing in a household with two in-scope sample members. A weight was applied (before further age, sex and geographic weighting) to each record, equivalent to the inverse of its chance of selection (for example, a person living in a household with two in-scope sample members was given an initial weighting of two, a person in a three person household a weighting of three and so on)
3. as per the above with an adjustment for the disproportionate over-sampling of persons aged 15 to 29 and males. For example, in a household in which there was one in-scope male aged 30 years or over and one in-scope female aged 30 years and over, the chance of selecting the male would be 1.35 divided by 2.35 (i.e. 0.575) and the chance of selecting the female would be 1 divided by 2.35 (i.e. 0.42). The weighting adjustment factor applied was the inverse of this adjusted chance of selection.

Following a review of the impact of applying different weights on key measures, the third option was chosen (adjusting for household size, disproportionate over-sampling and population) for use in the final data set.

Table A2.8 compares the survey estimates generated the old and new weighting methods for a range of selected variables.

Table A2.8 – Review of impact of applying revised weights to key measures

Weighting method	Weighted as per previous CAS waves	CAS 16 weighting
Characteristic		
Speed / excessive speed is the factor most often leading to road crashes	38.6	**39.7#**
Agree with random breath testing of drivers	97.9	97.9
If driving, don't drink	39.7	39.8
Amount of speed limit enforcement carried out by police and speed cameras has increased in the last two years	71.0	**72.1#**
Amount of speed limit enforcement activity by police and speed cameras should be decreased	**7.7#**	6.9
Penalties for exceeding speed limits should be more severe	**25.7#**	24.5
Booked for speeding in the last six months	**38.0#**	35.3
Agree that it is ok to exceed the speed limit if driving safely	29.2	29.0
Approve of lowering the speed limit in local residential streets and minor roads to 50 km/hr	91.4	91.1
Ever fallen asleep at the wheel	15.3	15.4

# Denotes statistically significant at the 95% level

Questionnaire Design and Testing

The CAS 15 questionnaire was used as a basis for the development of the CAS 16 survey instrument, and very few changes were made. Two new questions (16a and 16b) were introduced from the ATSB's Survey on Speeding and Enforcement[17], and a range of minor modifications to existing questions and response sets were made as a result of pilot testing. The main questionnaire modifications resulting from the 30-interview pilot test included:

- updating of the response frame for Q21a and Q21b to be more sensitive to actual responses (this constitutes a minor break in the time series)
- application of new filters for specific questions (e.g. Q11, Q13a)
- re-wording of questions / response frames to achieve consistency of expression / point of reference (eg Q16a, Q25a)
- inclusion of an additional new question (Q23ab) to assist with interpretation of Q23
- a change of order to assist with sequencing and efficient questionnaire administration (Q19 placed before Q18a and Q18b).

Additional codes were added for questions as detailed in Table A2.9.

Table A2.9 – Summary of additional codes created

Question	Code	Description
1a	23	Incompetent driving
21b	1	120 km/hr
21i	1	120 km/hr
38	1	Ingesting something (eg food/ drink/ coffee, smoke, etc)
39	1	Ingesting something (eg food/ drink/ coffee, smoke, etc)
D8	1	New Zealand

The final questionnaire is provided at Appendix 3.

[17] Australian Transport Safety Bureau, May 2002.

Appendix 3: Survey Questionnaire

Appendix 3: Survey Questionnaire

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 16

Good (....). My name is (....) from The Social Research Centre. 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

DISLAY FULL ADDRESS FROM SAMPLE AND EDIT AS REQUIRED

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?

1. 15-16
2. 17-19
3. 20-24
4. 25-29
5. 30-34
6. 35-39
7. 40-44
8. 45-49
9. 50-54
10. 55-59
11. 60-64
12. 65-69
13. 70 plus
14. Ref / DK age (AVOID)

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? (SINGLE RESPONSE) 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 - UP TO TWO) RECORD IN GRID BELOW - MAXIMUM TWO RESPONSES IN Q.1(b) IF MORE THAN TWO OTHER MENTIONS, ACCEPT FIRST TWO

	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
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 AFTER 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 <u>EXPECT</u> 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
2. No GO TO Q.8

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

NOW GO TO Q.9

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

1. Yes GO TO PREQ11
2. No GO TO Q.14

Q.9 What licence or licences do you currently hold? Any other licences? READ OUT TO CLARIFY ACCEPT MULTIPLES

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 your driver's licence or permit?
IF MORE THAN ONE LICENCE OR PERMIT, ACCEPT THE LONGEST PERIOD OF TIME
Would that be ..... READ OUT

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

PREQ11 IF Q7a=1 TO 5 (CURRENT LICENCE HOLDER AND DRIVER, CONTINUE. OTHERS GO TO Q14a)

Q.11 Which of the following statements best describes your ATTITUDE to drinking and driving? READ OUT

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

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)
5. (IF VOLUNTEERED: Likely to test breath for some other reason: Specify_____)

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)

PREQ15a) IF Q11=1 ('DON'T DRINK) GO TO Q.16a, OTHERS CONTINUE

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

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

PREQQ5b IF Q15a= 1 OR 2 (DRINKS BEER) CONTINUE. OTHERS GO TO PREQ15c.

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

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

PREQ15c IF Q15a=3 (DRINKS WINE) CONTINUE. OTHERS GO TO Q16a

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

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

SPEEDING SECTION

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

Q.16a In the LAST 2 YEARS, in your opinion, has the amount of speed limit enforcement carried out by police and speed cameras ….READ OUT?

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

Q.16b Do you think the AMOUNT of speed limit ENFORCEMENT activity by police and speed cameras should be increased, decreased or stay the same?

1. Amount should be INCREASED (need more of it)
2. Amount should be DECREASED (need less of it)
3. Stay the same / keep level same as now
4. Don't know (AFTER PROBE)

Q.16c Do you think the penalties for exceeding speed limits should be more severe, or should they be less severe, or should they stay the same as they are now?

1. Should be more severe
2. Should be less severe
3. Should stay as now
4. Don't know (AFTER PROBE)

PREQ17 IF Q6=1 OR Q8=1 (EVER HELD LICENCE) CONTINUE. OTHERS GO TO Q.21a)

Q.17 DELETED FOR AFTER CAS 9

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

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

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

1. Yes
2. No GO TO Q.20

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

1. Yes
2. No

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

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

Q.21a) Now thinking about 60 km/hr speed zones in URBAN areas, how fast should people be allowed to drive without being booked for speeding
***IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED

1. 61 (one km over)
2. 62 (two km over)
3. 63 (three km over)
4. 64 (four km over)
5. 65 (five km over)
6. 66 (six km over)
7. 67 (seven km over)
8. 68 (eight km over)
9. 69 (nine km over)
10. 70 (ten km over)
11. Over 70 (more than ten km over) SPECIFY
……..
20. RANGE GIVEN (after probe for specific speed) SPECIFY RANGE
……
30. PERCENTAGE GIVEN (do not prompt further) SPECIFY %
……
60. NOTHING OVER 60 km/hr – STAY WITHIN 60 km/hr - MAXIMUM 60 km/hr
……
70. Other response SPECIFY IN DETAIL
……
98. Really do not know/Cannot say (AFTER PROBE – DO NOT PROMPT)
(POST CODING NOTE: for “ranges”, post code to median, rounding up to the nearest whole number)

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

1. 101 (one km over)
2. 102 (two km over)
3. 103 (three km over)
4. 104 (four km over)
5. 105 (five km over)
6. 106 (six km over)
7. 107 (seven km over)
8. 108 (eight km over)
9. 109 (nine km over)
10. 110 (ten km over)
11. 111 (eleven over)
12. 112 (twelve over)
13. 113 (thirteen over)
14. 114 (fourteen over)
15. 115 (fifteen over)
16. Over 115 (more than fifteen km over) SPECIFY
……
21. RANGE GIVEN (after probe for specific speed) SPECIFY RANGE
……
30. PERCENTAGE GIVEN (do not prompt further) SPECIFY %
……
61. NOTHING OVER 100 km/hr – STAY WITHIN 100 km/hr - MAXIMUM 100 km/hr
……
71. Other response SPECIFY IN DETAIL
……
98. Really do not know/Cannot say (AFTER PROBE – DO NOT PROMPT)
(POST CODING NOTE: for "ranges", post code to median, rounding up to the nearest whole number)

Q.21c)/d)/e) DELETED FOR WAVE 12 AND REPLACED WITH Q.21f) AND Q.21g) WHICH WERE DELETED AFTER CAS 13

Q21(h) Thinking again about 60 km/hr zones in URBAN areas, how far OVER THE SPEED LIMIT are people generally allowed to drive without being booked for speeding?
PROBE IF NECESSARY: So what speed would be allowed, without being booked (in a 60 km/hr urban zone – generally speaking…in normal circumstances)
***IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED

1. 61 (one km over)
2. 62 (two km over)
3. 63 (three km over)
4. 64 (four km over)
5. 65 (five km over)
6. 66 (six km over)
7. 67 (seven km over)
8. 68 (eight km over)
9. 69 (nine km over)
10. 70 (ten km over)
11. Over 70 (more than ten km over) SPECIFY
……
20. RANGE GIVEN (after probe for specific speed) SPECIFY RANGE
……
30. PERCENTAGE GIVEN (do not prompt further) SPECIFY %
……
60. NOTHING OVER 60 km/hr – STAY WITHIN 60 km/hr - MAXIMUM 60 km/hr
……
70. Other response SPECIFY IN DETAIL
……
98. Really do not know/Cannot say (AFTER PROBE – DO NOT PROMPT)

(POST CODING NOTE: for "ranges", post code to median, rounding up to the nearest whole number)

Q21(i) And now thinking again about 100 km/hr zones in RURAL areas, how far OVER THE SPEED LIMIT are people generally allowed to drive without being booked for speeding?
PROBE IF NECESSARY: So what speed would be allowed, without being booked in a 100 km/hr rural zone – generally speaking…in normal circumstances?
***IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED

1. 101 (one km over)
2. 102 (two km over)
3. 103 (three km over)
4. 104 (four km over)
5. 105 (five km over)
6. 106 (six km over)
7. 107 (seven km over)
8. 108 (eight km over)
9. 109 (nine km over)
10. 110 (ten km over)
11. 111 (eleven over)
12. 112 (twelve over)
13. 113 (thirteen over)
14. 114 (fourteen over)
15. 115 (fifteen over)
16. Over 115 (more than fifteen km over) SPECIFY
……
21. RANGE GIVEN (after probe for specific speed) SPECIFY RANGE
……
30. PERCENTAGE GIVEN (do not prompt further) SPECIFY %
……
61. NOTHING OVER 100 km/hr – STAY WITHIN 100 km/hr - MAXIMUM 100 km/hr
……
71. Other response SPECIFY IN DETAIL
……
98. Really do not know/Cannot say (AFTER PROBE – DO NOT PROMPT)

(POST CODING NOTE: for "ranges", post code to median, rounding up to the nearest whole number)

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

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

Q.23 Some road safety authorities believe that the speed limit in RESIDENTIAL AREAS should be lowered from 60 km/hr to 50 or 40 km/hr. This would only apply to local streets and minor roads, not arterial roads or highways.

Q.23a) How do you feel about lowering the speed limit in local RESIDENTIAL streets and minor roads to 50 km/hr?

1. Approve strongly GO TO Q23b
2. Approve somewhat GO TO Q23b
3. Not care either way GO TO Q23b
4. Disapprove somewhat
5. Disapprove strongly
6. (Don't know) GO TO Q23b

Q.23ab) Do you think that 50 km/hr in RESIDENTIAL AREAS is too low or too high?

1. Too low
2. Too high

Q.23b) (Just to confirm…) How would you feel about a decision to lower the speed limit IN RESIDENTIAL AREAS to 40 km/hr? 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/hr?

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 traffic 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)

PREQ24c IF Q9=6, 7 OR 8 (CURRENT MOTORCYCLE LICENCE HOLDER) CONTINUE. OTHER GO TO Q24d

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 wear a seat belt in the front seat
7. Never travel by car these days GO TO Q26
8. (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 wear a seat belt in the rear seat
7. (Don't travel in rear seat)

Q.26 In your opinion, in the LAST 2 YEARS has the amount of seat belt enforcement carried out by police READ OUT

1. Increased
2. Stayed the same, or
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 LAST 3 YEARS?

1. Yes
2. No GO TO FATIGUE (PREQ.29)

Q.28 Was this an accident where ..... READ OUT SINGLE RESPONSE

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

FATIGUE SECTION (INCLUDED FROM CAS 14)

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

PREQ29 IF Q6=1 OR Q8=1 (CURRENT OR LAPSED LICENCE HOLDER), CONTINUE. OTHERS GOTO Q38

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

1. Yes
2. No GO TO Q38
3. (Don't know/ Can't recall) GO 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 motor vehicle READ OUT

1. Past 6 months
2. Past year/ last 12 months
3. 1-2 years ago
4. 3-5 years ago
5. 6-10 years ago
6. More than 10 years ago
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. A trip of 1-2 hours
3. A trip of more than 2 hours
4. Other(Specify)_____

Q.33 When you fell asleep at the wheel while driving a motor vehicle, 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 motor vehicle 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)

PREQ37 IF Q30 = 2, 3,0R 4 (FALLEN ASLEEP MORE THAN ONCE) CONTINUE. OTHERS GO TO Q38

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)

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 at 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

ADD…(include after code 12)

30. Avoid driving at times when normally asleep (eg. “Circadian Rhythms”)
31. Do not start long trip after full day’s work/activity

……..

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
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

ADD…(include after code 12)

32. Avoid driving at times when normally asleep (eg. “Circadian Rhythms”)
33. Do not start long trip after full day’s work/activity

……..

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
7. (Don't know) GO TO D.4

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)_____

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?

DISPLAY FROM SAMPLE AND EDIT
RECORD SUBURB IF DON'T KNOW POSTCODE

PRE D6 IF NUMBER OF PERSONS IN HOUSEHOLD IS TWO OR MORE, CONTINUE: OTHERS GO TO D8

D.6 (Record by observation)

1. Male
2. Female

D.7 And may I confirm your age group again?

1. 15-16
2. 17-19
3. 20-24
4. 25-29
5. 30-34
6. 35-39
7. 40-44
8. 45-49
9. 50-54
10. 55-59
11. 60-64
12. 65-69
13. 70 plus
14. Ref / DK age (AVOID)

D.8 In which country were you born? IF "overseas", ASK: Which country? READ OUT

1. Australia GO TO CLOSE
2. United Kingdom
3. Eire / Republic of Ireland
4. Italy
5. Greece
6. Yugoslavia
7. Other Europe SPECIFY:_____
8. China/Hong Kong/Taiwan
9. Vietnam
10. Other Asia SPECIFY:_____
11. Other English Speaking Country: SPECIFY:_____
12. Other Country SPECIFY:_____
13. Not established 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 – 1995

……..
9. 1996
10. 1997
11. 1998
12. 1999
13. 2000
14. 2001
99. Not established

STANDARD CLOSE

Interviewer Declaration

I certify that this is a true, accurate and complete interview, conducted in accordance with the briefing instructions, the IQCA standards and the MRSA Code of Professional Behaviour (ICC/Esomar). I will not disclose to any other person the content of this questionnaire or any other information relating to the project.

Interviewer name: Interviewer I.D:

Signed: Date

Appendix 4: Letter to households

Australian Transport Safety Bureau
15 Mort Street, Canberra City ACT 2601
Australia
PO Box 967, Civic Square ACT 2608
Telephone: 02 6274 7249
Facsimile: 02 6274 7922

Dear Householder

Notice of Important Community Survey

The Federal Government is planning to conduct a national telephone survey on a range of important road safety issues. *The Social Research Centre* has been commissioned to carry out this survey on the Government's behalf and your household has been randomly selected from the current White Pages telephone directory. An interviewer from *The Social Research Centre* may telephone your number in the next week or so to talk to someone in your household who is at least 15 years of age.

They will ask the person who answers the phone if you have received this letter and if you are willing to help in this survey. They will then ask how many people live in the house and their age and gender. This information is typed into a computer and the computer will then choose at random, someone from your household to answer the survey.

The interview will take 10 to 15 minutes to complete and will be easy to answer. Let me assure you that the responses from the household member who gives the interview will remain strictly confidential. The answers will be combined with all the other responses from people throughout Australia to present a national picture.

The information from this survey will help the Government develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads.

The telephone number listed for this household is <<INSERT PHONE NUMBER>>. If this is not your number, please call *The Social Research Centre* toll free on 1800 230 040 and provide your correct phone number.

Should you wish to confirm anything about this survey, please call the Project Manger Olivia Sherwood at the Australian Transport Safety Bureau, Canberra on (02) 6274 7249 or you may call our toll free number 1 800 026 349.

Thank you for taking the time to read this letter. We want to be sure that the findings reflect the views of all Australians and we are grateful for your assistance.

Yours sincerely

Kym Bills
Executive Director
March 2003

Community Attitudes to Road Safety:
Community Attitudes Survey, Wave 16, 2003

ISBN 0 642 25523 7

www.atsb.gov.au

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