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Community Attitudes to Road Safety:

Community Attitudes Survey Wave 17, 2004

Author
Darren Pennay
The Social Research Centre

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Community Attitudes to Road Safety

Community Attitudes Survey

Wave 17, 2004

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By: Darren Pennay

The Social Research Centre

Level 1, 262 Victoria Street

NORTH MELBORNE VIC 3051

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Community Attitudes Survey Wave 17, 2004

Author

Mr Darren Pennay

Performing Organisation

The Social Research Centre

Level 1, 262 Victoria Street

North Melbourne Vic 3051

Sponsor [Available from]

Australian Transport Safety Bureau

PO Box 967

Civic Square ACT 2601 Australia.

Project Officer: Olivia Sherwood

Abstract

This report documents the findings from the Australian Transport Safety Bureau's latest survey of community attitudes to road safety. The seventeenth in a series of national surveys on community attitudes to road safety was conduced in March and April 2004. A total of 1,665 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

Notes

(1) ATSB reports are disseminated in the interest of information exchange.
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 2004 Community Attitudes Survey is the seventeenth in the long running survey program, the main purpose of which 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 2004. The sample comprised private dwellings across Australia listed in the Electronic White Pages telephone directory. A total of 1,665 interviews were conducted with an average interview length of 14 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 those 'away for survey period') was 64%. Approximately one in six interviews were 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 2004 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.

Main Findings

Factors Perceived to Contribute to Road Crashes

The Australian community continues 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, 39% say speed (40% in 2003), 13% say inattention/lack of concentration (down from 15% in 2003), 12% mention drink driving (11% in 2003) and 10% mention driver fatigue (9% in 2003).

When asked to nominate up to three factors that lead to road crashes, 59% of the community nominate speed as one of these factors (down from 62% in 2003), 50% drink driving (up from 44% in 2003), 27% inattention/lack of concentration (down from 30% in 2003) and 29% driver fatigue (up from 26% in 2003).

While there has been some year-on-year movement in community perceptions pertaining to the factors seen as mostly contributing to road crashes, the results from 2003 appear to be atypical, with the 2004 results showing a return to the long term trend line.

When looking at community perceptions of these factors over the longer term (see Figures 2 and 3, main report) it seems that, despite the current-year increase, the extent to which the community sees drink driving as a factor that contributes to road crashes has declined slightly since 1998-2000 and significantly since 1993. There has also been a slight tapering, since its peak in 1999, in the extent to which driver fatigue is seen as a major contributing factor.

The state/territory results showed that compared to the national average, NSW drivers placed particular emphasis on speed, ACT drivers inattention/lack of concentration and driver fatigue, and Tasmanians drink driving and driver fatigue, while Victorians appeared to place more emphasis on inattention/lack of concentration and Western Australians on driver fatigue, though these differences were not statistically significant. The Victorians and Northern Territorians had significantly less focus on driver fatigue and the Queenslanders reflected the national average for all four factors.

The situation in the Northern Territory is noteworthy, in that this year's result confirms an upward trend in recent years which has seen mention of speed as a cause of road accidents increase (although not significantly) from 58% in 2002 to 63% in 2003 to 66% this year.

The decreased mention of 'lack of concentration' as a cause of road crashes (down from 30% to 27% nationally) can largely be attributed to the dramatic change in the opinions of Tasmanian participants, where total mentions of this factor decreased from 41% in 2003 to 19% this year.

The significant year-on-year increase in mentions of drink driving as a cause of road crashes was reflected in most of the state/territory results (and up significantly from 37% to 50% in Queensland and 44% to 57% in South Australia).

Significant increases in total mentions of fatigue were evident in Tasmania (up from 21% to 40%) and Victoria (up from 17% to 23%). A countervailing trend was apparent in the Northern Territory, where mention of driver fatigue as a factor contributing to road crashes declined from 31% in 2003 to 15% in 2004.

Similar proportions of capital city residents and those in other areas mentioned speed and lack of concentration as causes of road crashes. Driver fatigue, however, is regarded as more of a problem outside of the capital cities (36%) than within the capitals (26%).

While males and females both think of speed as the factor most often contributing to road crashes, the extent to which this view is held differs significantly, with 34% of males mentioning speed as the single most important factor contributing to road crashes, compared to 43% of females. In 2003 the gap between males and females was even larger (15 percentage points), with 47% of females and 32% of males mentioning speed as the main cause of road crashes.

Perceptions as to the main causes of road crashes also vary somewhat by age, with 15 to 24 year olds (at 50%) significantly less likely than average 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 2003 and 2004, with total mentions of drink driving for this group significantly increasing from 49% in 2003 to 65% in 2004. The 25 to 39 year old age group are significantly more likely than the population as a whole to mention 'driver fatigue' as a contributing factor to road crashes (40% in 2004, up from 31% in 2003) and significantly less likely to mention drink driving (42% in 2004 and 43% in 2003).

Alcohol and Drink Driving

Random Breath Testing

Community support for RBT is almost universal, with 98% agreeing with random breath testing (86% strongly agreeing and 12% somewhat agreeing). Support for RBT has been in the 96% to 98% band for the last 10 years. Nearly 4 in 10 persons (37%) 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.

Over three quarters of the total sampled population (78%) had seen police undertaking random breath testing in the last six months. This represents a significant increase in the reported level of RBT visibility over 2003 levels (75%) and continues the upward trend in perceived RBT visibility (see time series data presented in Figure 6, main report). The proportion of the community that reported having been breath tested in the previous six months is virtually unchanged (29% in 2004 compared with 30% in 2003). Compared to the national average, significantly less people in the Northern Territory, the ACT and Queensland had seen RBT activity.

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 (46%) that hold the view that the level of RBT activity has increased. This age group has typically been the most likely to hold this view although the percentage doing so this year has declined slightly from the 2003 level (49%).

When looking at who has actually been breath tested in the last six months, 2004 data show (consistent with previous years) that males (at 37%) are significantly more likely to have been tested than females (21%). This year's data also reveals that the 15 to 24 year old age group was the least likely to be personally breath 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.

Perceptions as to the level of RBT activity by state/territory show considerable variation. The proportion holding the view that the level of RBT activity has increased over the last two years declined appreciably in the ACT (down to 19% from 26% in 2003) and Western Australia (down from 41% to 31%). These declines were partially offset in South Australia, where the proportion holding the view that the level of RBT activity had increased over the last two years increased from 38% to 45%. Trends across the other states/territories were reasonably stable.

An analysis of perceived RBT visibility by state/territory shows considerable variation, ranging from 65% in the Northern Territory and the ACT to 84% in NSW.

Attitudes to Drink Driving

As has been the case in previous years, the most commonly employed drink driving strategies are to restrict what one drinks if driving (43%) and to not drink at all if driving (38%). Nineteen per cent of current licence holders do not drink at all.

The culmination of the above is that well over half the population (57%) report that they don't drink at all when driving. Females are significantly more likely than males not to drink when driving, largely as a result of being twice as likely not to drink at all (26% of females and 13% of males). However, three quarters of 15 to 24 year olds do not drink when driving, largely as result of exercising restraint rather than not drinking at all.

Awareness of Standard Drinks and Alcohol Consumption Guidelines

Just over half (52%) of beer drinkers accurately identify the number of standard drinks in a stubby/can of full strength beer, and 24% either underestimate or don't know, 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 (1.4 to 1.5) has ranged from 39% to 53% over the last 10 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 has ranged from 13% to 21% over the last 10 years (with the 2002 result being the highest on record).

A bottle of wine contains at least seven standard drinks, although some wines contain more. Ten per cent of wine drinkers said that a bottle contains seven drinks (11% in 2003) and 14% gave higher responses (12% in 2003). Of concern is the finding that 67% of wine drinkers underestimated the volume of alcohol contained in a 750 ml bottle of wine (68% in 2003) possibly suggesting a confusion between standard drinks as defined by the guidelines, and typical serving sizes. A further 10% said they didn't know.

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 (48%) had accurate knowledge of the guidelines for the first hour compared with females (34%), however both sexes had a very high level of knowledge of the guidelines for subsequent hours (83% for males and 72% for females). The result for females represents a significant increase from 2003 (up from 28% to 34% for the first hour and up from 68% to 72%, for subsequent hours). The discrepancy between males and females is further accentuated when it is noted that 60% of males made a safe assumption (i.e. correctly identified or underestimated) regarding the number of standard drinks they could have in the first hour and remain under .05 compared with 34% of females.

Speed

Speed Enforcement

Seventy 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, while a slight decline on 2003, nonetheless shows the general community perceives a growing level of speed limit enforcement over the last ten years. Since 2001 this has increased quite dramatically (from 58% to 70%) however the extent to which it is attributable to actual increases in enforcement or to the community's increased awareness of road safety cannot be determined.

Since 1996 there has been a steady increase in the proportion of active drivers having been booked in the previous two years, which may suggest that enforcement of speed limits has been the main driver of the increased community awareness.

When looking at perceptions as to the level of speed enforcement, it emerges that males are more likely (although not significantly so) than females to hold the view that the level of speed limit enforcement has increased (72% for males and 68% for females). When looking at these perceptions by age, it is apparent that persons aged 60 years and over (65%) are 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 (14%) reported having been booked for speeding in the last two years. As the corresponding figures from 2003 were 27% for males and 19% for females, this year's result represents a significant decrease 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 (14%) than drivers from any other age group. This finding is consistent with those of previous years.

Western Australians (59%) and Tasmanians (62%) were the least likely to hold the view that the level of speed limit enforcement has increased, with those living in South Australia being the most likely to hold this view (77%). There is also considerable year-on-year variation at the state/territory level, with the current South Australian result increasing from 68% the previous year, as well as decreases from 73% to 66% in Queensland and from 68% to 59% in Western Australia.

Queensland residents had the lowest proportion of drivers who said they had been booked for speeding in the last 2 years (15%, down from 31% in 2003). The result for Western Australia is unchanged at 31% and remains significantly higher than the national result. Capital city residents are significantly more likely to have reported being booked for speeding in the last two years (23% down from 26% in 2003) than those who live outside the capitals (17%, unchanged from 2003).

When respondents were asked if there should be any change to the level of speed enforcement, there was overwhelming support for a continuation of existing levels (46%) or an increase (39%). Only a small minority (14%) believed that enforcement should decrease. Similarly, when asked about changes to penalties for speeding, most people supported no change (59%), or an increase (23%), rather than a reduction (14%).

Perceived Acceptable and Actual Speed Tolerances

Just under a third (31%) of the community believe that there should be no tolerance when it comes to booking people for speeding in a 60 km/h zone in urban areas. When looking at perceptions as to what speed is actually permitted in 60 km/h zones in urban areas before a speeding fine is issued, it emerges that 16% of the community (15% in 2003) think that zero tolerance is enforced, 53% believe there to be a tolerance up to 5 km/h (48% in 2003) and 18% feel that speeds greater than 65 km/h will be tolerated without a speeding fine being issued (19% in 2003).

There was a more relaxed attitude towards speeding in a 100 km/h rural area (compared to a 60 km/h urban area), with just over a quarter (27%) of the community feeling that there should be no tolerance. More worrying is the fact that nearly half (42%) considered speeds over 105 km/h to be acceptable in a 100 km/h rural area, although most of these limited it to 110 km/h. The median acceptable speed was 105 km/h. When looking at the speed limits that people thought were enforced in 100 km/h rural zones, 13% of the population think that drivers will be booked if they exceed the speed limit in these areas by any margin at all (11% in 2003).

Selected Attitudes to Speeding

The proportion of the community agreeing that an accident at 70 km/h will be more severe than one at 60 km/h jumped from 91% in 2003 to 96% for the current survey and has increased by 16 percentage points since 1995. The level of agreement with the statement that speed limits are generally set at reasonable levels (83% in 2004) has fluctuated somewhat over time however it appears to be decreasing over recent years. 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/h has continued to increase steadily, from 55% in 1995 to 73% in 2004 (up from 70% in 2003). The proportion of the community that believe it is OK to speed as long as you're driving safely has been steadily around the 32-33% level for six of the last seven years. The exception was 2003 when only 29% held this view.

Agreement with the statement 'speeding fines are mainly intended to raise revenue' has shown the most marked change between 2003 and 2004, with the proportion of the community holding this view having risen sharply from 54% in 2003 to 62% in 2004, the highest to date. This is consistent with other changes: an increase in the belief that it is OK to speed as long as you're driving safely (33%) and a decrease in the feeling that speed limits are generally set at reasonable levels (83%).

Self–reported Driving Behaviour

The proportion of recent drivers reporting either always, nearly always or mostly driving 10 km/h over the speed limit continued to decrease and has more than halved over the last 10 years, from 15% in 1993 to 7% in 2004, although provisional licence drivers continue to be disproportionately likely to report that they regularly exceed the speed limit by 10 km/h (12% in 2004).

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 3% state that their driving speed has generally increased over the last two years. As was the case in 2003, persons aged 15 to 24 years were significantly more likely to have increased their driving speed over the last two years (15%) than average (3% overall).

Driver Fatigue

The incidence of having ever fallen asleep while driving has significantly decreased to 10% this year (down from 15% in 2003). When asked about strategies for dealing with tiredness/fatigue while they are out driving, as was the case in 2003, respondents more often cited the need to pull over and either rest (44%), have a nap/sleep (32%), have a walk/get some fresh air (20%) and/or have something to eat/drink (21%), as opposed to strategies involving trying to stay awake while continuing driving.

The most commonly mentioned preventative measure against falling asleep while driving was getting a good night sleep before driving (31%). Other preventative measures frequently mentioned include frequent/regular stops (17%), pulling over and resting (15%), pulling over to get something to eat/drink (14%), winding the window down (14%), having a break every 2 hours (14%), pulling over for a walk/to get some fresh air (12%), turning on the radio or listening to music (11%) and sharing the driving (10%). Only two of these do not involve stopping driving.

Other Issues

Compulsory Licence Carriage

Community approval for the compulsory carriage of a licence while driving remains high (89%), an increase over the 86% for 2003. As an indication of how this practice is inculcated, 79% of respondents across the jurisdictions believe that it is a legal requirement to carry a licence at all times while driving despite NSW, Tasmania and the ACT being the only jurisdictions actually having this as a requirement.

Seat Belt Wearing and Enforcement

The proportion of people that always wear a seat belt when travelling in the front seat of a car continues to remain high (between 95% and 97% since 1993). The proportion of passengers claiming to always wear a seat belt when travelling in the back seat is gradually increasing (up from 85% in 1993 to 91% in 2003 and 2004) which may be due in part to the gradual upgrading of the national car fleet with respect to rear seat belts.

Attitudes to regulation and enforcement

The CAS 17 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, 89% 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. Given this high level of general support, the 2004 survey included two different questions. The first was whether a speed limit of 50 km/h in residential areas was too low (20%) or too high (3%), or about right (77%), and the second was if limits below 60km/h should be set on more or less streets: 61% of the sampled population agreed that the number of streets on which speed limits of below 60 km/h had been set was about right, 21% felt that the lower speed limits should be enforced on more streets and 19% felt that the sub 60 km/h speed limits should apply to fewer streets.

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. Almost a third (31%) 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 maximum permissible speed in a 60 km/h zone in an urban area should be 60 km/hr. Only 8% said that the tolerated speed 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.

The level of agreement with the statement ‘fines for speeding are mainly intended to raise revenue’ increased to 62% from 54% in 2003 (and similar levels for the past few years). Results on many other (more specific) questions indicate that many people want fairly strict controls on speed, but are inclined to agree with a cynical view of the motives behind fines.

The following sections describe the research that was carried out for the 2004 Community Attitude Survey and provide a more detailed analysis of the survey findings. Where appropriate, findings are compared with previous surveys in this series. A table of comparisons of findings over time is attached as Appendix 1.

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 2004 survey is the seventeenth 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 seventeenth Community Attitudes Survey was conducted in March and April 2004 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 1,665 interviews were conducted with an average interview length of 14 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 2004 is provided as Appendix 3.

About this Report

This report provides descriptive analysis of the main findings from the 2004 survey, with a particular focus on 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 the 2003 and 2004 surveys 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 the 2003 and 2004 surveys 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 was 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 89% of the in–scope population currently hold a driver's licence or permit (88% for 2003) and 91% have held a driver or motorcycle licence at some stage (92% for 2003). Over three quarters of the in–scope population for the survey (79%) have held their licence for more than 10 years (a significantly higher proportion of experienced drivers than in 2003 at 76%). Nearly three quarters of drivers (74% for 2004 and 71% for 2003) also use the road on a daily basis and one fifth (20% for 2004 and 19% for 2003) drive to a destination 50 km or more from their home at least three times a week. Sixteen per cent 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 2003 and 2004 samples are also very stable in terms of underlying driver and road usage characteristics. This being the case, users of these 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	91
No	9
Licences currently held [(3)]	
Full car licence	90
Heavy vehicle licence	12
Full motorcycle licence	9
Provisional car licence	6
Car learner's permit	3
Bus licence	1
Motor cycle learner's permit	1
Taxi/hire car	1
Provisional motor cycle licence	<1
Net: Currently licensed	89
Length of time held licence	
Up to 3 years	10
3 to 5 years	3
6 to 10 years	8
Over 10 years	79
Frequency of road usage in an average week	
Every day	74
4–6 days a week	13
2–3 days a week	8
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	20
At least once a week	24
At least once a month	31
At least once every three months	12
At least once a year	6
Less than once a year	8
Been directly involved in a road accident in the last three years	
Yes	16
No	84
Main alcoholic beverage(3)	
Beer	34
Wine/champagne	30
Mixed drinks/spirits/liqueurs	21
Do not drink at all	19

Figures may not add to 100% due to rounding.

1. Base: Current licence holder (n=1,485) unless otherwise specified.
2. Base: Total sample (n=1,665).
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)*

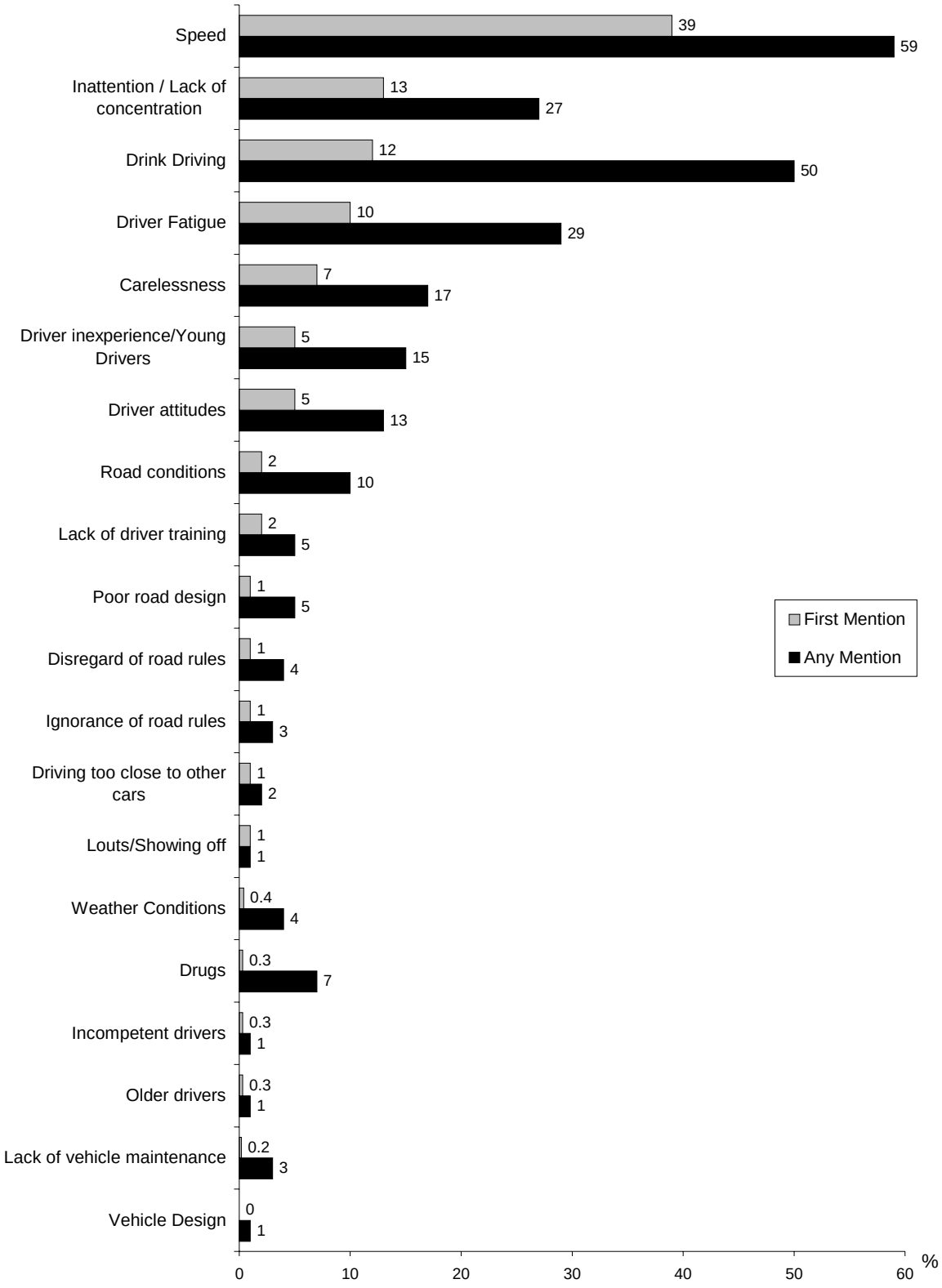
Figure 1 (see next page) provides the results of the above line of questioning by showing the percentage of respondents that made first mention, then any mention, of a specific factor.

Looking initially at 'first mentioned' factors, the most commonly cited factor was speed (seen as the single main contributing factor to road crashes by 39% of the Australian community). Speed has been regarded as the number one cause of road crashes every year since this monitoring program began in 1986. Other factors that were also widely seen as contributing most often to road crashes included inattention/lack of concentration (13%), drink driving (12%), and driver fatigue (10%).

When looking at total mentions, speed was nominated as a cause of road crashes by 59% of the community (a decrease from 62% in 2003), followed by drink driving (50%), driver fatigue (29%), and inattention/lack of concentration (27%). Other factors that were mentioned by at least one in ten persons were carelessness (17%), driver inexperience/young drivers (15%), driver attitudes (13%) and road conditions (10%).

While speed continues to dominate community thinking as the perceived main cause of road crashes, there has been some year-on-year movement regarding other contributing factors (see Table 2). There were significant increases from 44% to 50% in the proportion of the community making mention of drink driving as a cause of road crashes (with the 2003 result of 44% now looking somewhat anomalous in the light of recent time series data) and an increase from 26% to 29% in the proportion mentioning driver fatigue. Mention of 'inattention/lack of concentration' as a cause of road crashes dipped slightly for the current survey from a peak of 30% in 2003 back to 27%, which is a more typical result over time.

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



Base: Total sample (n=1,665).

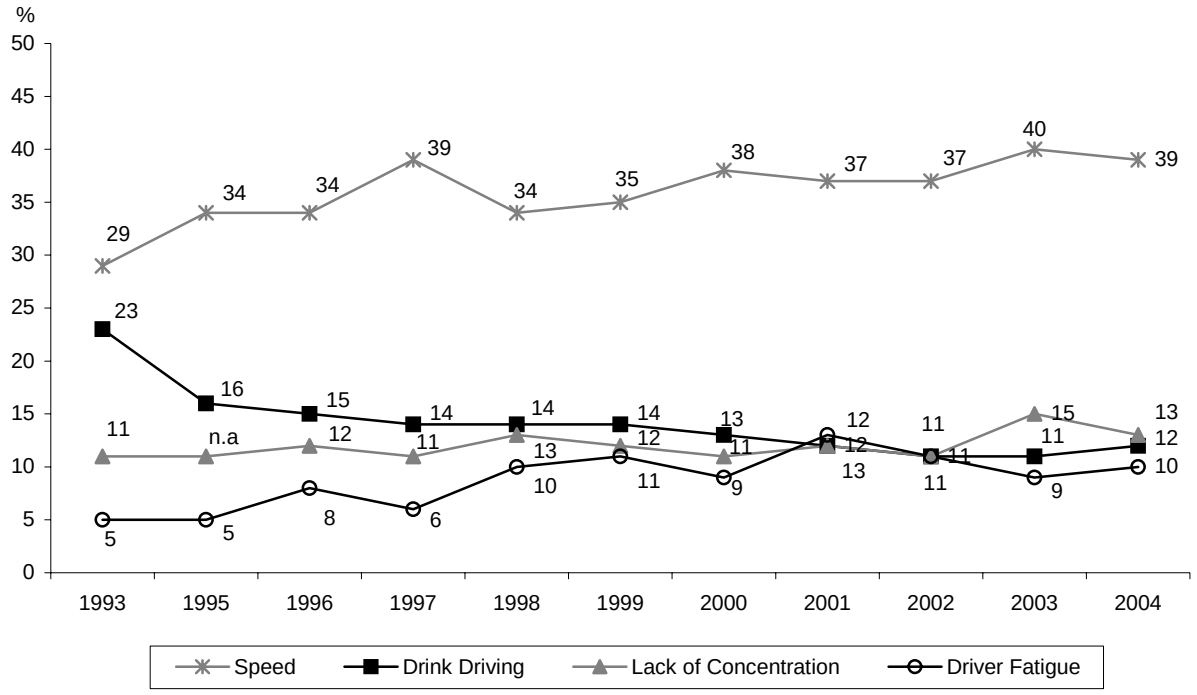
Table 2: Factors thought to most often lead to road crashes: First mentions/Total mentions.

	2002	2003	2004
	%	%	%
First mentions			
Speed	37	40	39
Inattention/lack of concentration	11	15	13
Drink driving	11	11	12
Driver fatigue	11	9	10
Total mentions			
Speed	62	62	59
Inattention/lack of concentration	26	30	27
Drink driving	52	44	**50#**
Driver fatigue	33	26	**29#**

Base: Total sample
# Denotes statistically significant difference to 2003 results, at the 95% confidence interval.

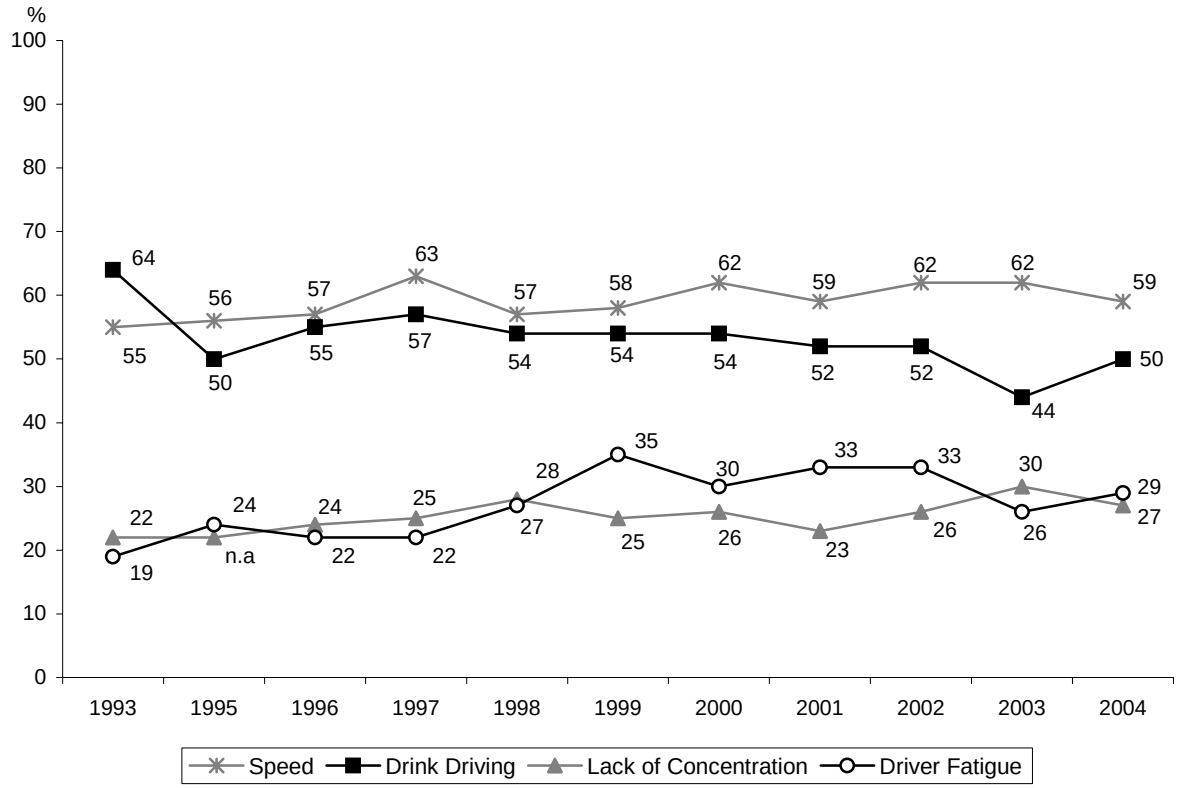
When looking at community perceptions of these factors over the longer term (see Figures 2 and 3) it seems that, despite the current-year increase, the extent to which the community sees drink driving as a factor that contributes to road crashes has declined in recent years, and that perhaps there has also been a slight tapering, since its peak in 2001, in the extent to which driver fatigue is seen as a major contributing factor.

Figure 2: Factors thought to most often lead to road crashes: First mentions, 1993 to 2004.



Base: Total sample (n=1,665).

Figure 3: Factors thought to most often lead to road crashes: Total mentions, 1993 to 2004.



Base: Total sample (n=1,665).

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 34% of males mentioning speed as the single most important factor contributing to road crashes compared to 43% of females. In 2003, the gap between males and females with respect to their attitudes to speed as a contributing factor to road crashes was even larger (15%), with 47% of females and 32% of males mentioning speed as the main cause of road crashes.

Perceptions as to the main causes of road crashes also vary somewhat by age, with 15 to 24 year olds (at 50%) significantly less likely than average 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 2003 and 2004, with total mentions of drink driving for this group significantly increasing from 49% in 2003 to 65% in 2004. The 25 to 39 year old age group are significantly more likely than the population as a whole to mention 'driver fatigue' as a contributing factor to road crashes (40% in 2004 up from 31% in 2003) and significantly less likely to mention drink driving (42% in 2004 and 43% in 2003).

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	39	34	43	**31#**	36	41	46
Inattention/lack of concentration	13	13	13	14	15	13	12
Drink driving	12	13	12	**25#**	10	11	**7#**
Driver fatigue	10	10	9	7	13	10	6
Total mentions							
Speed	59	56	62	50#	54	63	**67#**
Inattention/lack of concentration	27	29	26	23	29	29	26
Drink driving	50	46	53	65#	**42#**	53	44
Driver fatigue	29	29	29	24	**40#**	28	**22#**
Base: Total sample	1,665	823	842	279	448	566	372

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, Table 4 shows that 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 and Tasmania to 66% in Northern Territory. The result for the Northern Territory confirms an upward trend in recent years from 58% in 2002 and 63% in 2003. In South Australia the prevalence of speed being mentioned as a cause of road accidents has decreased from 70% in 2003 to 62% currently.

Large state/territory differences are once again evident in the extent to which lack of concentration is perceived as a contributing factor to road crashes (down nationally from 30% to 27%). The results for Tasmania and the Northern Territory are particularly volatile. Tasmania's result is significantly below the national average (19% compared with 27%) and down dramatically from 41% the previous year whereas for the Northern Territory the proportion of the community that feel lack of concentration is a contributing factor in road crashes is significantly above the national result, having increased from 14% in 2003 to 39% for 2004. The proportion of South Australians rating lack of concentration as a main contributing factor to road crashes was significantly above the national average at 38%, and up from 32% in 2003. Consistent with last year's findings, Northern Territorians (at 39%) were once again significantly more likely to rate lack of concentration as a major contributing factor to road crashes. For Victoria, the prevalence with which lack of concentration was mentioned as a factor in road crashes declined from 39% to 32%.

The significant year-on-year increase in mentions of drink driving as a cause of road crashes was reflected in most of the state/territory results (and up significantly from 37% to 50% in Queensland and 44% to 57% in South Australia). This upward trend is apparent across most states/territories with the exception of Western Australia (where mentions of drink driving as a contributing factor to road crashes declined from 56% in 2003 to 51% in 2004) and the Northern Territory where the decline was from 64% to 58%.

Total mentions of driver fatigue as a perceived cause of road crashes also significantly increased between 2003 (26%) and 2004 (29%). Significant increases were evident in Tasmania (up from 21% to 40%) and Victoria (up from 17% to 23%). A countervailing trend was apparent in the Northern Territory, where mention of driver fatigue as a factor contributing to road crashes declined from 31% in 2003 to 15% in 2004.

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	39	46	37	36	41	**30#**	**25#**	37	38
Inattention/lack of concentration	13	10	15	13	18	16	11	**21#**	**21#**
Drink driving	12	12	15	**7#**	13	16	**24#**	16	9
Driver fatigue	10	10	**5#**	14	9	11	**16#**	**3#**	15
Total mentions									
Speed	59	65	54	58	62	53	53	66	61
Inattention/lack of concentration	27	21	32	26	**38#**	28	**19#**	**39#**	34
Drink driving	50	46	50	50	57	51	**63#**	58	55
Driver fatigue	29	33	23	28	24	**40#**	**40#**	**15#**	35
Base: Total sample	1,665	273	243	225	188	187	192	200	157

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

Table 5 shows that similar proportions of capital city residents and those in other areas mentioned speed (as per recent years) and lack of concentration as causes of road crashes. Driver fatigue was significantly more likely to be regarded as a problem by residents living outside of capital cities (36%) than capital city dwellers (26%). When looking at capital city/non-capital city perceptions with respect to drink driving, whereas last year perceptions were almost identical (with 44% of capital city residents and 43% of non-capital city residents mentioning drink driving as a contributing factor to road crashes) a gap in perceptions has opened up this year, with mention of drink driving being more prevalent in capital city areas (51%) compared with other areas (47%).

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	39	40	38
Inattention/lack of concentration	13	14	13
Drink driving	12	13	11
Driver fatigue	10	7	**15#**
Total mentions			
Speed	59	59	61
Inattention/lack of concentration	27	28	25
Drink driving	50	51	47
Driver fatigue	29	26	**36#**
Base: Total sample	1,665	1,062	603

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)

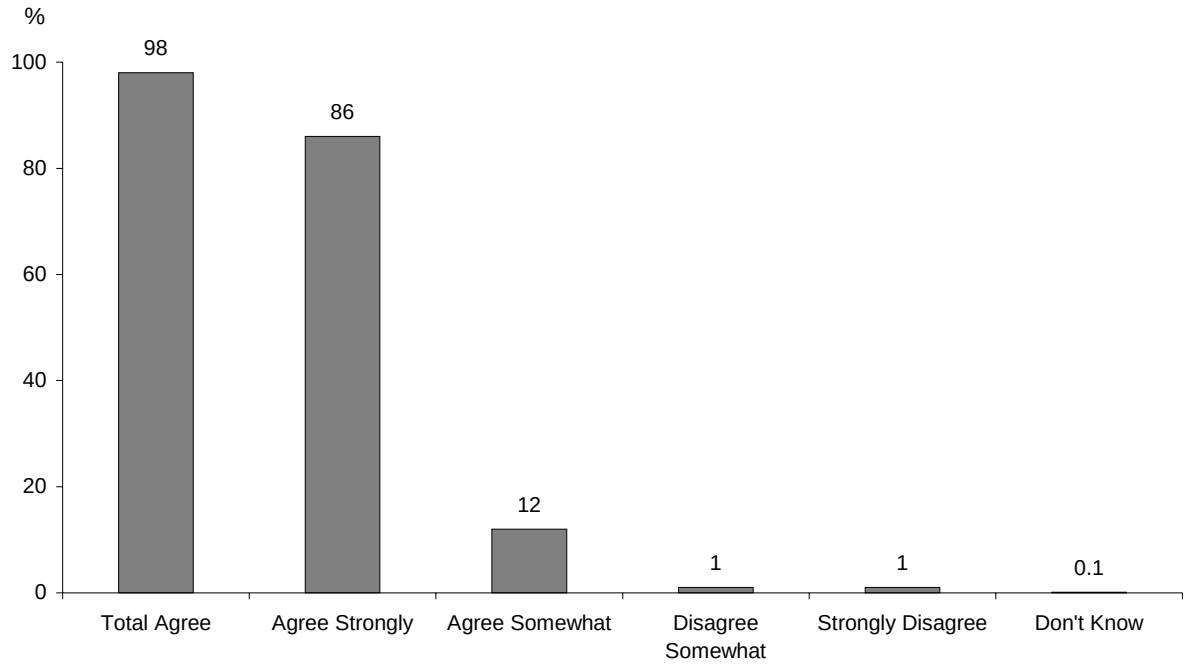
All respondents were asked:

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

Figure 4 shows that community support for RBT is almost universal, with 98% agreeing with random breath testing (86% strongly agreeing and 12% 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 minor 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 2004, with 99% of females supporting RBT compared with 97% of males. There is a slight tendency amongst both males and females for the level of support for RBT to decline by age. Analysis of the data for males reveals that there is considerable (and significant) variation by age, ranging from almost 100% support amongst males aged 15 to 24 years (99.9%) to 95% for males aged 40 to 59 years. Support for RBT is at its highest in Victoria (at 98.9%) and lowest in Western Australia (at 95.4%) and is practically identical across capital cities (98.1%) and other areas (97.8%).

Figure 4: Percent agreement with random breath testing.



Base: Total sample (n=1,665).

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

Selected characteristics	Base (n=)	Agree %
Total	1,665	98
Sex		
Male	823	97
Female	842	99
Age group (years)		
15–24	279	100
25–39	448	100
40–59	566	97
60+	372	97
State/Territory		
NSW	273	99
VIC	243	99
QLD	225	97
SA	188	98
WA	187	95
TAS	192	98
NT	200	99
ACT	157	98
Capital city/Other		
Capital city	1,062	98
Other location	603	98
Licences currently held		
Full car licence	1,358	98
Heavy vehicle licence	191	97
Full motorcycle licence	156	98
Provisional car licence	76	100
Net: Currently licence holder	1,452	98
Frequency of road usage in an average week (1)		
Every day	1,105	98
4–6 days a week	191	99
2–3 days a week	116	96
Once a week	21	89
Less than 1 day a week	26	100
Never, don't drive nowadays	26	97
Average frequency of driving to a destination over 50 km from home (2)		
3 or more times a week	265	98
At least once a week	321	98
At least every three months	653	98
Less often	220	98
Been directly involved in a road accident in the last three years		
Yes	261	98
No	1,404	98

Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
(1) Base: Currently holds a current driver's licence or motor-cycle licence or permit (n=1485)
(2) Base: Currently holds a current driver's licence or motor-cycle licence or permit and currently drives (n=1459)

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 37% of individuals are of the view that the level of RBT has increased in the last two years, 36% feel as though there has been no change, 13% feel as though there has been a decrease and 15% don't know. These proportions are very similar to those reported in 2003. The proportion of the community holding the view that there has been an increase in RBT activity (Figure 5) peaked in 1997 (at 46%) and remained at relatively high levels throughout 1998 and 1999 (both 44%). The 2004 result is more typical of recent years after an appreciable dip down to 34% in 2001.

When looking at perceptions as to the level of RBT activity by sex, the current year result reverses the historical trend and is the first time that the proportion of males feeling as though the level of RBT activity has increased over the last two years (35%) has fallen below that of females (39%). A significantly higher proportion of females (18%) relative to males (11%) 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 significantly higher proportion of 15 to 24 year olds (46%) that hold the view that the level of RBT activity has increased. This age group has typically been the most likely to hold this view, although the percentage doing so this year has declined slightly from the 2003 level (49%).

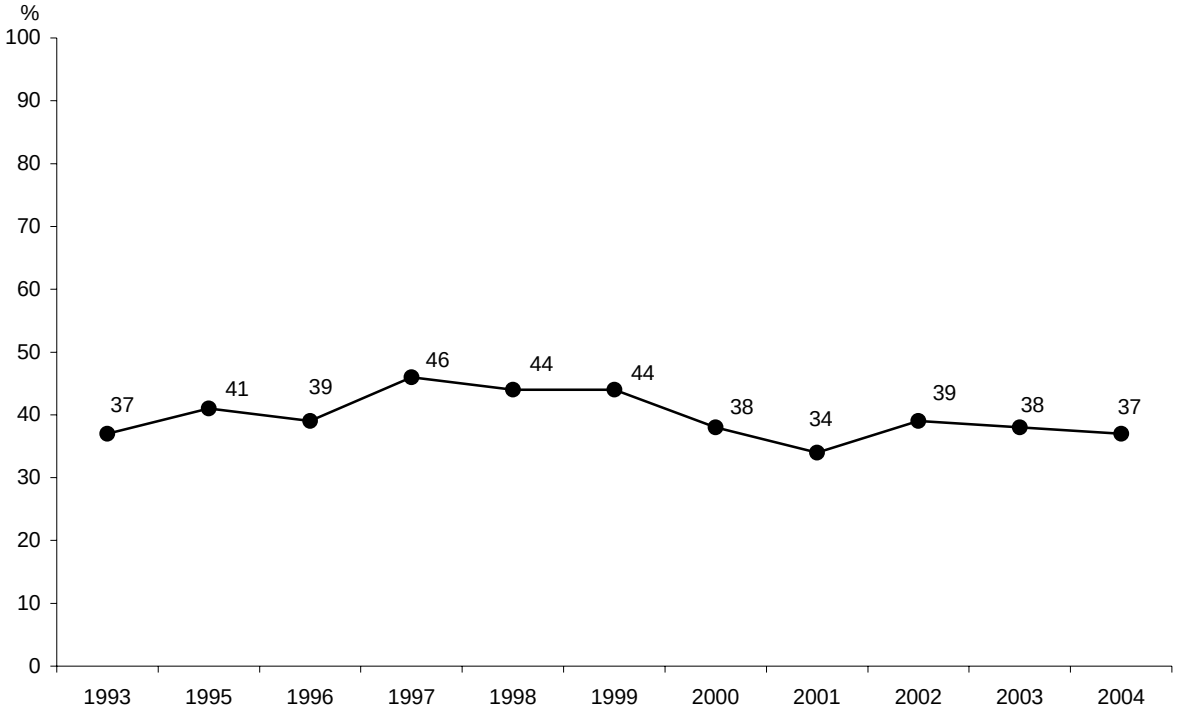
Perceptions as to the level of RBT activity by state/territory show considerable variation. The proportion holding the view that the level of RBT activity has increased over the last two years declined notably in the ACT (down to 19% from 26% in 2003) and Western Australia (down from 41% to 31%). These declines were partially offset in South Australia, where the proportion holding the view that the level of RBT activity had increased over the last two years increased from 38% to 45%. Trends across the other states/territories were reasonably stable.

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	37	36	13	15
Sex				
Male	35	39	14	11
Female	39	32	11	18
Age group (years)				
15–24	**46#**	36	**6#**	12
25–39	34	42	13	11
40–59	41	35	14	10
60+	**28#**	**28#**	15	**30#**
State/Territory				
NSW	36	36	17	12
VIC	40	35	9	15
QLD	38	34	12	16
SA	45	33	**7#**	16
WA	31	40	10	18
TAS	39	38	9	15
NT	**24#**	41	18	17
ACT	**19#**	40	**23#**	18
Capital city/Other				
Capital city	36	35	14	15
Other location	39	37	11	14
Licences currently held				
Full car licence	35	36	14	15
Heavy vehicle licence	37	34	15	14
Full motorcycle licence	32	38	16	14
Provisional car licence	41	43	5	11
Net: Currently licensed	36	36	14	15
Frequency of road usage in an average week				
Every day	35	39	14	12
4–6 days a week	40	27	12	21
2–3 days a week	42	30	9	20
Once a week	28	52	0	20
Less than 1 day a week	33	2	37	28
Never, don't drive nowadays	33	41	0	26
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	39	34	16	11
At least once a week	32	40	15	13
At least every three months	37	38	13	13
Less often	36	**24#**	13	**28#**
Been directly involved in a road accident in the last three years				
Yes	38	37	14	10
No	37	35	12	16

Base: Total sample (n=1,665).
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 2004.



Base: Total sample.

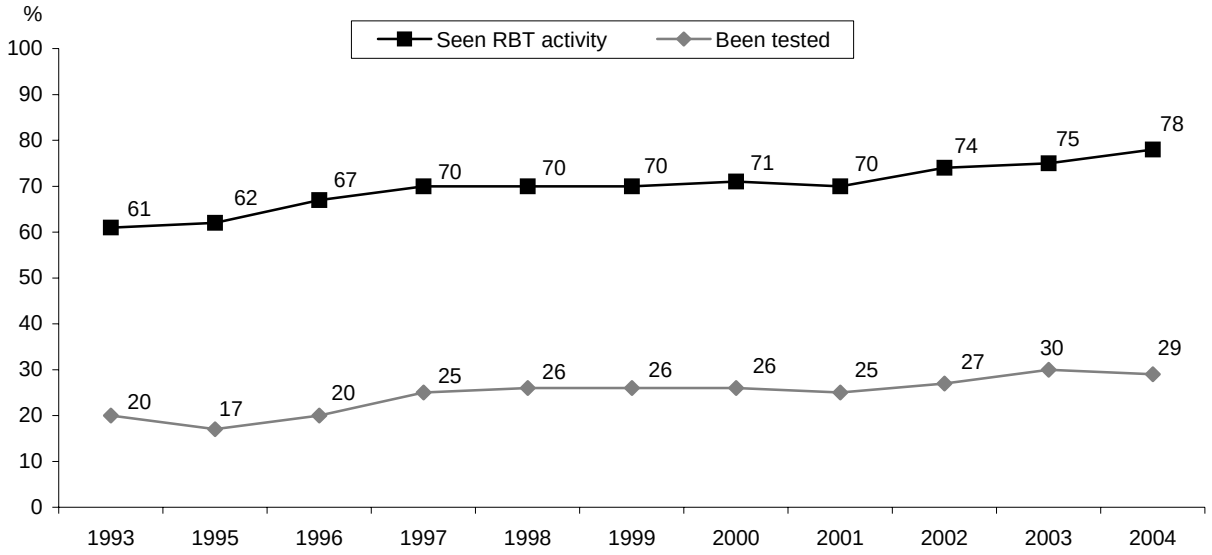
4.3 Exposure to RBT Activities in the Last Six Months

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?'*

Over three quarters of the total sampled population (78%) had seen police undertaking random breath testing in the last six months. This represents a significant increase in the reported level of RBT visibility over 2003 levels (75%) and continues the upward trend in perceived RBT visibility (see time series data presented in Figure 6). 2004 data show that 29% of the community reported having been breath tested in the previous six months, a virtually unchanged result from 2003 (30%).

Figure 6: Exposure to RBT activity in the last six months, 1993 to 2004.



Base: Total sample

Still looking at the reported visibility of and level of personal exposure to RBT operations, current year results are consistent with previous data in showing that males are significantly more likely to report having seen RBT operations in progress in the previous six months (81%) than females (75%). The corresponding findings in 2003 were 80% for males and 70% for females.

Those aged 15 to 24 years are significantly more likely (at 87%) 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. This is particularly the case for males in this age group; 90% of whom recall having seen RBT activity in the six months prior to the survey (the corresponding figure for 15 to 24 year old females was 84%).

An analysis of perceived RBT visibility by state/territory shows considerable variation, ranging from 65% in the Northern Territory and ACT and 65% in Queensland to 84% in NSW. As would be expected, RBT visibility is also associated with frequency of road usage, with those that drive to a destination more than 50km from their home at least once a week more likely to report having seen RBT operations in the last six months (as were everyday road users, though not significantly).

When looking at who has actually reported being random breath tested in the last six months, 2004 data show (consistent with previous years) that males (at 37%) are significantly more likely to have been tested than females (21%). While the level of reported testing across the various age groups between this year and last is fairly similar, there has been a decrease from 30% to 25% in the proportion of 15 to 24 year olds reporting being tested.

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 average.

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

Selected characteristics	Seen in operation	Personally tested
	%	%
Total	78	29
Sex		
Male	81	**37#**
Female	75	**21#**
Age group (years)		
15–24	**87#**	25
25–39	81	32
40–59	77	33
60+	**70#**	22
State/Territory		
NSW	84	25
VIC	82	**35#**
QLD	**69#**	24
SA	76	23
WA	72	32
TAS	78	33
NT	**65#**	**15#**
ACT	**65#**	19
Capital city/Other		
Capital city	78	26
Other location	78	34
Licences currently held		
Full car licence	78	32
Heavy vehicle licence	82	39
Full motorcycle licence	81	42
Provisional car licence	90	35
Net: Currently licensed	79	33
Frequency of road usage in an average week		
Every day	81	**37#**
4–6 days a week	76	25
2–3 days a week	74	20
Once a week	53	0
Less than 1 day a week	79	2
Never, don't drive nowadays	68	0
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	83	37
At least once a week	83	**40#**
At least every three months	78	29
Less often	**69#**	18
Directly involved in a road accident in the last three years		
Yes	85	45
No	77	26

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

There is a relationship between having had a random breath test and perceptions of the level of RBT activity. 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 (22% compared with 7%). Conversely, 50% 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 17% 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	37	36	13	15
Seen but not tested	38	36	12	14
Tested	**50#**	35	**7#**	**7#**
No exposure	**17#**	36	**22#**	**25#**

# Denotes statistically significant at the 95% confidence interval.

4.4 Attitudes to Drink Driving

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

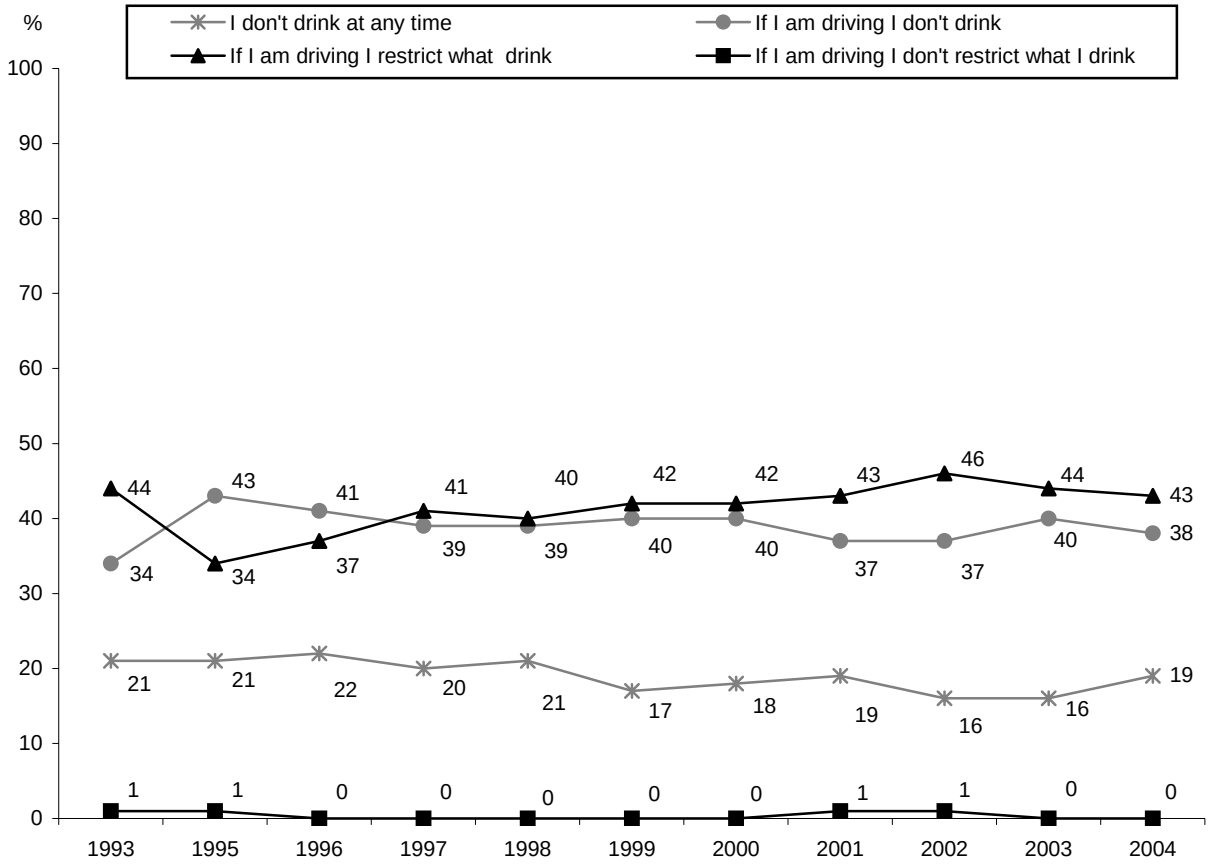
'Which of the following statements best describes your attitude to drinking and driving?

- *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 10.

As has been the case in previous years, the most commonly employed drink driving strategies are to restrict what one drinks if driving (43%) and to not drink at all if driving (38%). Nineteen per cent of current licence holders do not drink at all.

Figure 7: Attitudes to drink driving, 1993 to 2004.



Base: Active drivers (n=1,459).

Note: Prior to 2003, this question was asked of all persons who had ever held a licence, and as such, movements in the estimates before this time may not be strictly comparable to recent results.

Well over half the population (57%) report that they don't drink at all when driving. The corresponding figure in 2003 was 56%. This group comprises non–drinkers (19% – up from 16% the previous year) and those that don't drink when driving (38%). Females are significantly more likely than males not to drink when driving, largely as a result of being twice as likely not to drink at all (26% for females and 13% for males).

Further examination of the findings presented in Table 10 shows that 15 to 24 year olds are significantly more likely than any other age group (at 75%) either not to drink at all or not to drink if driving. The composition of this group has changed very considerably in the last twelve months, with 22% of young licence holders reporting not drinking at any time (compared with 10% in 2003) and 53% reporting not drinking if they are going to drive (compared with 62% in 2003). The variability in the proportion of the community claiming not to drink at any time is not just limited to 15 to 24 year olds. The proportion of non-drinking 40 to 59 year olds has also increased significantly from 16% to 23%, with just as dramatic a decrease in the proportion of non-drinkers aged 60 years and over (down from 29% in 2003 to 23% in 2004).

There is also some geographic variation in the total proportion of current licence holders that do not drink at all if driving. On a state/territory basis this ranges from 43% in the ACT to 62% in Queensland. On a capital city/other location basis the figures are 57% and 56% respectively.

Table 10: 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	19	38	57	43	0.1
Sex					
Male	**13#**	34	47	**53#**	0.1
Female	**26#**	41	67	**33#**	0.1
Age group (years)					
15–24	22	**53#**	75	**26#**	0.0
25–39	**13#**	36	49	**51#**	-
40–59	23	33	56	44	0.2
60+	23	38	61	40	0.3
State/Territory					
NSW	21	35	56	43	0.2
VIC	20	40	60	40	0.0
QLD	20	42	62	38	0.0
SA	17	36	53	46	0.6
WA	13	34	47	**53#**	0.0
TAS	21	35	56	44	0.0
NT	22	31	53	47	0.7
ACT	16	**27#**	43	**56#**	0.8
Capital city/Other					
Capital city	19	38	57	43	0.1
Other location	20	36	56	44	0.2
Licences currently held					
Full car licence	18	35	53	46	0.2
Heavy vehicle licence	11	31	42	58	0.2
Full motorcycle licence	7	41	48	52	0.1
Provisional car licence	30	63	93	7	0.0
Net: Currently licensed	19	37	56	44	0.1

Table 10 (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	19	38	57	43	0.1
Frequency of road usage in an average week					
Every day	18	37	55	45	0.2
4–6 days a week	25	34	59	41	0.1
2–3 days a week	23	42	65	35	0.0
Once a week	16	50	66	34	0.0
Less than 1 day a week	35	36	71	29	0.0
Never, don't drive nowadays	0	0	0	0	0.0
Average frequency of driving to a destination over 50 km from home					
3 or more times a week	15	33	48	**52#**	0.0
At least once a week	20	36	56	44	0.0
At least every three months	16	40	56	44	0.2
Less often	**35#**	38	73	**26#**	0.5
Been directly involved in a road accident in the last three years					
Yes	12	46	58	42	0.0
No	21	36	47	43	0.2

Base: Active drivers (n=1,459).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.5 Awareness of Standard Drinks Contained in 375ml Full Strength Beer and 750ml of Wine

In order to gain a measure as to the level of community knowledge regarding the number of standard drinks[1] 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?'.*[2]

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.

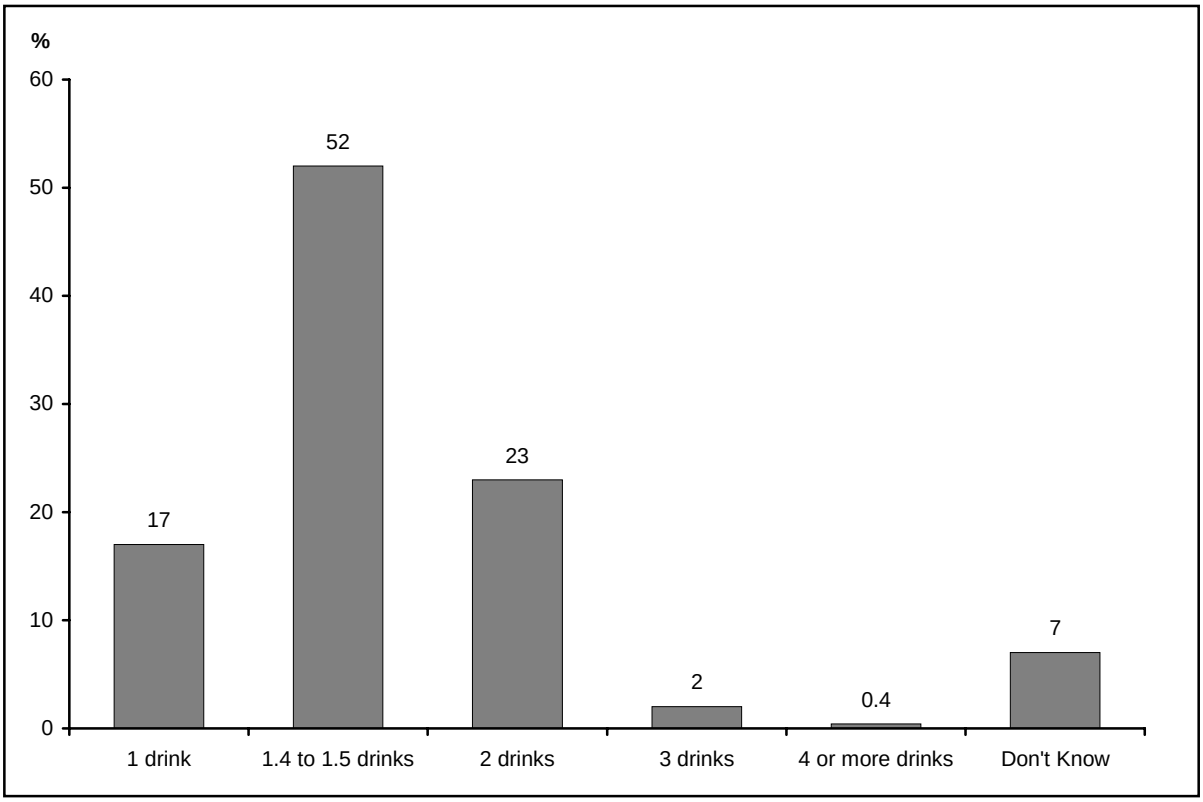
In terms of beer drinkers' awareness of the number of standard drinks in a stubby or can of beer, reference to Figure 8 shows that just over half (52%) of beer drinkers could accurately identify the number of standard drinks in a stubby/can of full strength beer (1.4 to 1.5) and 17% underestimate the number of standard drinks in a stubby/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/can has ranged from 39% to 53% over the past eight years (1996 to 2004), with the 2003 and 2004 findings of 53% and 52%, respectively, being the highest thus far.

[1] According to the Australian alcohol guidelines, a standard drink contains 10 grams (12.5 millilitres) of alcohol. The law requires that the label on every container of an alcoholic drink show how many standard drinks it contains.

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

The proportion of beer drinkers that underestimate the volume of alcohol in a stubby/can (17% in 2004) is also fairly variable over time, ranging from 13% to 21% (with the 2002 result of 21% the highest on record).

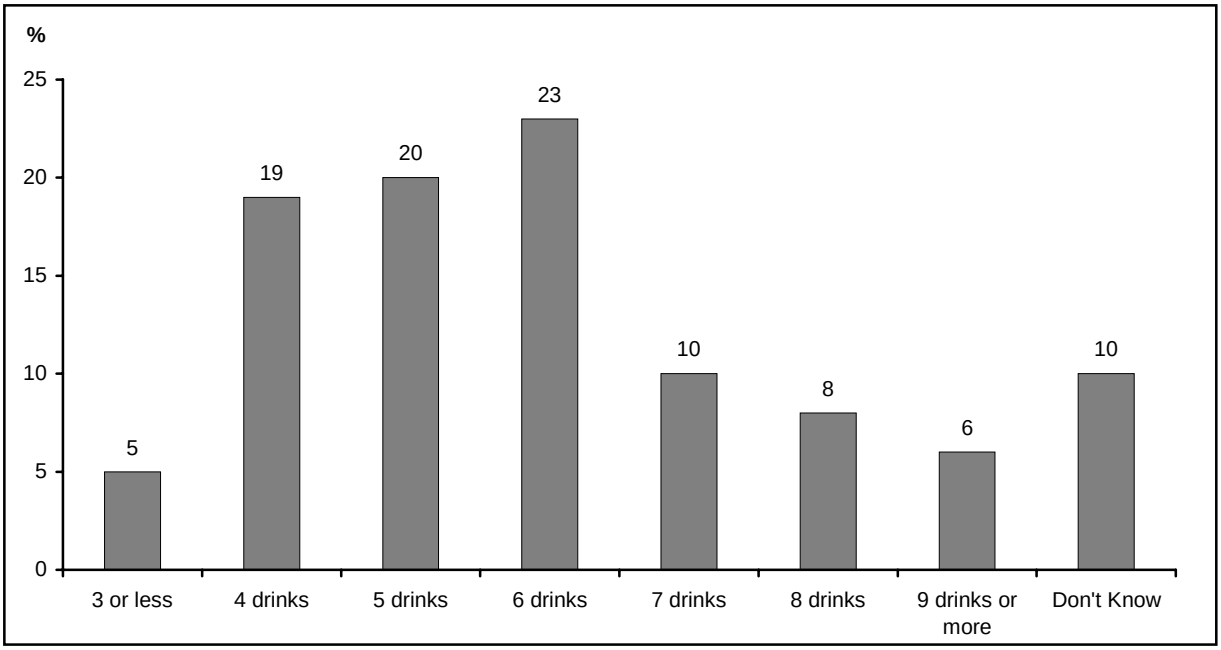
Figure 8: Number of standard drinks thought to be contained in a 375ml stubby or can of full strength beer.



Base: Beer drinkers (n=586).

Wine drinkers' knowledge of the number of standard drinks contained in a 750ml bottle of wine was also measured (as per Figure 9). A bottle of wine contains at least seven standard drinks, although some wines contain more. Ten per cent of wine drinkers said that a bottle contains seven drinks (11% in 2003) and 14% gave higher responses (12% in 2003). Of concern is the finding that 67% of wine drinkers underestimated the volume of alcohol contained in a 750 ml bottle of wine (68% in 2003).

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



Base: Wine drinkers (n=530).

4.6 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?'*

4.6.1 First Hour

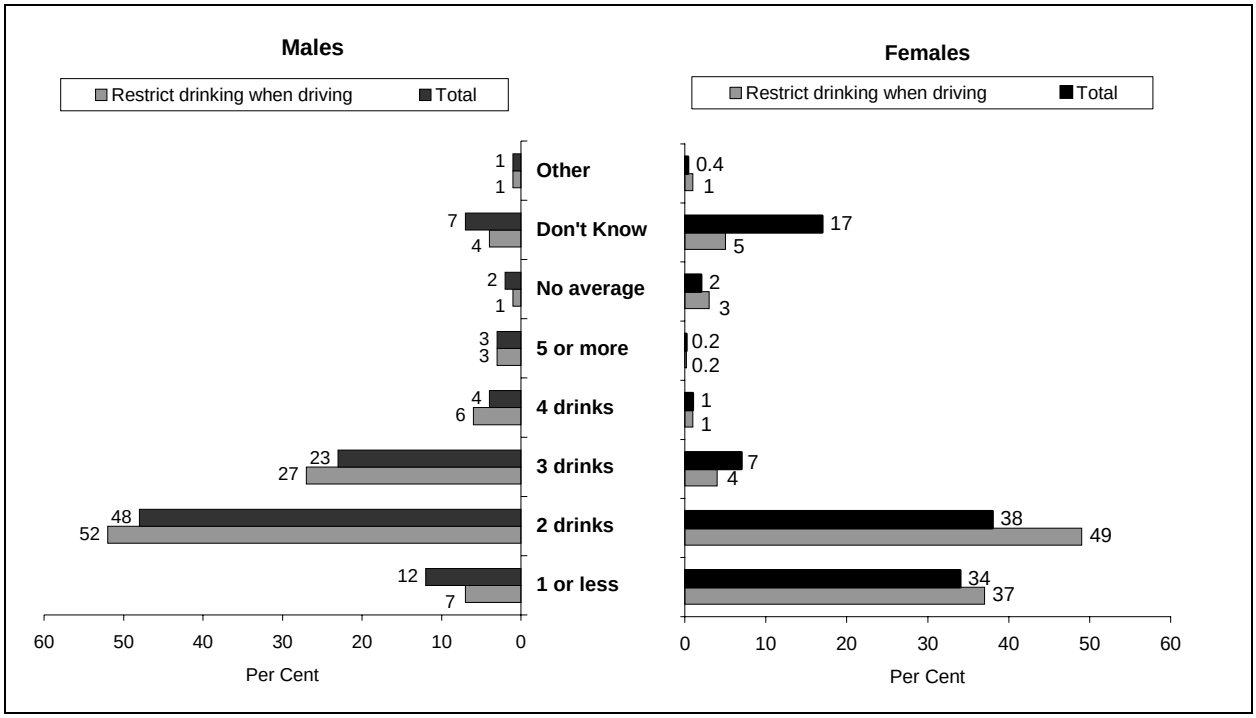
The published guidelines suggest that two standard drinks for males and one standard drink for females in the first hour with one standard drink per hour or less after that, should keep most people below the .05 BAC limit.

Reference to Figure 10 shows that a significantly higher proportion of males (48% compared to 34% for females) had accurate knowledge of the guidelines for standard drinks in the first hour. The result for males is relatively unchanged from the 2003 result (47%) whereas the result for females represents a significant increase from the reported 28% in 2003. The discrepancy between males and females is further accentuated when it is noted that 60% of males and only 34% of females correctly identified or underestimated the number of standard drinks stipulated in the guidelines as being safe to consume in the first hour.

Thirty per cent of males overestimated the number of standard drinks specified in the guidelines as being safe to consume in the first hour, and another 7% didn't know. The corresponding results for females were 46% (overestimated) and 17% (don't know).

Drivers who 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, 52% of male drivers were aware of the alcohol consumption guidelines for the first hour, as were 37% of females.

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



Base: Total sample.

Table 11 looks 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. The analysis shows that older males tend to have lower levels of accurate awareness and are more likely to overstate the number of standard drinks than younger males. Compared with the total male population, males aged 60 years and over have significantly lower levels of awareness of the correct number of specified drinks (33% compared with 48%), while males aged 40 to 59 years are significantly more likely to nominate three standard drinks (32% compared with 23%).

Consistent with the 2003 results, awareness 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 (48%), and significantly lower in Victoria (37%). Looking at awareness of the number of standard drinks that can be safely consumed in the first hour by other selected characteristics, it emerges that male provisional licence holders (55%) and those that drive to a destination more than 50km from their home at least three times a week have relatively high level of awareness (54%).

Table 11: 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	12	48	23	4	3	2	7	1
Age group (years)								
15–24	**22#**	55	**10#**	2	4	1	3	4
25–39	9	57	18	3	2	1	10	1
40–59	8	46	**32#**	3	2	2	5	1
60+	11	**33#**	25	**11#**	4	5	12	<1
State/Territory								
NSW	13	49	31	**0#**	0	2	6	<1
VIC	12	**37#**	18	**10#**	**7#**	2	12	2
QLD	6	**61#**	17	3	2	3	5	3
SA	14	47	18	6	4	5	8	0
WA	14	54	19	5	0	0	7	2
TAS	**22#**	44	17	4	4	0	7	2
NT	9	42	26	6	7	3	7	1
ACT	17	48	28	4	1	0	2	0
Capital city/Other								
Capital city	14	48	20	5	2	2	7	1
Other location	7	48	27	4	4	2	7	2
Licences currently held								
Full car licence	10	48	24	5	3	2	8	1
Heavy vehicle licence	9	44	29	3	4	2	9	1
Full motorcycle licence	12	50	27	4	4	0	3	<1
Provisional car licence	35	55	9	0	0	0	2	0
Net: Currently licensed	11	49	24	5	2	2	7	1
Frequency of road usage in an average week								
Every day	9	50	23	4	3	2	8	1
4–6 days a week	14	38	34	8	<1	0	6	0
2–3 days a week	23	46	11	7	1	7	2	0
Once a week	29	59	11	0	0	0	0	0
Less than 1 day a week	35	54	3	8	0	0	1	0
Never, don't drive nowadays	0	1	32	1	0	45	22	0
Average frequency of driving to a destination over 50 km from home								
3 or more times a week	9	54	22	3	2	1	7	2
At least once a week	10	46	25	4	4	<1	10	1
At least every 3 months	12	51	23	5	2	1	5	<1
Less often	**28#**	**26#**	21	8	<1	**10#**	7	0
Been directly involved in a road accident in the last three years								
Yes	11	55	18	7	0	2	3	4
No	12	47	24	4	3	2	8	1

Base: Males (n=823).
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 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 12 shows that younger females (15–24 years) once again have significantly higher levels of awareness (with 51% correctly identifying 1 or less) than other age groups (and significantly more so than those aged 60 years and over – 15%).

This year, South Australian women appear to have significantly lower levels of accurate awareness (at 23%) and are more likely to overstate the number of drinks that can be safely consumed in the first hour. As was the case for males, a much higher proportion of female provisional licence holders (57%) had accurate knowledge of the number of drinks they could consume in the first hour and remain under .05.

Table 12: 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	34	38	7	1	<1	2	17	<1
Age group (years)								
15–24	**51#**	**23#**	7	**5#**	0	2	12	0
25–39	**46#**	39	7	1	0	1	**7#**	1
40–59	28	44	9	1	1	1	17	<1
60+	**15#**	40	7	1	0	3	**35#**	0
State/Territory								
NSW	33	37	9	2	0	1	17	0
VIC	35	41	7	1	1	3	14	0
QLD	37	31	6	0	0	2	23	1
SA	**23#**	**51#**	6	0	0	0	19	2
WA	37	41	3	3	0	2	15	0
TAS	26	41	11	1	0	2	18	1
NT	31	37	11	1	**2#**	<1	18	0
ACT	39	35	5	0	0	3	18	0
Capital city/Other								
Capital city	35	40	6	2	<1	2	16	0
Other location	33	35	10	<1	<1	1	21	1
Licences currently held								
Full car licence	33	41	7	1	<1	2	17	1
Heavy vehicle licence	23	46	9	0	0	0	22	1
Full motorcycle licence	17	74	0	0	0	0	4	5
Provisional car licence	57	20	6	0	0	0	16	0
Net: Currently licensed	34	40	7	1	<1	2	17	<1
Frequency of road usage in an average week								
Every day	36	41	7	1	<1	1	13	1
4–6 days a week	29	45	5	<1	1	1	19	0
2–3 days a week	36	24	4	0	0	**8#**	28	0
Once a week	48	9	15	0	0	0	29	0
Less than 1 day a week	34	43	13	0	0	0	10	0
Never, don't drive nowadays	37	14	9	0	0	<1	40	0
Average frequency of driving to a destination over 50 km From home								
3 or more times a week	35	43	4	1	0	2	16	0
At least once a week	**45#**	40	4	1	<1	2	**7#**	<1
At least every 3 months	35	41	8	0	<1	2	13	1
Less often	24	33	10	1	0	1	**31#**	0
Been directly involved in a road accident in the last three years								
Yes	38	45	8	1	<1	0	7	0
No	33	37	7	1	<1	2	19	<1

Base: Females (n=842).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

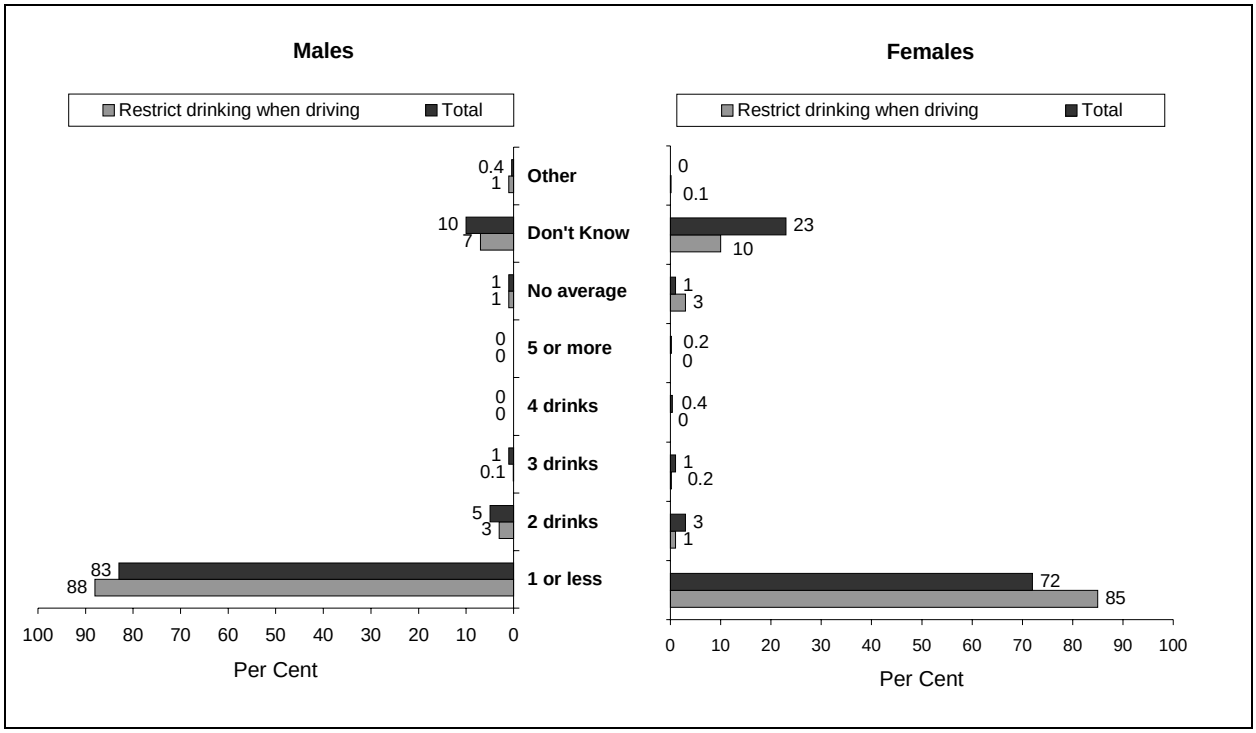
4.6.2 Subsequent Hours

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 (83% compared to 72% of females) have accurate knowledge of the guidelines. The 2004 survey findings demonstrate somewhat higher overall levels of accurate knowledge than apparent from the 2003 results, which showed 78% of males had an accurate appreciation of the number of standard drinks they could have after the first hour and remain under the .05 limit, as did 68% of females.

When looking only at those drivers that restrict what they drink when driving, the discrepancy between males and females narrows appreciably, with 88% of such males correctly identifying one or less standard drinks in each subsequent hour, compared with 85% 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 (48% of males and 34% of females) and the number of standard drinks that can be safely consumed each hour thereafter (83% of males and 72% of females) is a pattern that has been evident in previous years of the survey program. Tables 13 and 14 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 13: 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	83	5	1	1	10	<1
Age group (years)						
15–24	87	5	1	0	6	1
25–39	**90#**	3	0	1	7	0
40–59	86	4	1	2	7	0
60+	**65#**	8	<1	3	**22#**	1
State/Territory						
NSW	87	3	1	<1	9	0
VIC	78	10	0	1	13	1
QLD	86	3	1	3	7	0
SA	78	5	0	4	11	2
WA	82	5	0	1	11	1
TAS	89	1	0	0	11	0
NT	76	7	**3#**	<1	13	0
ACT	90	2	1	0	7	0
Capital city/Other						
Capital city	83	5	1	2	10	<1
Other location	84	3	<1	1	11	1
Licences currently held						
Full car licence	83	4	<1	1	11	1
Heavy vehicle licence	85	2	<1	2	12	0
Full motorcycle licence	93	2	0	0	5	0
Provisional car licence	92	4	0	0	4	0
Net: Currently licensed	83	4	<1	1	10	1
Frequency of road usage in an average week						
Every day	86	3	<1	1	7	1
4–6 days a week	**67#**	10	<1	1	**21#**	0
2–3 days a week	84	1	<1	3	11	0
Once a week	91	0	0	0	9	0
Less than 1 day a week	67	32	0	0	2	0
Never, don't drive nowadays	33	0	0	16	50	0
Average frequency of driving to a destination over 50 km from home						
3 or more times a week	88	2	0	<1	9	1
At least once a week	85	7	0	<1	8	0
At least every 3 months	82	5	1	2	11	<1
Less often	80	0	1	3	17	0
Been directly involved in a road accident in the last three years						
Yes	92	2	0	1	4	1
No	81	5	1	2	11	<1

Base: Males (n=823).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Table 14: 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	72	3	1	1	23	-
Age group (years)						
15–24	75	5	1	2	14	0
25–39	**87#**	3	1	<1	**9#**	0
40–59	73	2	<1	0	24	-
60+	**51#**	2	1	3	**42#**	0
State/Territory						
NSW	76	2	0	0	21	0
VIC	72	4	1	3	20	0
QLD	69	3	1	3	24	0
SA	70	1	2	0	28	0
WA	70	3	2	0	25	0
TAS	67	**8#**	0	2	23	0
NT	68	7	0	1	25	0
ACT	69	1	0	1	28	**1#**
Capital city/Other						
Capital city	75	2	1	2	20	-
Other location	67	4	1	1	27	0
Licences currently held						
Full car licence	73	2	1	2	23	-
Heavy vehicle licence	93	0	0	0	7	0
Full motorcycle licence	76	7	0	0	17	0
Provisional car licence	77	0	0	5	19	0
Net: Currently licensed	73	2	1	2	23	-
Frequency of road usage in an average week						
Every day	76	2	1	2	20	-
4–6 days a week	74	<1	2	<1	25	0
2–3 days a week	59	**9#**	0	4	28	0
Once a week	69	0	0	0	31	0
Less than 1 day a week	67	0	0	0	33	0
Never, don't drive nowadays	55	0	0	<1	45	0
Average frequency of driving to a destination over 50 km from home						
3 or more times a week	69	4	0	<1	26	0
At least once a week	80	3	0	2	15	0
At least every 3 months	78	2	2	2	17	-
Less often	**60#**	4	0	0	**38#**	0
Been directly involved in a road accident in the last three years						
Yes	84	3	<1	2	10	0
No	70	3	1	1	24	0

Base: Females (n=842).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.7 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 felt as though 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 2003. A further third (32%) felt as though 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, 'speed' is the most frequently cited contributor to road crashes with 59% of the community mentioning it as one of the three main causal factors. 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 15 and show that 70% of respondents are of the view that the level of speed limit enforcement has increased in the last two years, 21% perceive no change, 5% feel as though there has been a decrease and 4% don't know. Figure 12 provides time series data 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. While the 2004 result represents a slight decline from 2003, the series suggests that the general community now perceives the level of speed limit enforcement to be higher than was the case as recently as four years ago. In 2001, the proportion of the community that considered the level of speed limit enforcement to have increased over the last two years was only 58%. This surge in the proportion of the community perceiving the level of speed level enforcement to have increased is one of the major changes in community perceptions relating to road safety in recent years.

When looking at perceptions as to the level of speed limit enforcement by age and sex, it is apparent that it is the year-on-year decline amongst males, from 76% to 72%, that is responsible for the overall decline from 72% to 70%. The proportion of females that feel as though the level of speed limit enforcement has increased over the last two years has remained unchanged at 68%. Persons aged 60 years and over (65%), as per previous years, are less likely than other age groups (though not significantly so) to hold the view that the level of speed limit enforcement has increased.

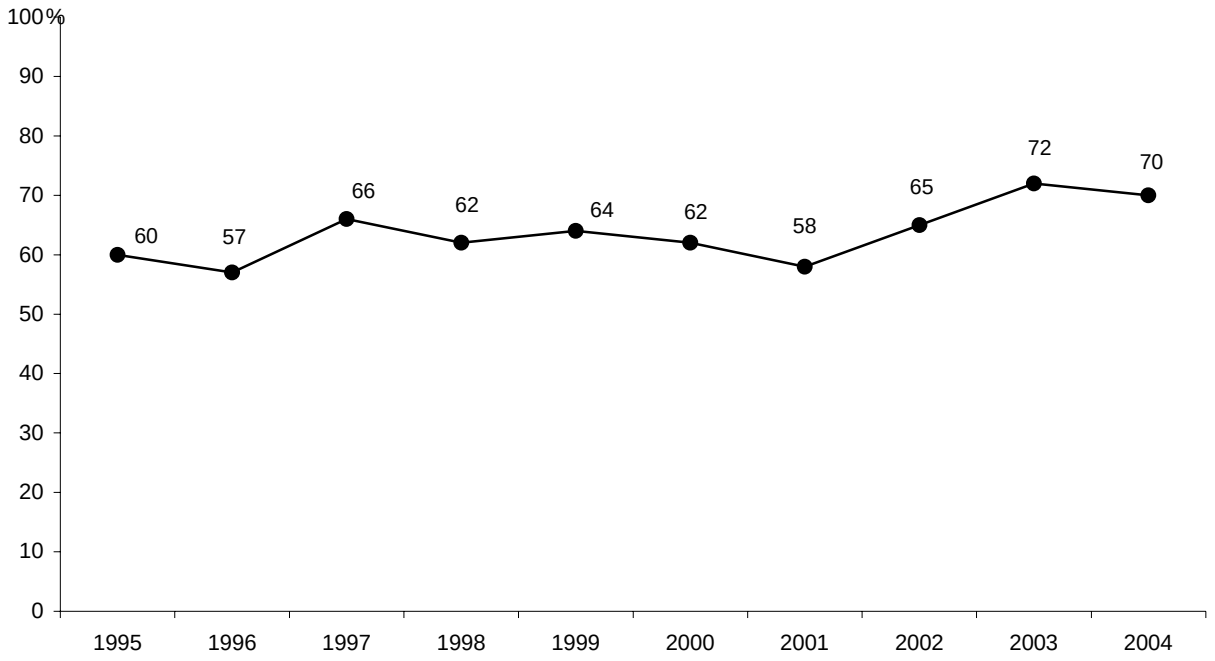
An analysis of state/territory data shows that residents in Western Australia (59%) and Tasmania (62%) were the least likely to hold the view that the level of speed limit enforcement has increased, with those living in South Australia being the most likely to hold this view (77%). There is also considerable year-on-year variation at the state/territory level, with the current South Australian result increasing from 68% the previous year, as well as decreases from 73% to 66% in Queensland and from 68% to 59% in Western Australia.

Table 15: 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	70	21	5	4
Sex				
Male	72	20	5	3
Female	68	23	4	5
Age group (years)				
15–24	74	21	4	1
25–39	75	19	3	3
40–59	67	24	5	3
60+	65	20	6	**9#**
State/Territory				
NSW	72	19	5	4
VIC	74	19	4	3
QLD	66	**28#**	2	4
SA	77	**14#**	5	4
WA	**59#**	**30#**	8	4
TAS	**62#**	27	8	2
NT	66	21	6	6
ACT	71	15	8	7
Capital city/Other				
Capital city	73	19	4	3
Other location	65	25	5	5
Licences currently held				
Full car licence	71	21	5	4
Heavy vehicle licence	75	17	5	3
Full motorcycle licence	80	16	3	2
Provisional car licence	68	29	2	1
Net: Currently licensed	70	22	4	3
Frequency of road usage in an average week				
Every day	72	21	4	3
4–6 days a week	64	**30#**	4	2
2–3 days a week	64	18	**11#**	8
Once a week	68	19	1	12
Less than 1 day a week	68	20	13	<1
Never, don't drive nowadays	79	8	7	7
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	76	19	3	2
At least once a week	68	24	5	4
At least every three months	70	23	5	2
Less often	67	19	5	**10#**
Been directly involved in a road accident in the last three years				
Yes	72	20	4	4
No	70	22	5	4

Base: Total sample (n=1,665).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Figure 12: Perception that level of speed limit enforcement has increased over the last two years, 1995 to 2004.



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?'*

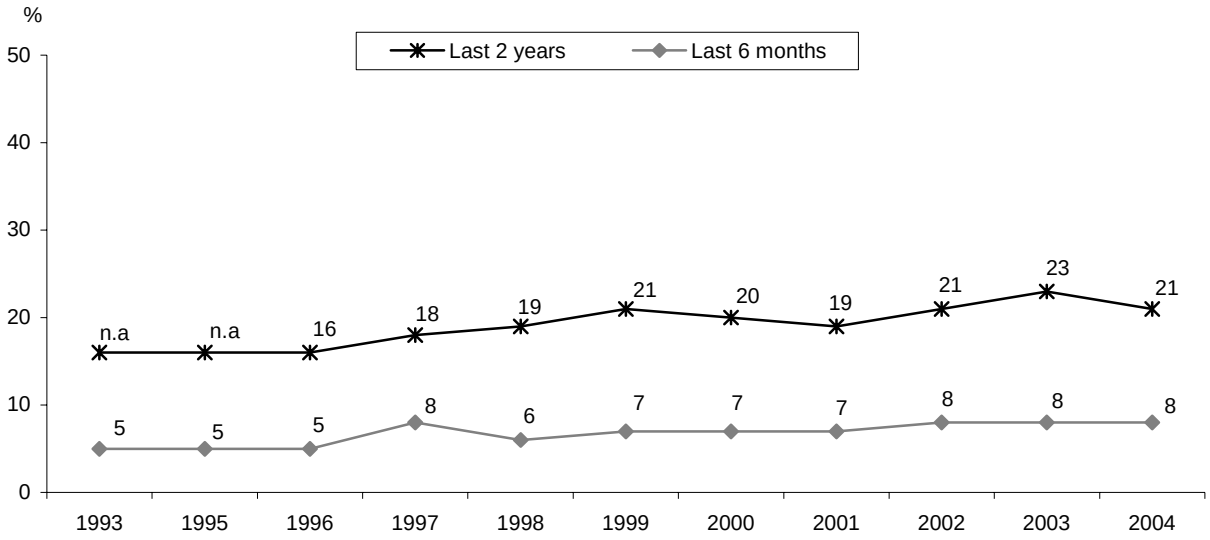
Twenty one per cent of those individuals that held a licence and had driven in the last two years had been booked for speeding at some stage during that period, with 35% of this group (i.e. 8% of current drivers overall) having been booked for speeding in the last six months.

A significantly higher proportion of males (27%) compared with females (14%) reported having been booked for speeding in the last two years (Table 16). The corresponding figures from 2003 were 27% for males and 19% for females. This represents a significant decrease in the proportion of females reportedly having been booked for speeding. The incidence of being booked for speeding also varies considerably by age group. Persons aged 60 years and over are significantly less likely to have been booked for speeding in the previous two years (14%) than average. 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 Queensland residents significantly less likely (at 15%, down from 31% in 2003) to report having been booked in the last two years. The result for Western Australia is unchanged at 31% and remains significantly higher than the national result. Capital city residents are significantly more likely to have reported being booked for speeding in the last two years (23%, down from 26% in 2003) than those who live outside the capitals (17%, unchanged from 2003). 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 at the reported incidence of having been booked for speeding in just the last six months, those under the age of 40 are more likely to report having been booked for speeding than other age groups. The same is true of males (at 11%) relative to females (4%). There has also been a significant increase in the proportion of drivers in the Northern Territory that reported being booked for speeding in the six months prior to the survey (up from 2% in 2003 to 12 % for the current survey period). The prevalence with which more frequent drivers were booked for speeding was higher than it was for less frequent drivers as was the case for those that had been involved in a road accident in the last three years.

Figure 13: Personally booked for speeding in the last 2 years and last 6 months, 1993 to 2004.



Base: Current drivers (n=1,474).

Table 16: Personally booked for speeding in the last 2 years and last 6 months.

Selected characteristics	Last 2 years	Last 6 months
	%	%
Total	21	8
Sex		
Male	**27#**	11
Female	**14#**	**4#**
Age group (years)		
15–24	27	11
25–39	27	11
40–59	17	5
60+	**14#**	6
State/Territory		
NSW	17	6
VIC	25	10
QLD	15	4
SA	20	9
WA	**31#**	11
TAS	23	8
NT	28	12
ACT	21	**3#**
Capital city/Other		
Capital city	23	9
Other location	17	**5#**
Licences currently held		
Full car licence	21	8
Heavy vehicle licence	22	7
Full motorcycle licence	24	8
Provisional car licence	21	8
Net: Currently licensed	21	8
Frequency of road usage in an average week		
Every day	24	10
4–6 days a week	12	**1#**
2–3 days a week	**10#**	4
Once a week	2	0
Less than 1 day a week	2	2
Never, don't drive nowadays	0	0
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	27	11
At least once a week	24	8
At least every three months	20	7
Less often	**8#**	**2#**
Been directly involved in a road accident in the last three years		
Yes	36	15
No	18	**6#**

Base: Current drivers (n=1,474).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Having been booked for speeding seemingly has somewhat of an impact on individuals' perceptions as to the level of speed limit enforcement. This is evidenced by the results provided in Table 17, 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 (81%) are more likely than drivers overall (70%) to be of the view that the level of speed limit enforcement has increased over the last two years.

Table 17: 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	70	21	5	4
Booked last two years	81	17	1	2
Booked last six months	85	14	2	<1
Not booked	67	22	6	4

# Denotes statistically significant at the 95% confidence interval.

5.3 Perceived Acceptable and Actual Speed Tolerances in 60 km/h Zones in Urban Areas

All respondents were asked the following two questions:

> *'Thinking about 60 km/h 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 under a third (31%) believe 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/h zone in an urban area is 60 km/h. This represents a decline on 2003 when 35% of people held this view. Almost one in five respondents (18%) held the view that the maximum speed that *should* be allowed to be travelled in a 60 km/h zone in an urban area is between 61 km/h and 64 km/h, and a further third (33%) felt that speeds of 65 km/h should be allowed without being booked for speeding. Sixteen percent felt that speeds in excess of 65 km/h should be allowed in a 60 km/h speed zone in an urban area without being booked (including 8% who felt that speeds of 70 km/h or over should escape penalty).

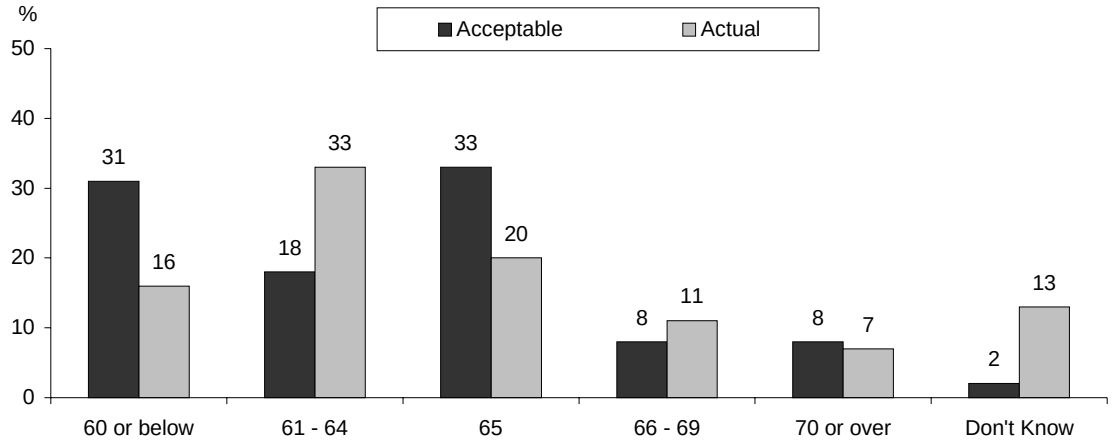
In total, 49% of the community felt that people should be able to travel at a speed of 64 km/h or less in a 60 km/h urban zone without being booked. The corresponding result in 2003 was 50%[3].

In recent years, the results of this survey have shown community acceptance of speeding in 60 km/h zones to be substantially lower than it was a few years ago. In 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 8%, respectively, in 2004).

[3] Comparisons of this data prior to 2003 need to be made with caution as a result of a change being introduced in 2003 to the way in which this question was being administered. Although the same question was asked in past surveys, respondents were prompted with 5 km/h ranges rather than being asked to nominate a specific km/h response. Despite this change the time series results still show a reasonable degree of consistency.

When asked what speed was permitted in 60 km/h zones in urban areas before a speeding fine would be issued, we see that 16% of the community (12% in 2002 and 15% in 2003) think that zero tolerance is enforced, 53% responded within the range 61 to 65 km/h (52% in 2002 and 48% in 2003) and 18% felt there is tolerance of speeds greater than 65 km/h without a speeding fine being issued (28% in 2002 and 19% in 2003). The proportion of respondents that provided a "don't know" response to the question regarding perceived actual speed tolerances was 8% in 2002, 20% in 2003 and 13% in 2004.

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



Base: Total sample (n=1,665).

Table 18 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 given in 60 km/h urban zones (i.e. the fastest people *should* be allowed to travel is no more than 60 km/h), 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/h to be the fastest speed that people should travel in these zones, 2004 data tell us that this view is more strongly held by those aged 60 years and over (43%) than any other age group (although there has been a decline in the proportion holding this view from 51% in 2003). The no tolerance for speeding view in 60 km/h urban zones is significantly less widely held in capital cities (28%) compared to other areas (36%). South Australia and Victoria (both at 24%) are the states with the lowest proportion of the population that believes there should be no tolerance given before being fined if exceeding 60 km/h in an urban zone, and Tasmania has the highest (43%, up significantly from 23% the previous year).

When looking at those groups in the population that hold the view that speed limits will be enforced as soon as the 60 km/h speed limit is exceeded in urban areas (16% of the total population), it emerges that this view is significantly less likely to be held in the Northern Territory (9%)and South Australia (10%). The zero tolerance view of enforcement is also a view that is more widely held outside capital cities (21%) compared to within capital cities (14%).

The situation in Victoria with respect to allowable speeding tolerances is somewhat unique, in that a speed camera tolerance of 3 km/h has been publicised since 2002. As such, 36% of the Victorian community, compared with just 18% nationally, nominated 63 km/h as the speed at which people could drive in 60 km/h zones in urban areas without being booked (see Table 19).

Table 18: Median "acceptable" and "actual" speed limits and the proportion of the population citing "no tolerance" speed limit enforcement in 60 km/h zones in urban areas[4].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	64	31	64	16
Sex				
Male	65	30	64	17
Female	63	33	64	16
Age group (years)				
15–24	65	24	64	14
25–39	65	28	65	14
40–59	65	30	64	19
60+	62	**43#**	63	19
State/Territory				
NSW	63	38	65	18
VIC	64	**24#**	63	16
QLD	63	35	65	18
SA	65	**24#**	65	**10#**
WA	65	26	64	14
TAS	63	**43#**	65	20
NT	64	37	65	**9#**
ACT	65	28	65	13
Capital city/Other				
Capital city	65	28	64	14
Other location	64	36	64	21
Licences currently held				
Full car licence	64	31	63	17
Heavy vehicle licence	65	37	64	19
Full motorcycle licence	65	23	64	15
Provisional car licence	65	28	64	16
Net: Currently licensed	65	30	64	16
Frequency of road use in an average week				
Every day	65	28	65	16
4–6 days a week	63	36	63	20
2–3 days a week	64	33	63	17
Once a week	63	30	65	15
Less than 1 day a week	61	48	63	15
Never, don't drive nowadays	62	53	63	18
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	65	27	65	23
At least once a week	65	27	64	16
At least every three months	65	30	65	14
Less often	63	39	63	18
Been directly involved in road accident in last 3 years				
Yes	65	20	65	15
No	64	34	64	18

Base: Total sample (n=1,665).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

[4] Due to changes to how this questionnaire was administered, median speeds are now based on the actual speeds reported by respondents to the single km/h rather than derived from responses based on 5km/h ranges.

Table 19: Maximum perceived actual speed allowed in a 60 km/h urban zone, by State and Territory.

		State/Territory							
	Total	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
Speed allowed	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Nothing over 60 km/h	16	18	16	18	**10#**	14	20	**9#**	13
61 km/h	3	4	6	1	2	2	3	2	1
62 km/h	8	4	**15#**	9	5	6	7	9	6
63 km/h	18	**9#**	**36#**	9	16	16	15	11	15
64 km/h	4	4	2	5	4	4	2	4	4
65 km/h	20	26	**8#**	21	26	24	24	23	20
66–69 km/h	11	11	5	14	17	11	10	**20#**	16
70 km/h and over	7	12	**1#**	7	6	6	7	8	16
Don't know	13	13	10	17	14	14	12	15	12
Total	100	100	100	100	100	100	100	100	100
Base: Total sample (n=1,665)	1,665	273	243	225	188	187	192	200	157

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/h Rural Zones

All respondents were asked the following two questions:

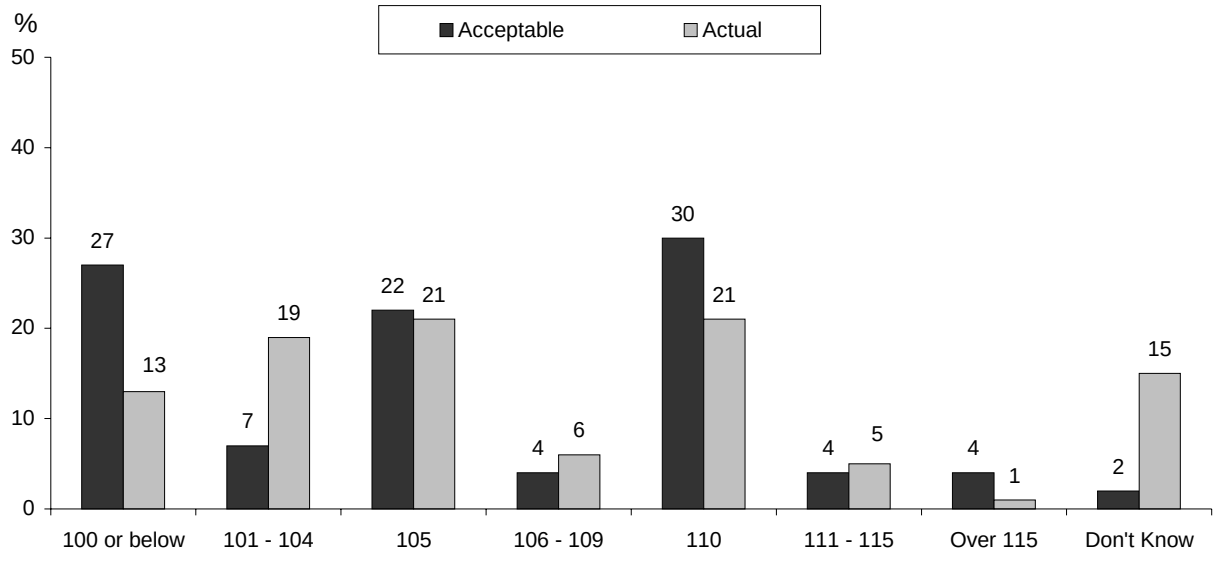
> *'Thinking about 100 km/h speed zones in rural areas, how fast should people be allowed to drive without being booked for speeding?'* ("acceptable" speed tolerance)
>
> and… *'How far over the speed limit are people generally allowed to drive without being booked for speeding?'* (perceived "actual" speed tolerance).

The results from these questions are shown in Figure 15 on the following page[5]. Just over a quarter (27%) of the community felt as though the maximum speed people should be able to travel in a 100 km/h rural area without being booked was 100 km/h. This finding indicates a slightly more relaxed attitude toward speeding in 100 km/h rural areas compared with 60 km/h urban zones (in which 31% of the community felt as though an acceptable speed was no more than the speed limit). Twenty two percent of respondents considered a maximum of 105 km/h to be an acceptable speed in a 100 km/h zone and just under a third (30%) considered a maximum of 110 km/h to be an acceptable speed in a 100 km/h rural zone. The median acceptable speed was 105 km/h.

Thirteen per cent of respondents reported that no speed above the posted limit is actually permitted in a 100 km/h zone (with 16% holding the same view with regard to 60 km/h zones in urban areas), 21% felt as though there was a 5 km/h tolerance and a further 21% felt as though there was a 10 km/h threshold for speeding in a 100 km/h rural area before a speeding fine would be imposed. The median acceptable and actually tolerated speed limits that were thought to exist in 100 km/h rural area were both 105 km/h. These results are broadly comparable with those reported in 2003.

[5] Comparisons of this data prior to 2003 need to be made with caution as a result of a change being introduced in 2003 to the way in which this question was being administered. Although the same question was asked in past surveys, respondents were prompted with 5 km/h ranges rather than being asked to nominate a specific km/h response. Despite this change the time series results still show a reasonable degree of consistency.

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



Base: Total sample (n=1,665).

Table 20 shows the perceived acceptable and actual median speeds in 100 km/h rural areas, as well as providing a further breakdown of the population that believe there *should* be no tolerance given in 100 km/h zones in rural areas, and those that believe that there *is* no tolerance of speeding in these zones.

The view that drivers should not exceed the speed limit at all in 100 km/h zones without being fined is significantly more widely held by those aged 60 years and over (38%) 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/h zones in urban areas). Females (at 32%) were also significantly more likely than males (22%) to hold the view that people should not be able to exceed the speed limit in 100 km/h zones in rural areas without being booked. The extent to which the no tolerance view of speeding in 100 km/h zones was held in the various states/territories varied somewhat, ranging from 23% in the ACT to 37% in Northern Territory (up from 27% in 2003).

When looking at the speed limits that people thought were enforced in 100 km/h rural zones, further reference to Table 20 shows that 13% of the population think that drivers will be booked if they exceed the speed limit in these areas by any margin at all (11% in 2003). Females (at 15%) were significantly more likely to hold this view than males (11%). Victoria (as was the case in 2002 and 2003) had the lowest median perceived speed tolerance (103 km/h) and the ACT had the highest (109km/h).

Table 20: Median "acceptable" and "actual" speed limits and the proportion of the population citing "no tolerance" speed limit enforcement in 100 km/h zones in rural areas[6].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	105	27	105	13
Sex				
Male	107	22	105	11
Female	105	32	105	15
Age Group (years)				
15–24	105	22	105	13
25–39	110	20	105	10
40–59	105	29	105	14
60+	103	**38#**	105	14
State/Territory				
NSW	105	28	105	16
VIC	105	27	103	11
QLD	105	27	105	14
SA	105	25	105	8
WA	107	24	105	10
TAS	105	30	105	17
NT	105	**37#**	105	10
ACT	110	23	109	8
Capital city/Other				
Capital city	105	27	105	13
Other location	105	28	105	14
Licences currently held				
Full car licence	105	26	105	13
Heavy vehicle licence	105	19	105	10
Full motorcycle licence	105	14	105	9
Provisional car licence	105	29	105	13
Net: Currently licensed	105	26	105	12
Frequency of road usage in average week				
Every day	107	24	105	12
4–6 days a week	105	31	105	11
2–3 days a week	105	31	105	18
Once a week	105	28	105	10
Less than 1 day a week	105	30	105	27
Never, don't drive nowadays	101	44	103	32
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	108	20	105	14
At least once a week	105	26	105	11
At least every three months	105	25	105	11
Less often	101	**38#**	103	**21#**
Directly involved in accident in last 3 years				
Yes	110	15	107	9
No	105	30	105	18

Base: Current drivers (n=1,474).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

[6] Due to changes to how this questionnaire was administered, median speeds are now based on the actual speeds reported by respondents to the single km/h rather than derived from responses based on 5 km/h ranges.

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:

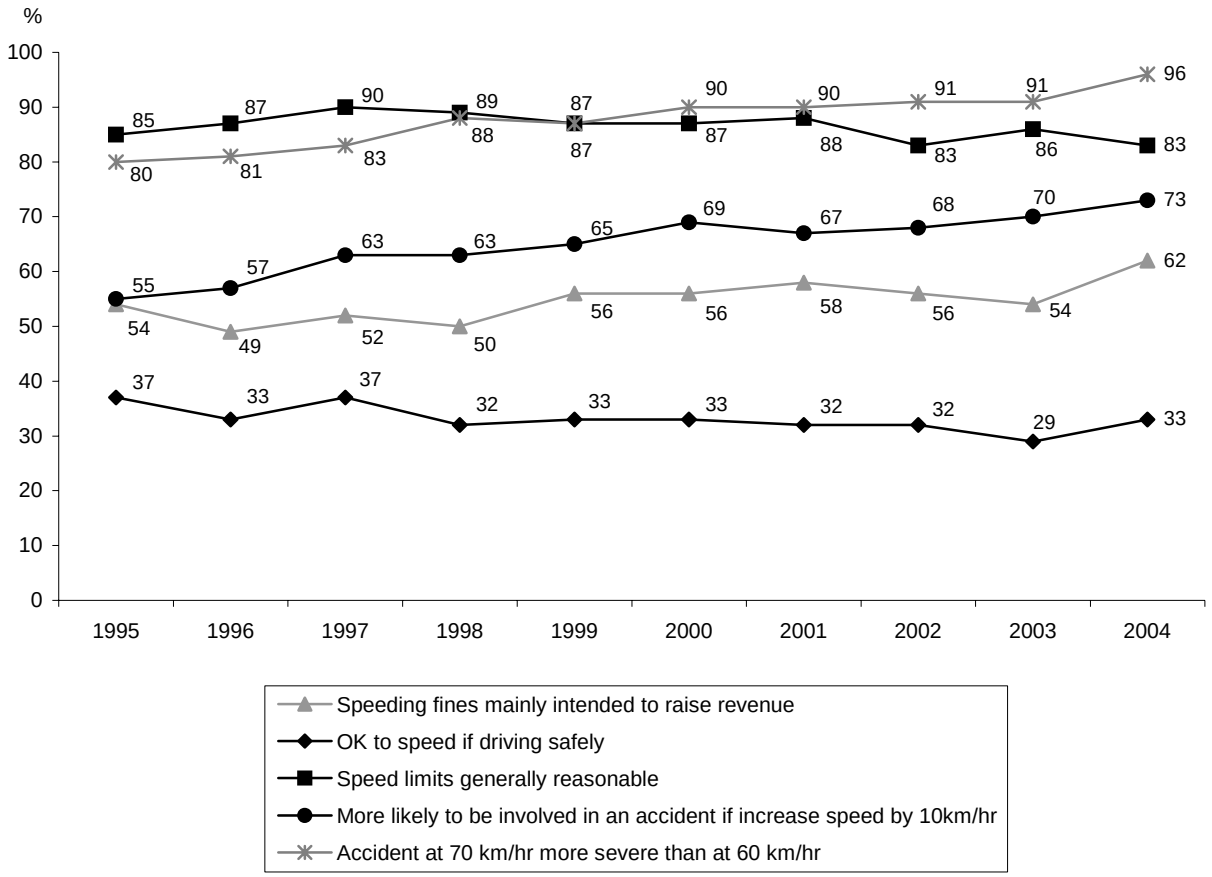
- *Fines for speeding are mainly intended to raise revenue*
- *I think it is okay to exceed the speed limit if you are driving safely*
- *Speed limits are generally set at reasonable levels*
- *If you increase your driving speed by 10 km/h you are significantly more likely to be involved in a car accident*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

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/h will be more severe than one at 60 km/h jumped from 91% in 2003 to 96% for the current survey, and has increased by 16% over the entire period (from 80% in 1995). The level of agreement with the statement that speed limits are generally set at reasonable levels has fluctuated somewhat over recent years, with a recent high of 88% in 2001, and agreement back down to 83% 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/h has continued to increase steadily, from 55% in 1995 to 73% in 2004 (up from 70% in 2003). The proportion of the community that believe it is OK to speed as long as you're driving safely has been steadily around the 32-33% level for six of the last seven years. The exception was 2003 when only 29% held this view.

Agreement with the statement 'fines for speeding are mainly intended to raise revenue' showed the most marked change between 2003 and 2004, with the proportion of the community holding this view rising sharply from 54% to 62%. This increase is reflected in the figures for all states and territories, with the most marked increases in Victoria (up 12% to 67%), the Northern Territory (also up 12% to 60%) and South Australia (up 11% to 68%) (see Table 21).

Figure 16: Selected general attitudes towards speeding, 1995 to 2004.



Base: Total sample.

There is considerable variation in attitudes to speeding, speed enforcement and speeding penalties across the community.

Looking firstly at *speed limits and speed limit enforcement*, females (88%) are significantly more likely than males (79%) to think that speed limits are generally reasonable and less likely to hold the view that speeding fines are mainly for revenue raising.

The state/territory data shows that participants in the ACT are significant less likely to believe that speeding fines are mainly intended to raise revenue. Queensland stands out as significantly different from all other states/territories in terms of the extent to which the speed limits are generally considered to be reasonable (91% for Queensland compared with 83% overall). The corresponding figure for Queensland in 2003 was 85%.

An examination of perceptions with regard to the *safety–related aspects of speeding* shows a degree of variation in the take–up of the various speed–related road safety messages. Females seem more attuned to the dangers of speeding, with 78% agreeing that you are more likely to be involved in an accident if you increase your speed by 10 km/h, compared with 68% of males. The same is also true for provisional licence holders, with 93% agreeing that you are more likely to be involved in a road accident if you increase your speed by 10 km/h, and 100% agreeing that an accident at 70 km/h will be more severe than one at 60 km/h. Having been directly involved in a road accident in the last three years does not appear to be linked with higher levels of awareness of the dangers of speeding, with 71% of those that have been involved in an accident in the last three years believing that you are more likely to be involved in an accident if you increase your speed by 10 km/h, compared with 75% of those not involved in an accident. Similarly, 94% of those involved in an accident the last three years believe that an accident at 70 km/h would be more severe than one at 60 km/h, compared with 97% of those not involved in an accident.

Table 21: 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/h	Accident at 70 km/h more severe than 60 km/h
	%	%	%	%	%
Total	62	33	83	73	96
Sex					
Male	**68#**	37	**79#**	**68#**	95
Female	**56#**	28	**88#**	**78#**	97
Age group (years)					
15–24	60	28	83	**83#**	97
25–39	60	32	85	71	97
40–59	63	34	81	67	95
60+	62	36	85	76	96
State/Territory					
NSW	58	35	83	70	97
VIC	67	31	79	**81#**	98
QLD	59	33	**91#**	72	94
SA	68	29	85	76	95
WA	63	31	77	**65#**	**90#**
TAS	57	27	86	**65#**	**90#**
NT	60	25	83	73	93
ACT	**51#**	34	87	66	93
Capital city/Other					
Capital city	68	33	81	75	96
Other location	56	32	87	70	96
Licences currently held					
Full car licence	63	32	82	70	96
Heavy vehicle licence	68	33	77	67	97
Full motorcycle licence	59	39	76	63	96
Provisional car licence	61	31	84	93	100
Net: Currently licensed	63	32	82	71	96
Frequency of road usage in an average week					
Every day	63	33	80	70	96
4–6 days a week	57	35	86	66	96
2–3 days a week	64	29	84	**87#**	98
Once a week	80	31	96	76	100
Less than 1 day a week	41	19	86	84	100
Never, don't drive nowadays	72	16	97	92	85
Average frequency of driving to a destination over 50km from home					
3 or more times a week	68	35	78	**62#**	93
At least once a week	64	39	86	77	97
At least every three months	60	32	80	69	97
Less often	56	**21#**	86	81	96
Directly involved in a road accident in last three years					
Yes	63	36	79	71	94
No	63	32	84	75	97

Base: Total sample (n=1,665).
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?'*

Looking initially at the level of support for increasing the amount of speed limit enforcement, 39% of the community think that the amount of speed limit enforcement should be increased, 46% believe there should be no change and 14% feel as though there should be a decrease. The level of support for increasing the amount of speed limit enforcement has fallen significantly from the 2003 level of 45%.

As was the case last year, females are more supportive of the notion of increasing the amount of speed limit enforcement than are males (46% compared to 31%). Reference to Table 22 also shows that support for an increase in the amount of speed limit enforcement is lowest in Victoria (28% in favour) and highest in NSW (46%) and the ACT (47%).

Support for an increase in the severity of speeding penalties has also fallen between 2003 and 2004, from 25% to 23%. Again, females are more supportive of this concept than males (28% compared to 18%). Most people felt there should be no change (59%), and 14% thought penalties should be less severe. Also, as was the case with respect to increasing the amount of speed limit enforcement, the lowest level of support for increased penalties was in Victoria (16%).

Table 22: 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	39	23
Sex		
Male	**31#**	**18#**
Female	**46#**	**28#**
Age group (years)		
15–24	43	23
25–39	39	**17#**
40–59	38	24
60+	36	**31#**
State/Territory		
NSW	**46#**	26
VIC	**28#**	**16#**
QLD	42	24
SA	33	21
WA	36	29
TAS	32	21
NT	35	**32#**
ACT	47	25
Capital city/Other		
Capital city	37	22
Other location	41	25
Licences currently held		
Full car licence	37	21
Heavy vehicle licence	36	21
Full motorcycle licence	28	12
Provisional car licence	43	18
Net: Currently licensed	37	21
Frequency of road usage in an average week		
Every day	36	21
4–6 days a week	43	20
2–3 days a week	39	20
Once a week	20	22
Less than 1 day a week	48	12
Never, don't drive nowadays	57	64
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	35	17
At least once a week	33	18
At least every three months	39	23
Less often	41	24
Directly involved in a road accident in the last 3 years		
Yes	38	17
No	39	25

Base: Total sample (n=1,665).
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

In the past few years, state and territory governments have introduced a reduced speed limit in local streets in residential areas of 50 km/h. The use of 40 km/h limits in school areas during specific school times has also recently been extended to more areas (although these have been in place in some areas for quite some time). In response to these changes, the 2004 survey asks …

> *'Do you think that 50 km/h in residential areas is too low or too high, or about right?',*
>
> and
>
> *'Do you think that limits below 60 km/h should be set on more streets, fewer streets, or is it about right as is?'*

The extent to which the community believes that a change of the speed limit in residential areas is too low, too high or about right is summarised in Table 23.

Twenty per cent of all participants felt the 50 km/h speed limit in residential areas was too low, 3% thought it was too high and 77% felt that it was about right. Females (at 80%) were more likely than males (74%) to consider the speed limit as reasonable; with males (at 24%) being significantly more likely than females (17%) to regard the new limits as too low. Support for the new residential speed limits was lowest in Western Australia and South Australia where 31% and 29%, respectively, regarded the limits as too low.

Table 24 shows that sixty one per cent of the sampled population agreed that the number of streets on which speed limits of below 60 km/h had been set was about right, 21% felt that the lower speed limits should be enforced on more streets and 19% felt that the sub 60 km/h speed limits should apply to fewer streets.

Males were less likely (at 18%) than females (23%) to agree with the further expansion of the sub 60 km/h speed limit zones, although this difference was not statistically significant. Support for the increased application of the lower speed limit zones tended to be highest amongst those aged 60 years and over (24%) and lowest amongst 18 to 24 year olds (17%). Across the jurisdictions, support for the increased application of the lower speed limit zones was highest in Tasmania (at 33%). Only 12% of provisional licence holders supported the broader introduction of sub 60 km/h zones.

Table 23: Percentage of the community that believe 50 km/h speed limits in residential areas are too low, too high, or about right.

Selected characteristics	Too low	Too high	About right
	%	%	%
Total	20	3	77
Sex			
Male	24	3	74
Female	17	3	80
Age group (years)			
15–24	19	2	80
25–39	21	4	74
40–59	21	2	77
60+	19	4	77
State/Territory			
NSW	20	2	78
VIC	19	5	76
QLD	**14#**	4	82
SA	**29#**	2	69
WA	**31#**	2	**67#**
TAS	23	3	74
NT	21	5	74
ACT	20	<1	80
Capital city/Other			
Capital city	21	3	77
Other location	20	4	77
Licences currently held			
Full car licence	22	3	75
Heavy vehicle licence	28	2	70
Full motorcycle licence	24	3	74
Provisional car licence	17	<1	83
Net: Currently licensed	21	3	76
Frequency of road usage in an average week			
Every day	21	3	76
4–6 days a week	22	4	74
2–3 days a week	25	3	72
Once a week	26	0	74
Less than 1 day a week	10	3	87
Never, don't drive nowadays	3	6	91
Ave frequency of driving to a destination > 50 km from home			
3 or more times a week	23	2	75
At least once a week	22	4	74
At least every three months	22	2	76
Less often	19	3	78
Directly involved in a road accident in the last three years			
Yes	20	5	75
No	20	3	77

Base: Total sample (n=1,665).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Table 24: Percentage of the community that believe speed limits below 60 km/h should be set on more streets, fewer streets, or are about right.

Selected characteristics	Increase the number of <60 km/h streets	Decrease the number of <60 km/h streets	About right
	%	%	%
Total	21	19	61
Sex			
Male	18	22	60
Female	23	16	61
Age group (years)			
15–24	17	19	65
25–39	22	22	57
40–59	20	19	61
60+	24	15	62
State/Territory			
NSW	22	19	60
VIC	20	19	61
QLD	22	**11#**	67
SA	19	**30#**	**51#**
WA	16	24	61
TAS	**33#**	13	54
NT	24	17	59
ACT	24	19	57
Capital city/Other			
Capital city	20	19	61
Other location	22	18	60
Licences currently held			
Full car licence	19	20	61
Heavy vehicle licence	14	26	61
Full motorcycle licence	18	20	62
Provisional car licence	12	20	68
Net: Currently licensed	19	20	61
Frequency of road usage in an average week			
Every day	20	21	60
4–6 days a week	16	22	62
2–3 days a week	15	17	68
Once a week	18	5	78
Less than 1 day a week	21	12	67
Never, don't drive nowadays	41	3	56
Ave frequency of driving to a destination > 50 km from home			
3 or more times a week	19	19	62
At least once a week	22	19	59
At least every three months	17	23	61
Less often	20	15	65
Directly involved in a road accident in the last three years			
Yes	20	19	61
No	21	19	61

Base: Total sample (n=1,665).
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 changing perceptions in relation to speeding and speed enforcement, such as the increased awareness of the dangers associated with speeding, and the broad based acceptance for sub 60 km/h zones in residential areas, translate into improved driver behaviour in respect of speeding.

In order to try to identify any changes in driver behaviour, respondents that had driven in the last two years (i.e. recent drivers) were asked:

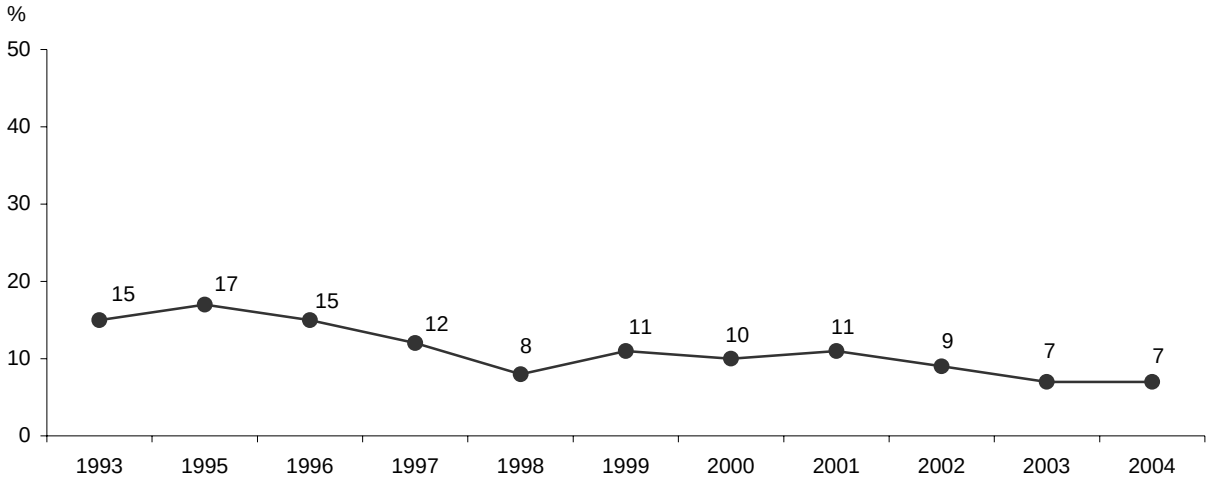
'How often do you drive at 10 km/h or more over the speed limit?', and

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

5.6.1 Frequency of Driving More than 10 km/h over the Speed Limit

In respect of the first of these measures, the proportion of recent drivers that report either always, nearly always or mostly driving 10 km/h over the speed limit has more than halved, from 15% in 1993 to 7% in 2004. The actual breakdown of responses in 2004 was: always (1%), nearly always (2%), most occasions (4%), sometimes (18%), just occasionally (51%) and never (25%). The corresponding percentages in 2003 were always (2%), nearly always (1%), most occasions (4%), sometimes (20%), just occasionally (51%) and never (25%). The proportion of drivers exceeding the speed limit by 10 km/h or more either 'only just occasionally' or 'not at all' has remained at 76% over the last two years.

Figure 17: The percentage of the community that reports always, nearly always or mostly driving at 10 km/h over the speed limit, 1993 to 2004.



Base: Recent drivers (n=1,474).

Reference to Table 25 shows that provisional licence holders (at 12%) and young drivers generally (12%) are 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/h or more. The result for provisional licence holders seems to be inconsistent with their stated attitudes towards speeding and speed limit enforcement. They were less likely than other types of licence holders to hold the view that it is OK to speed if driving safely, and more likely than other licence holders to believe that the chances of being involved in a road accident increase if speed increases by 10 km/h or more, and that an accident at 70 km/h would be more severe than one at 60 km/h (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/h 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 (refer back to Table 3).

Western Australia has the highest proportion of drivers (11%) admitting to exceeding the speed limit by 10 km/h or more always, nearly always or on most occasions. The state/territory with the lowest incidence of self-reported speeding behaviour is Victoria (3%).

Table 25: The percentage of the community that reports always, nearly always or mostly driving at 10 km/h over the speed limit.

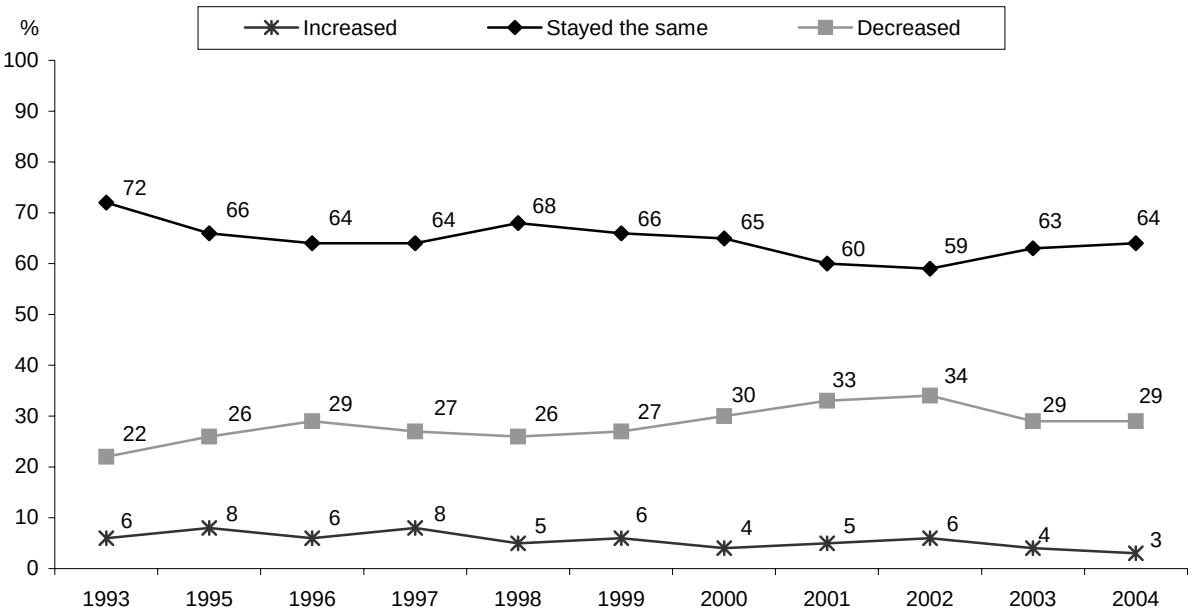
Selected characteristics	%
Total	7
Sex	
Male	8
Female	5
Age group (years)	
15–24	**12#**
25–39	10
40–59	5
60+	**1#**
State/Territory	
NSW	9
VIC	3
QLD	4
SA	5
WA	**11#**
TAS	8
NT	4
ACT	9
Capital City/Other	
Capital city	8
Other location	5
Licences currently held	
Full car licence	6
Heavy vehicle licence	4
Full motorcycle licence	9
Provisional car licence	12
Net: Currently licensed	6
Frequency of road usage in an average week	
Every day	8
4–6 days a week	4
2–3 days a week	2
Once a week	0
Less than 1 day a week	0
Never, don't drive nowadays	0
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	4
At least once a week	7
At least every three months	5
Less often	2
Been directly involved in a road accident in the last three years	
Yes	8
No	6

Base: Recent drivers (n=1,474).
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

The second aspect of speed-related driving behaviour examined in the survey is whether or not general driving speeds have increased, decreased or stayed the same over the last two years. To this end, reference to Figure 18 shows virtually unchanged driver behaviour between 2003 and 2004.

Figure 18: The percentage of the community reporting that their driving speed has either increased, stayed the same or decreased over the last two years, 1993 to 2004.



Base: Ever held a licence (n=1,647).

Reference to Table 26 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 2003 was also 15%. The state/territory where the greatest proportion of drivers reported lowering their general driving speed over the last two years was Victoria (33%). In trying to assess the impact of speeding fines as a deterrent, it is interesting to note that 32% 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 (40% in 2003), compared to 29% overall.

Table 26: 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 same	Decreased
	%	%	%
Total	3	64	29
Sex			
Male	5	65	28
Female	2	63	30
Age group (years)			
15–24	**15#**	65	**18#**
25–39	2	62	34
40–59	2	63	32
60+	1	68	25
State/Territory			
NSW	3	61	31
VIC	3	61	33
QLD	4	72	22
SA	3	64	32
WA	5	69	24
TAS	**9#**	65	22
NT	6	61	31
ACT	5	65	28
Capital city/Other			
Capital city	5	63	30
Other location	2	66	28
Licences currently held			
Full car licence	2	65	32
Heavy vehicle licence	3	67	30
Full motorcycle licence	2	71	27
Provisional car licence	20	69	10
Net: Currently licensed	3	65	31
Frequency of road usage in an average week			
Every day	4	67	30
4–6 days a week	3	69	27
2–3 days a week	4	55	**41#**
Once a week	0	54	38
Less than 1 day a week	0	66	32
Never, don't drive nowadays	0	30	7
Average frequency of driving to a destination over 50 km from home			
3 or more times a week	3	71	26
At least once a week	6	6	33
At least every three months	2	65	33
Less often	4	70	25
Directly involved in a road accident in the last 3 years			
Yes	5	58	36
No	3	68	29

Base: Recent drivers (n=1,474).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

6. Driver Fatigue

The 2004 wave of the survey is the fourth 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 and 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 reported incidence of ever having fallen asleep while driving has fallen substantially from 15% in 2003 to 10% in 2004 (the lowest on record). Reference to Table 27 confirms the trends of the previous three years in that males are significantly more likely than females (16% and 5% respectively) to have ever fallen asleep while driving. The same is true for more frequent drivers, as shown by the fact that 24% of heavy vehicle licence holders and 16% of those that travel to a destination more than 50 km from their home at least once a week have fallen asleep while driving. As was the case in 2003, young people are less likely to have ever fallen asleep while driving, with 3% of 15–24 year olds reporting having ever done so (down from 9% in 2003). The level of state/territory variation is not great; Victorian and New South Wales drivers reported the lowest incidence of having ever fallen asleep while driving (both at 9%) and Queensland drivers the highest (13%). Compared to previous years, Western Australian drivers (down from 17% in 2003 to 10% in 2004) and New South Wales drivers (down from 16% to 9%) have shown the most significant decreases in the incidence of falling asleep while driving.

Table 27: Percent ever fallen asleep while driving.

Selected characteristics	%
Total	10
Sex	
Male	**16#**
Female	**5#**
Age group (years)	
15–24	**3#**
25–39	11
40–59	14
60+	7
State/Territory	
NSW	9
VIC	9
QLD	13
SA	10
WA	10
TAS	12
NT	10
ACT	11
Capital city/Other	
Capital city	10
Other location	11

Table 27 (cont.): Percent ever fallen asleep while driving.

Selected characteristics	%
Total	10
Licences currently held	
Full car licence	12
Heavy vehicle licence	24
Full motorcycle licence	18
Provisional car licence	1
Net: Currently licensed	11
Frequency of road usage in an average week	
Every day	11
4–6 days a week	8
2–3 days a week	14
Once a week	30
Less than 1 day a week	17
Never, don't drive nowadays	4
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	12
At least once a week	**16#**
At least every three months	10
Less often	5
Been directly involved in a road accident in the last three years	
Yes	16
No	9

Base: Ever held a licence (n=1,647).
Significance testing compares sub groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Those drivers that had ever fallen asleep at the wheel were asked:

'When was the last time you fell asleep at the wheel while driving a motor vehicle?'

By examining the responses to this question it may be possible to draw some inference as to whether the incidence of drivers reporting ever having fallen asleep while driving is increasing or decreasing. Table 28 presents this data for the last four years. In trying to detect an emergent trend in the data, the figures relating to the incidence of having fallen asleep while driving during the last six months are of most interest. These figures show that 9% of those that have ever fallen asleep while driving have done so in the last six months. This is down from 16% in 2003, and the lowest on record. This finding, coupled with that showing a decreased incidence over the last two years, hints at a reduction in the incidence of persons falling asleep while driving.

Table 28: Length of time since last fell asleep while driving, 2001 to 2004.

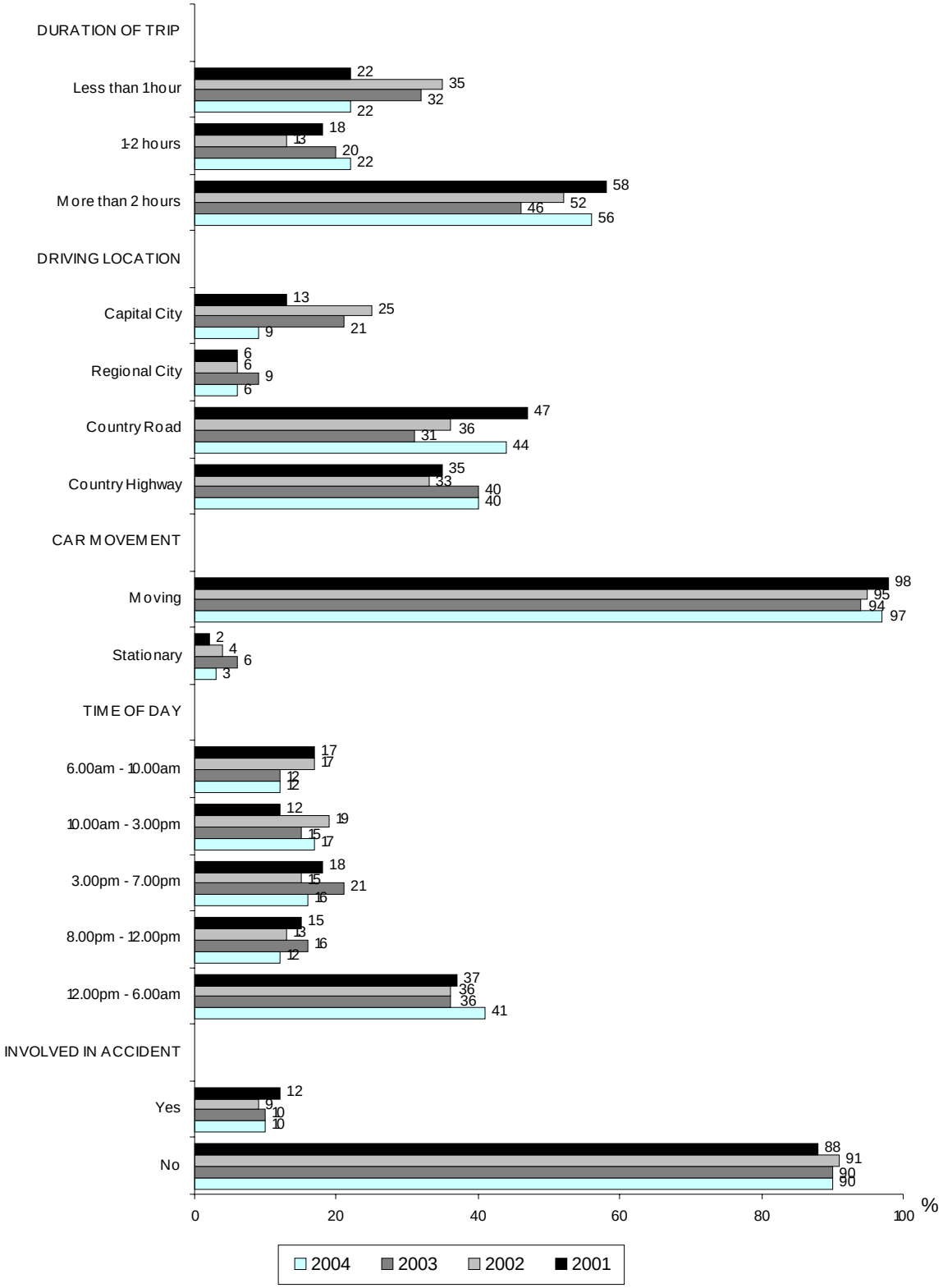
Selected characteristics	2001	2002	2003	2004
	%	%	%	%
Less than 6 months	11	13	16	9
Between 6 and 12 months	4	8	6	3
1 to 2 years	9	11	3	8
Nett: 2 years or less	**24**	**32**	**25**	**20**
3 to 5 years	14	16	12	15
6 to 10 years	19	17	17	12
More than 10 years	42	36	45	54

Base: Fallen asleep while driving (n=187).

Figure 19 provides details of the trips that were being undertaken when drivers most recently fell asleep at the wheel. Time series data for the last four 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 one in every ten instances. Vehicles are almost invariably in motion when the driver falls asleep (about 97% 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. Longer trips of more than two hours account for the highest proportion of instances of falling asleep while driving (56%).

Figure 19: Characteristics of the most recent trip when the driver fell asleep at the wheel.



Base: Fallen asleep while driving.

6.2 Awareness of Strategies for Avoiding and Dealing With Fatigue

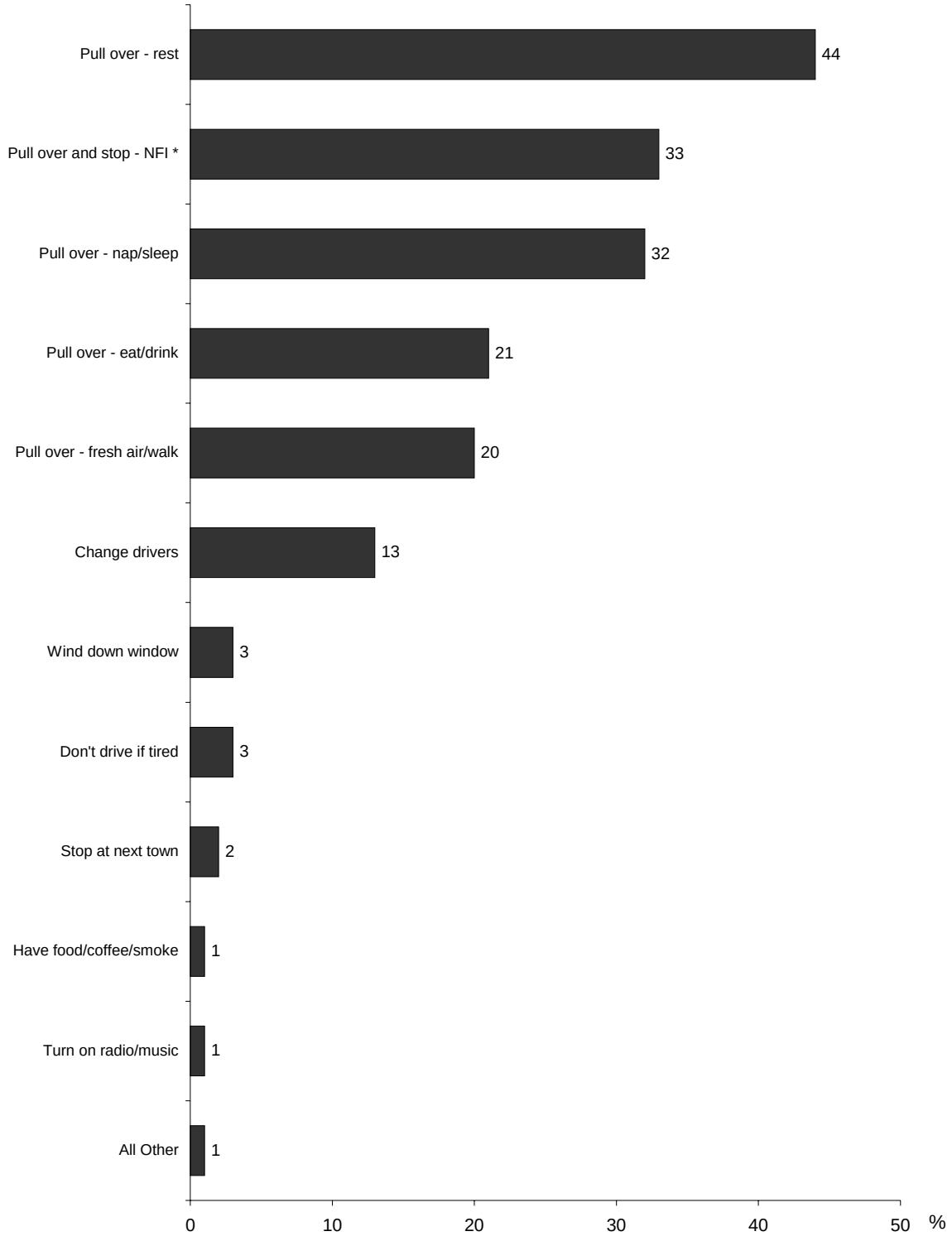
All respondents were asked:

> *'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?'*

Reference to Figure 20 shows the strategies mentioned by respondents for dealing with tiredness/fatigue while they are out driving. Typically, as was the case in 2003, respondents more often cited the need to pull over and either rest (44%), have a nap/sleep (32%), have a walk/get some fresh air (20%) and/or have something to eat/drink (21%), as opposed to strategies involving trying to stay awake while continuing driving.

Figure 21 shows that the preventative measure most commonly mentioned by the general community is getting a good night's sleep before driving (mentioned by 31% of respondents). Other preventative measures frequently mentioned include frequent/regular stops (17%), pulling over and resting (15%), pulling over to get something to eat/drink (14%), winding down the window (14%), having a break every two hours (14%), pulling over for a walk/to get some fresh air (12%), turning on radio or listening to music (11%) and sharing the driving (10%).

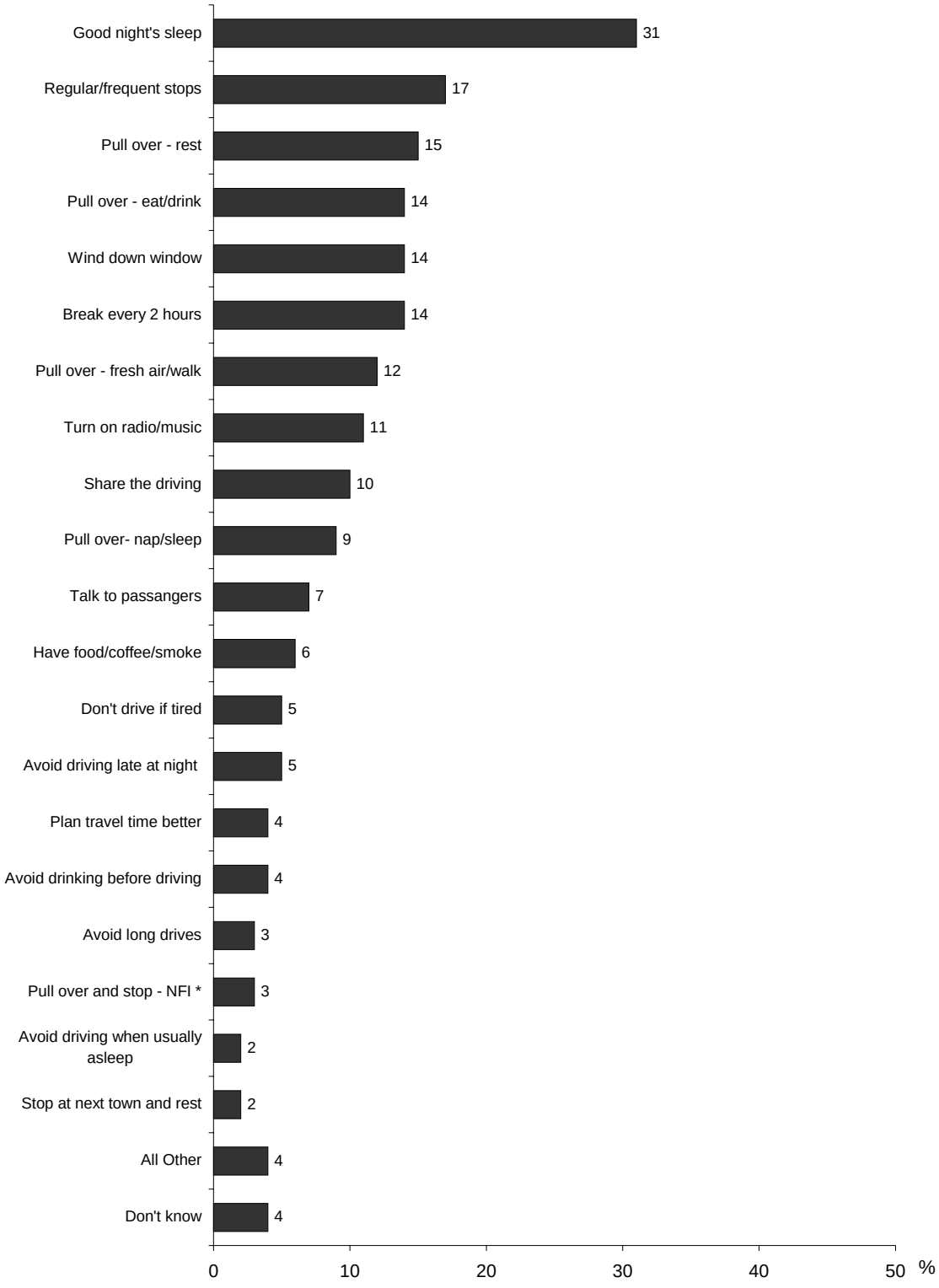
Figure 20: Percent awareness (unprompted) of factors for dealing with fatigue when driving.



Base: Total sample. Multiples accepted.

* NFI = No Further Information

Figure 21: 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

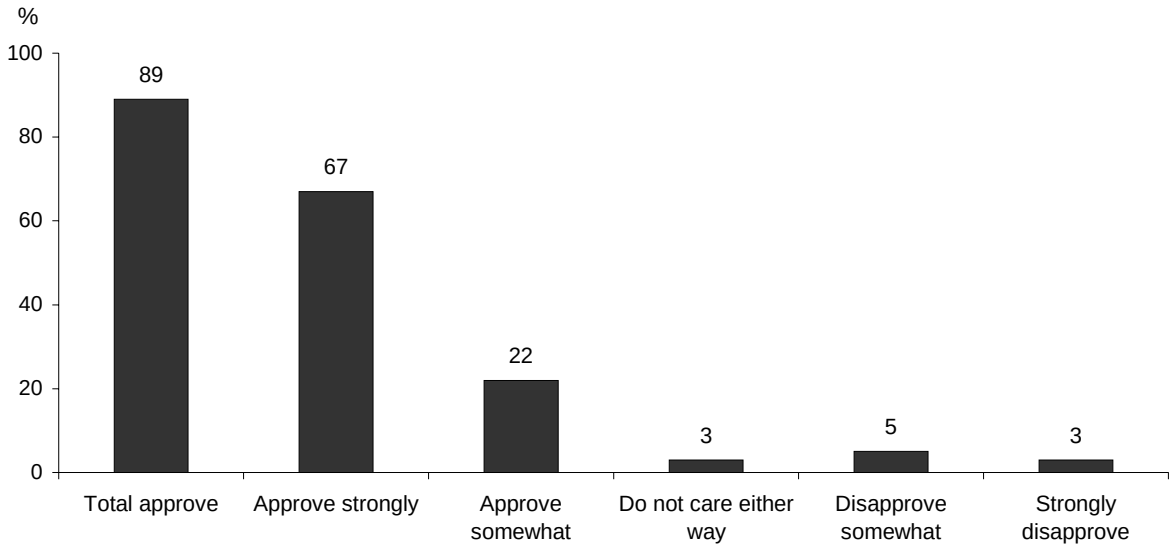
7.1 Legal Requirement for Drivers to Carry their Licence

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, 2004 data show community approval for the legal requirement of compulsory carriage of a licence while driving remains high (89%), with 67% strongly approving and 22% somewhat approving. The 2003 overall approval rating was 86%.

Figure 22: Approval/disapproval of the law requiring a driver's licence to be carried at all times while driving.



Base: Total sample (n=1,665).

Reference to Table 29 shows Victoria is still the state with one of the highest approval ratings for the "compulsory carriage" law (91% compared to 90% in 2003) [7]. In New South Wales, which actually has a strict licence carriage law, approval increased significantly, from 82% in 2002 to 89% in 2003 and currently has the highest approval rating (93%) for the law. The states/territories with the lowest approval ratings are the ACT (84% in 2003 and 77% currently) and Northern Territory (85% in 2003 and 80% currently).

Females were significantly more likely to approve of the law requiring a driver's licence to be carried at all times when compared to males (93% and 85% respectively) and, despite an increase from 77% in 2003 to 81% in 2004, motorcycle licence holders were still less likely to be in favour of the law than other types of licence holders .

[7] NSW has had this requirement since 1936; Tasmania introduced compulsory carriage in 2003, and licence carriage is currently required in the ACT, but there is a clause to allow for reasonable excuse.

Table 29: Percent approval for the law requiring a driver's licence to be carried at all times while driving.

Selected characteristics	Approval
	%
Total	89
Sex	
Male	**85#**
Female	**93#**
Age group (years)	
15–24	89
25–39	88
40–59	89
60+	92
State/Territory	
NSW	93
VIC	91
QLD	87
SA	85
WA	84
TAS	85
NT	**80#**
ACT	**77#**
Capital city/Other	
Capital city	89
Other location	89
Licences currently held	
Full car licence	89
Heavy vehicle licence	86
Full motorcycle licence	81
Provisional car licence	91
Net: Currently licensed	89
Frequency of road usage in an average week	
Every day	88
4–6 days a week	92
2–3 days a week	91
Once a week	95
Less than 1 day a week	95
Never, don't drive nowadays	83
Average frequency of driving to a destination over 50 km from home	
3 or more times a week	87
At least once a week	92
At least every three months	88
Less often	92
Been directly involved in a road accident in the last three years	
Yes	90
No	89

Base: Total sample (n=1,665).
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 30 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 higher proportion of those in the Northern Territory, New South Wales and Victoria believe it is the law (93%, 91% and 87% respectively).

Table 30: 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	79	**91#**	**87#**	**70#**	**67#**	**46#**	**68#**	**93#**	78
No	10	**2#**	7	**16#**	**20#**	**30#**	14	**3#**	6
Don't know	10	7	6	15	13	**24#**	**18#**	**4#**	16
Base: Total sample	1,665	273	243	225	188	187	200	192	157

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

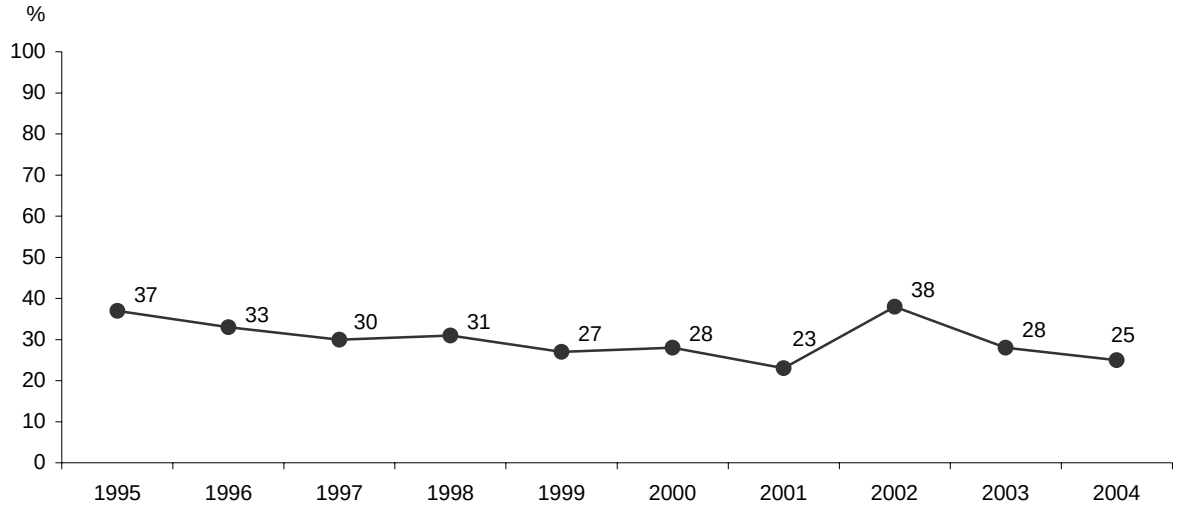
7.2 Seat Belt Enforcement

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. The 2004 data show 25% of respondents are of the view that the level of seat belt enforcement has increased over the last two years, 49% feel it has stayed the same and 5% feel that it has reduced. The fact that 22% of respondents were not able to offer a view on this question suggests the need for caution in interpreting these results. Time series data back to 1995 are shown below. The results, while displaying some volatility, suggest that the proportion of the community of the view that the level of seat belt enforcement has increased is much lower than was the case in 2002 (when 38% of the sampled population were of this view).

Figure 23: Perception that the level of seat belt enforcement has increased over the last two years, 1995 to 2004.



Base: Total sample.

Table 31 shows very varied perceptions with regard to the perceived level of seat belt enforcement. The results vary considerably by state/territory and by capital city/other locations as well as by frequency of road use and age group.

Table 31: 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	25	49	5	22
Sex				
Male	23	53	6	18
Female	26	46	4	25
Age group (years)				
15–24	**33#**	49	**10#**	**8#**
25–39	23	51	5	22
40–59	22	54	3	21
60+	25	**41#**	2	**32#**
State/Territory				
NSW	31	45	4	20
VIC	**16#**	57	4	24
QLD	27	46	5	23
SA	27	51	7	16
WA	20	51	6	23
TAS	23	54	**11#**	**12#**
NT	21	50	8	22
ACT	24	41	7	29
Capital city/Other				
Capital city	23	50	5	22
Other location	28	48	3	21
Licences currently held				
Full car licence	22	51	4	23
Heavy vehicle licence	31	54	3	12
Full motorcycle licence	15	65	3	18
Provisional car licence	31	49	8	12
Net: Currently licensed	22	51	4	23
Frequency of road usage in an average week				
Every day	24	51	4	20
4–6 days a week	18	50	4	29
2–3 days a week	16	51	7	26
Once a week	20	59	0	21
Less than 1 day a week	37	44	0	19
Never, don't drive nowadays	20	36	4	40
Average frequency of driving to a destination over 50 km from home				
3 or more times a week	31	47	5	17
At least once a week	21	52	5	22
At least every three months	20	54	4	22
Less often	23	46	3	28
Been directly involved in a road accident in the last three years				
Yes	21	54	9	16
No	25	49	4	23

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

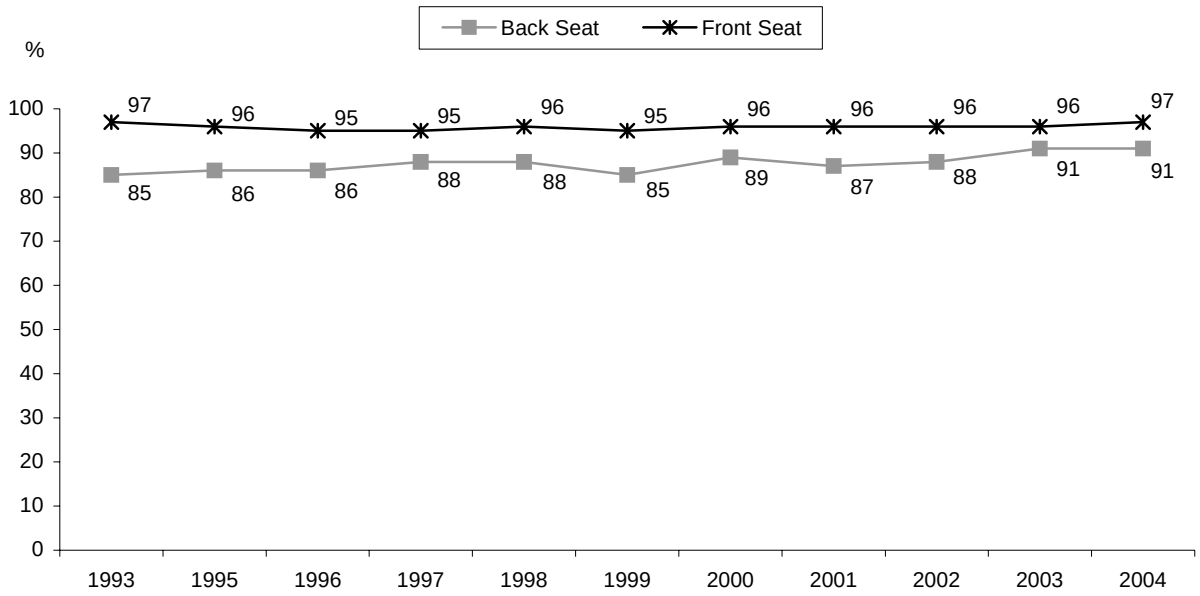
7.3 Incidence of Wearing Seat Belts

Respondents were asked two questions in order to measure the self-reported incidence of seat belt wearing:

> *'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 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 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 and 2004) appears to reinforce the conclusion that there has been a gradual increase in back seat belt wearing over time.

Figure 24: The proportion of the community that "always" wear a seat belt when travelling in a car, front and back seats, 1993 to 2004.



Base: Total sample.

As has been the case in recent years, the proportion of females that reported always wearing seat belts in both the front and rear seats is higher than that of males (see Table 32). The data also shows that a higher proportion of persons aged 60 years and over wear seat belts in the front seat, and that 25 to 39 year olds (95%) and persons aged 60 and over (94%) are the most likely to wear set belts in the rear seat. While the differences across the states and territories were not very large, the reported incidence in Tasmania (93% always wearing a seat belt in the front seat) was significantly below the national result (significant at the 90% confidence interval) and the result for Queensland was significantly higher than in both South Australia and Tasmania.

Table 32: Percent "always" wear a seat belt, front and rear seats.

Selected characteristics	Front seat	Rear seat
	%	%
Total	97	91
Sex		
Male	95	89
Female	98	94
Age group (years)		
15–24	96	88
25–39	97	95
40–59	95	88
60+	99	94
State/Territory		
NSW	96	90
VIC	98	93
QLD	98	94
SA	94	91
WA	96	87
TAS	93	88
NT	97	88
ACT	97	94
Capital city/Other		
Capital city	98	92
Other location	95	90
Licences currently held		
Full car licence	97	92
Heavy vehicle licence	95	92
Full motorcycle licence	89	84
Provisional car licence	95	93
Net: Currently licensed	96	92
Frequency of road usage in an average week		
Every day	97	91
4–6 days a week	95	96
2–3 days a week	98	98
Once a week	96	91
Less than 1 day a week	100	97
Never, don't drive nowadays	92	95
Average frequency of driving to a destination over 50 km from home		
3 or more times a week	97	83
At least once a week	96	91
At least every three months	96	92
Less often	98	92
Been directly involved in a road accident in the last three years		
Yes	94	87
No	97	92

Base: Total sample (n=1,665).
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?'

Looking at the incidence of riding a motorcycle on the road in the last year, 2004 survey results show that 41% of motorcycle licence holders (whether Learner's permit, Provisional or Full licence holders) had ridden on the road in the last year compared with 59% in 2003. This shows a further decline in the proportion of the total survey population that had ridden a motorcycle on the road in the past twelve months, down from 5% in 2003 to 4% in 2004.

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 33. Consistent with 2003 survey results, this data shows that the on-road use of motorcycles is much more common amongst males (7%) than amongst females (less than 1%), more common amongst those aged 25 to 39 years (8%) and more common (at 7%) amongst those who travel 50km or more from their home at least three times a week.

The 2004 results also show that 8% of the sampled population had been a passenger on a motorcycle on the road in the last year, which has remained unchanged from the 2003 results.

Table 33: Percent of community that have ridden a motorcycle on the road in the last year.

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

Base: Total sample (n=1,665).
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 this program, the 2004 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 2004 result, that 16% of the community had been involved in a road crash at some stage in the last three years, is slightly lower than 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 34 and 35. 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 24% – a decrease from 30% in 2003) than for the population as a 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 13% in New South Wales to a high of 19% in Victoria and the ACT.

Table 34: 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	*16*	*18*	*13*	*24#*	*16*	*15*	*9#*
Base: Total sample	*1,665*	*823*	*842*	*279*	*448*	*566*	*372*

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

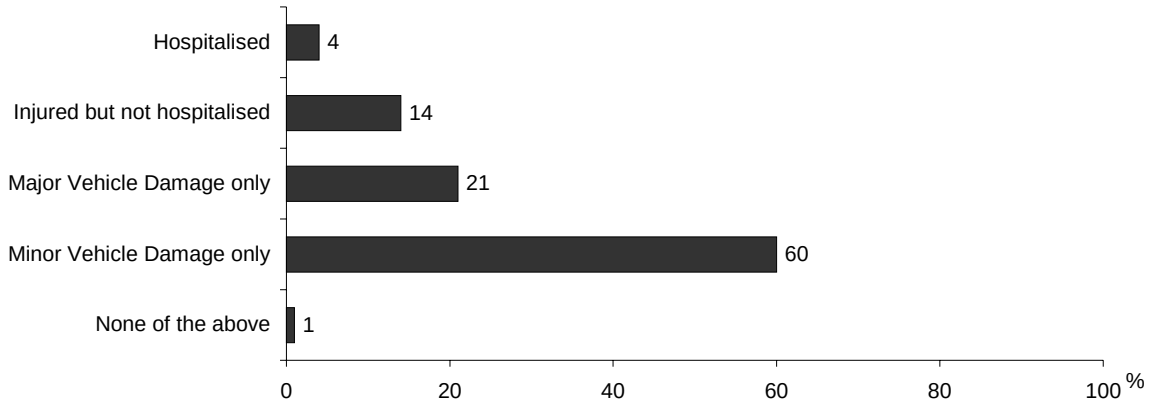
Table 35: Percentage involvement in road crashes over the last three years by state and territory.

		State/Territory							
	Total	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
Been involved in road crash	*16*	*13*	*19*	*15*	*15*	*16*	*17*	*15*	*19*
Base: Total sample	*1,665*	*273*	*243*	*225*	*188*	*187*	*192*	*200*	*157*

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 25 and are generally consistent with the results obtained over previous years of the survey program. The proportion of road crashes resulting in injury was 18% in 2004 compared with 17% in 2003, the proportion resulting in major vehicle damage was 21% in 2004 compared with 25% in 2003 and the proportion resulting in minor vehicle damage increased from 58% in 2003 to 60% in 2004.

Figure 25: Severity of road crash involved in over the last three years.



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

Appendix 1: Time Series Tables

Appendix I: Summary Results Over Time

	CAS 17 (2004) %	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	Question
1. Factors Believed to Contribute to Road Crashes										
First Mention (unaided, full sample)										**1a**
Speed	39	40	37	37	38	35	34	39	34	
Drink Driving	12	11	11	12	13	14	14	14	15	
Lack of Concentration	13	15	11	12	11	12	13	11	12	
Driver Fatigue	10	9	11	13	9	11	10	6	8	
Carelessness	7	4	6	6	8	8	8	8	9	
Driver Attitudes	5	5	6	7	7	6	7	7	5	
Driver Inexperience	5	5	5	5	5	4	3	4	6	
Road Conditions	2	2	3	3	1	2	2	2	3	
Lack of Training	2	0	2	1	2	2	2	2	2	
Road Design	1	1	1	1	1	1	3	2	1	
Total Mentions (unaided, full sample)										**1b**
Speed	59	62	62	59	62	58	57	63	57	
Drink Driving	50	44	52	52	54	54	54	57	55	
Driver Fatigue	29	26	33	33	30	35	27	22	22	
Lack of Concentration	27	30	26	23	26	25	28	25	24	
Carelessness / Negligence	17	14	16	17	18	17	19	19	23	
Driver Inexperience	15	12	14	15	17	15	15	15	14	
Driver Attitudes	13	12	13	14	18	14	15	18	14	
Road Conditions	10	7	12	8	7	11	11	9	12	
Drugs (other than alcohol)	7	<1	8	7	8	7	8	7	6	
Weather	4	5	6	4	7	7	9	8	6	
Lack of Driver Training	5	3	6	5	5	5	6	5	6	
Road Design	5	5	5	4	4	6	8	7	6	
Disregard Rules	4	4	3	2	4	3	4	4	3	
Lack of Vehicle Maintenance	3	2	2	2	2	2	5	2	2	
Ignorance of Rules	3	2	1	2	2	2	3	3	3	
2. Agreement with Random Breath Testing										**2a**
(full sample)										
Total "Agree"	98	98	97	96	97	96	97	98	n/a	
3. RBT Activity										**2b**
(full sample)										
Increased	37	38	39	34	38	44	44	46	39	
No change	36	35	33	31	31	36	29	26	24	
Decreased	13	11	14	16	15	14	12	11	13	
Don't know	15	16	13	20	16	16	15	17	25	
4. Incidence of Past 6 Month Breath Testing										
(current or past licence holders)										
Noticed	78	75	74	70	71	70	70	70	67	**3a**
Tested	29	30	27	25	26	26	26	25	20	**3b**
5. As Pedestrian, Would You be Affected by a .05 BAC										
(full sample)										
Yes	57	57	57	53	53	55	54	47	50	**5**

	CAS 17 (2004) %	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	Question
6. Attitudes Toward Drinking and Driving										**11**
(current or past licence holders)										
I don't drink at any time	19	16	16	19	18	17	21	20	22	
If I am driving I don't drink	38	40	37	37	40	40	39	39	41	
If I am driving I restrict what I drink	43	44	46	43	42	42	40	41	37	
If I am driving I don't restrict what I drink	<1	<1	1	1	nil	nil	nil	nil	nil	
7. Use of Breath Testing Machine										
(current or past licence holders who drink)										
Past 6 Months	n/a	6	7	6	5	8	6	8	6	**13a**
Very likely to Use, If Opportunity	n/a	35	34	34	37	28	31	33	29	**13b**
8. Alcohol Consumption Guidelines										
Males - First Hour (all males)										**14a**
One	11	8	8	7	5	7	7	7	10	
Two	48	47	47	44	43	42	42	38	33	
Three	23	23	25	22	27	24	25	31	31	
Four or more	7	8	12	11	11	12	11	12	9	
Don't know	7	9	8	16	11	13	15	12	17	
Males - After First Hour (all males)										**14b**
Less than one	4	3	2	1	1	2	3	3	3	
One	80	75	78	74	78	72	75	76	65	
Two	5	4	5	3	4	6	4	5	6	
Three	1	<1	1	1	0	1	1	1	1	
Don't know	10	16	12	21	14	17	16	16	24	
Females - First Hour (all females)										**14a**
One	34	28	33	30	24	28	29	28	27	
Two	38	39	41	38	42	40	37	42	36	
Three	7	6	7	7	7	6	7	6	9	
Four or more	2	2	0	nil	nil	2	2	1	1	
Don't know	17	19	17	24	24	21	24	22	27	
Females - After First Hour (all females)										**14b**
Less than One	9	9	7	4	5	7	6	7	7	
One	63	60	66	62	58	60	56	63	54	
Two	3	1	2	2	3	4	2	2	2	
Three	1	<1	0	1	nil	nil	1	nil	nil	
Don't know	23	28	22	29	30	28	34	28	37	
9. Alcoholic Beverage Mainly Consumed										**15a**
(current or past licence holders who drink)										
Full Strength Beer	31	30	30	31	33	26	34	33	36	
Light Beer	12	13	21	19	21	16	20	22	20	
Net Beer (Full or Light)	41	41	46	46	53	42	54	50	49	
Wine	37	37	39	44	39	33	40	41	41	
Mixed Drinks	26	24	33	32	29	22	28	27	32	

	CAS 17 (2004) %	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	Question
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	17	13	21	13	19	19	15	18	15	
One and a half	52	53	40	49	42	47	45	42	39	
Two	23	19	26	23	25	22	28	25	32	
Three	2	2	3	2	3	1	2	3	1	
Four or more	<1	1	2	1	1	1	1	1	nil	
Don't know	7	7	7	11	11	10	9	11	13	
11. Standard Drinks in a 750 ml Bottle of Wine										**15c**
(licence holders who drink wine mainly)										
Up to three	5	4	6	6	5	4	6	5	3	
Four	19	25	18	19	19	23	18	15	19	
Five	20	18	20	24	25	22	25	22	23	
Six	23	18	20	21	21	20	23	22	23	
Seven	10	11	15	9	10	9	9	6	8	
Eight	8	8	6	6	6	8	4	10	7	
Nine or more	6	4	7	5	5	3	5	5	5	
Don't know	10	8	9	10	9	11	10	13	12	
12. Police Speed Enforcement										**16**
(full sample)										
Increased	70	72	65	58	62	64	62	66	57	
No change	21	19	23	24	24	22	26	22	26	
Decreased	5	4	8	10	7	8	6	6	6	
Don't know	4	4	4	8	7	7	6	6	11	
13. Personal Driving Speed in Last 2 Years										**19**
(full sample)										
Increased	3	4	6	5	4	6	5	8	6	
Stayed the Same	64	63	59	60	65	66	68	64	64	
Decreased	29	29	34	33	30	27	26	27	29	
14. Frequency Drive 10 km/hr Over Limit										**20**
(driven in past two years)										
Always/most occasions	7	7	9	11	10	11	8	12	15	
Sometimes	18	20	20	21	20	20	24	21	21	
Occasionally	51	51	50	47	49	46	45	43	42	
Never	25	25	22	19	20	23	23	23	22	
15. Booked for Speeding										**18**
(drivers)										
Past 6 months	8	8	8	7	7	7	6	8	5	
Past 2 years	21	23	21	19	20	21	19	18	16	
16. Should Lower Speed Limits – Approve										
(full sample)										
To 50 km/hr in residential areas	n/a	91	72	73	68	65	62	55	61	**23a**
To 40 km/hr in residential areas	n/a	25	28	28	29	30	33	24	31	**23b**

	CAS 17 (2004) %	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	Question
17. Speed Should be Allowed to Drive in 60 km/hr Zones										21a
(full sample - aided responses)										
60 km/hr	31	35	49	49	48	44	49	44	44	
61-64 km/hr	18	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/hr	33	31	38	37	36	37	31	34	31	
66-69 km/hr	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/hr	7	10	9	11	14	14	15	18	19	
75+ km/hr	<1	n/a	2	1	1	2	2	2	3	
Don't know	2	2	2	2	1	2	2	2	3	
18. Speed Allowed to Drive in 60 km/hr Zones										21h
(full sample - unprompted)										
Nil tolerance	16	15	12	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/hr	33	26	24	n/a	n/a	n/a	n/a	n/a	n/a	
Net 65-69 km/hr	20	34	43	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/hr	7	7	13	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	13	20	8	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	64	64.7	64.4	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
(full sample - aided responses)										
100 km/hr	27	26	36	34	33	33	36	35	34	
101-104 km/hr	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/hr	22	20	20	17	19	16	14	13	12	
106-109 km/hr	16	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/hr	30	35	31	37	38	38	37	37	36	
115 km/hr	2	2	3	3	3	4	3	4	5	
120+ km/hr	4	4	7	7	6	6	7	7	10	
Don't know	2	2	2	2	2	3	3	3	3	
20. Speed Allowed to Drive in 100 km/hr Zones										21l
(full sample - unprompted)										
Nil tolerance	13	11	10	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/hr	19	12	11	n/a	n/a	n/a	n/a	n/a	n/a	
Net 105-109 km/hr	21	29	30	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/hr	25	28	38	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	20	20	10	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	105	105.7	106.4 km	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	62	54	56	58	56	56	50	52	49	
b) It is OK to exceed the speed limit if you are driving safely	33	29	32	32	33	33	32	37	33	
c) Speed limits are generally set at reasonable levels	83	86	83	88	87	87	89	90	87	
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	73	70	68	67	69	65	63	63	57	
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	96	91	91	90	90	87	88	83	81	

	CAS 17 (2004) %	CAS 16 (2003) %	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	Question
22. Incidence of Wearing Seat Belts										
(full sample)										
Always – Front	97	96	96	96	96	95	96	95	95	**25a**
Always – Rear	91	91	88	87	89	85	88	88	86	**25b**
23. Seat Belt Enforcement										**26**
(full sample)										
Increased	25	28	38	23	28	27	31	30	33	
No change	49	42	43	46	45	47	45	47	36	
Decreased	5	6	4	7	6	6	5	5	4	
Don't know	22	24	15	24	21	21	19	19	27	
24. Compulsory Licence Carriage										**24a**
(full sample)										
Approve strongly	67	67	67	68	69	68	72	64	68	
Approve somewhat	22	20	18	18	16	15	15	20	15	
Net "approve"	89	86	85	86	85	84	87	84	83	
25. Involvement in Road Accident -										**27**
Past 3 Years										
Involved (total sample)	16	18	18	18	18	18	18	20	17	
Among those involved……										
Someone killed/hospitalised	10	10	11	8	9	9	11	5	5	**28**
Someone injured/not hospitalised	7	7	8	12	7	14	10	14	14	
Major vehicle damage, no one injured	25	25	27	29	23	25	17	24	25	
Minor vehicle damage, no one injured	58	58	51	50	60	51	59	56	54	
26. Ever Fallen Asleep at the Wheel										
(full sample)										
Yes	10	15	15	14	n/a	n/a	n/a	n/a	n/a	**29**
Number of times among those fallen asleep……										
Once	55	59	63	54	n/a	n/a	n/a	n/a	n/a	**30**
Twice	16	15	15	27	n/a	n/a	n/a	n/a	n/a	
Three times	14	7	8	5	n/a	n/a	n/a	n/a	n/a	
More than three times	15	20	14	14	n/a	n/a	n/a	n/a	n/a	

Appendix 2: Technical Notes

Overview

These technical notes cover the survey design and methodological aspects of CAS 17 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 seventeenth Community Attitudes Survey (CAS 17) was conducted in March and April 2004 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 1,665 interviews were conducted with an average interview length of 14 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 17 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 were 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 were required to be completed nationally
- the minimum number of interviews to be achieved in each state / territory was set at 150
- the “excess” 300 interviews (that is, the difference between the 8 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, and
- the distribution of interviews by age group and gender within each geographic stratum was based on ABS population statistics for persons 15 plus.

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

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

	Males					Females					
Region	Total	15 to 24	25 to 39	40 to 59	60 plus	Total	15 to 24	25 to 39	40 to 59	60 plus	Total
Sydney	162	14	24	26	15	79	15	24	27	17	83
Other NSW	94	9	10	15	12	46	7	12	17	12	48
Total NSW	256	23	34	41	27	125	22	36	44	29	131
Melbourne	165	14	24	27	17	82	15	24	27	17	83
Other Vic	64	4	8	11	8	31	5	8	11	9	33
Total Vic	229	18	32	38	25	113	20	32	38	26	116
Brisbane	96	8	14	15	8	45	10	14	17	10	51
Other Qld	113	10	15	20	11	56	10	15	20	12	57
Total Qld	209	18	29	35	19	101	20	29	37	22	108
Adelaide	128	9	16	21	15	61	12	18	22	15	67
Other SA	48	4	6	8	6	24	4	6	8	6	24
Total SA	176	13	22	29	21	85	16	24	30	21	91
Perth	133	12	18	23	12	65	13	19	23	13	68
Other WA	47	4	7	7	5	23	4	7	8	5	24
Total WA	180	16	25	30	17	88	17	26	31	18	92
Hobart	64	5	8	11	7	31	7	8	11	7	33
Other Tas	86	6	11	15	10	42	7	11	15	11	44
Total Tas	150	11	19	26	17	73	14	19	26	18	77
Darwin	83	8	16	15	4	43	8	15	14	3	40
Other NT	67	8	13	11	3	35	7	12	10	3	32
Total NT	150	16	29	26	7	78	15	27	24	6	72
Total ACT	150	15	22	26	11	74	15	23	26	12	76
Total	1500	130	212	251	144	737	139	216	256	152	763
Total %	100	8.7	14.1	16.7	9.6	49.1	9.3	14.4	17.1	10.1	50.9

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[8]**:**

1. Primary sample
2. Initial 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 proportion of available top-up sample that it would be necessary to release, to complete the minimum target number of interviews in each geographic location (the initial top up sample).

Since the age distribution of the achieved primary sample interviews varied by geographic strata, the number of selections in the initial top–up sample varied by geographic strata. For most locations, where primary sample interviewing had left a shortfall relative to the minimum target in interviews in specific

[8] A slight variation to the two-stage sample management approach used by TAVENER Research from 1995-2002.

cells, the majority of the available top–up sample was released. For other locations (for example, ACT), where primary sample interviews were more evenly distributed across minimum target age and gender cells, a smaller proportion of the available top–up sample was activated to achieve the minimum target interviews.

Where the initial top–up sample proved inadequate to complete the minimum target interviews in specific cells, "reserve" top up sample was released. Due to scheduling constraints, there was no opportunity to send an approach letter to these "reserve" top up sample selections.

As can be seen in Table A2.2, all top up sample was released for some locations (Perth, WA). The ratio of sample initiated to minimum target interviews achieved can be used to guide the total selections for future surveys.

Table A2.2 – Sample release

Geographic strata	Total selections	Total sample initiated	Ratio sample initiated: minimum target	Primary sample (letter sent)	Total available top up sample	Top up sample initiated	% top up sample released
Sydney	621	584	3.6	361	260	223	86%
Other NSW	331	310	3.3	153	178	157	88%
Melbourne	681	632	3.8	317	364	315	87%
Other VIC	169	159	2.5	97	72	62	86%
Brisbane	394	385	4.0	177	217	208	96%
Other QLD	427	390	3.5	182	245	208	85%
Adelaide	546	528	4.1	228	318	300	94%
Other SA	225	205	4.3	56	169	149	88%
Perth	439	438	3.3	260	179	178	99%
Other WA	199	198	4.2	78	121	120	99%
Hobart	219	209	3.3	105	114	104	91%
Other Tas	296	291	3.4	241	55	50	91%
Darwin	414	382	4.6	101	313	281	90%
Other NT	319	287	4.3	102	217	185	85%
ACT	384	348	2.3	230	154	118	77%
Total	**5664**	**5346**	**3.6**	**2688**	**2976**	**2658**	**89%**

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.[9] Using data from the 2003 CAS, the methodology was refined for the 2004 CAS.

Based on the age and gender information collected from the household informant, a person aged 15 years or over was selected for interview, whereby persons aged 15 to 29 years were given two and a half times[10] the chance of selection relative to other groups, and males 30 plus were given 1.35 times the chance of selection (see discussion of survey weighting procedures following).

[9] Designed by TAVENER Research Company

[10] Two times in 2003 CAS

Call Procedures and Fieldwork Statistics

Call Procedures

The call procedures adopted for CAS 17 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, and
- 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.

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[11] to contact households where the preferred language of interview could be established, and
- 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.

[11] Covering the major community languages (Italian, Greek, Vietnamese, Chinese, Serbo-Croation, Arabic and Turkish)

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

Total numbers initiated	**2673**	% of all attempts
Ineligible numbers		
Telstra message, number disconnected	349	2.5%
Not a residential number	32	0.2%
Wrong number / respondent not known	25	0.2%
Sub total ineligible numbers (as % of sample initiated)	*406*	*3.0%*
Eligible numbers		
No contact		
Engaged	941	6.9%
Answering machine	2294	16.7%
No answer	5557	40.6%
Fax/Modem	58	0.4%
Sub total no contact (and % of sample initiated)	*8850*	*64.6%*
Contacts		
Completed interviews	1250	9.1%
Selected respondent refused / unavailable to continue	920	6.7%
Claims to have done survey	1	0.0%
Outright household refusal	441	3.2%
Soft household refusal	163	1.2%
Language difficulty	162	1.2%
Away duration	27	0.2%
Appointment made	1482	10.8%
Sub total contacts (and % of sample initiated)	*4445*	*32.4%*
Total attempts	**13701**	**100.0%**

As can be seen, the most frequent call outcome was no answer (40.6%), followed by answering machines (16.7%), appointments (10.8%) and completed interviews (9.1%).

An interview was achieved every 11.0 calls and the average number of calls per sample record was 5.1. 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 64.4%.

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	2689	
Numbers not used (as % sample selected) (refused prior, etc)	16	0.6%
Total numbers initiated	**2673**	
Ineligible numbers		
Telstra message, number disconnected	347	13.0%
Not a residential number	32	1.4%
Wrong number / respondent not known	25	0.9%
Sub total ineligible numbers (as % sample initiated)	404	15.3%
Eligible numbers (as % sample initiated)	**2270**	**84.9%**
		% of eligible numbers
No contact / call cycle dead (no contact after 8 calls)		
Engaged	7	0.3%
Answering machine	46	2.0%
No answer	186	8.2%
Fax/Modem	58	2.6%
Sub total no contact / call cycle dead	*297*	*13.1%*
Contacts		
Completed interviews	1250	55.1%
Selected respondent refused / unavailable to continue	119	5.2%
Terminated mid–way in survey	5	0.2%
Outright household refusal	439	19.3%
Soft household refusal	11	0.5%
Claims to have done survey	1	0.0%
Residual language difficulty	60	2.6%
Away duration	24	1.1%
Appointment made	63	2.8%
Sub total contacts	*1965*	*86.6%*

Analysis of Response

Response overview

A total of 1,665 interviews were achieved across the primary and top–up samples, resulting in an overall response rate for the project of 64%[12]. As can be seen in Table A2.5, almost one in six primary sample interviews overall (196 in total) were conducted as a result of some form of response maximisation activity (i.e. refusal conversion, language other than English interview, respondent call to provide correct contact details, or 9th or more call attempt).

Placing additional call attempts was the most productive response maximisation activity, accounting for 78% of primary sample interviews achieved from such activities.

Table A2.5 – Summary project statistics

Total interviews achieved	1665	100.0%
Primary sample	1250	75.1%
Interviews achieved from refusal conversion activity	27	1.6%
Interviews conducted in a language other than English	13	0.8%
Interviews achieved from sample members ringing 1800 to provide new phone no.	3	0.2%
Primary sample interviews achieved at 9th call or more	153	9.2%
Other primary sample interviews	1054	63.3%
Top–up sample	415	24.9%
Total "excess" interviews	165	
Total primary sample interviews in excess of minimum target interviews	114	
Total top up sample interviews in excess of minimum target interviews	51	
Response rate	64%	

In total, 165 "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.

[12] 68% for CAS 16.

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/hr data.

The derivation of created variables was also checked against the CAS 16 tables and data set.

Weighted survey estimates

As for CAS 16, a three-stage approach to weighting was adopted, which adjusted for household size, disproportionate over–sampling and population.

The household size adjustment calculates 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, generally speaking, a person residing in a single person household had twice the probability of being selected in the survey as 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).

The adjustment for disproportionate over-sampling of persons aged 15 to 29 and of males works in the following way; for example, in a household in which there is one in scope male aged 30 years or over and an 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 being the inverse of this adjusted chance of selection.

The population adjustment is in line with previous waves of CAS by weighting to ABS age and sex population benchmarks for each geographic stratum.

Questionnaire Design and Testing

The CAS 16 questionnaire was used as a basis for the development of the CAS 17 survey instrument with very few changes being made to the previous questionnaire. One new question (23abc) was introduced and a range of minor modifications to existing questions / response sets were made as a result of applying recommendations from the CAS 16 Technical Report and rules developed during CAS 16 for the use of pre-coded lists. Changes included:

- Including a more detailed privacy / confidentiality script in accordance with privacy legislation
- Deleting Q13a, Q13b, Q23a and Q23b
- Minor re–wording of questions, including Q21a, Q23, Q24a

No existing code frames were extended in the 2004 survey.

The final questionnaire is provided at Appendix 3.

Appendix 3: Survey Questionnaire

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 17

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

Any information you provide will be protected by strict privacy and confidentiality rules. Your answers will be grouped with other people's and used for statistical purposes only. You and your individual answers will not be identified.

While we hope that you answer all the questions, if there are any questions you don't want to answer just tell me so I can skip over them.

We need to speak to one person in each household and it is very important that we randomly select that person.

The survey will take 10 to 15 minutes, depending on the answers of the person who is randomly selected

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 computer has randomly selected (..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/Impatience/aggressive behaviour / road rage	4	4
Driver inexperience/Young drivers	5	5
Older drivers	6	6
Inattention/Lack of concentration/distracted/driving while on mobile	7	7
Carelessness/Negligent driving	8	8
Lack of driver training/Insufficient training	9	9
Driver fatigue	10	10
Disregard of road rules (e.g. don't give way / don't keep left)	11	11
Ignorance of road rules (e.g. doesn't know to give way / doesn't know to keep left)	12	12
Road design/Poor design/Poor road signs	13	13
Road conditions/Traffic congestion	14	14
Weather conditions (e.g wet roads, sunglare)	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
Incompetent driving nfi	21	21
Other (specify)	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 EXPECT it would affect your ability to act safely as a pedestrian, or not?"

1. Yes, would affect
2. Would not affect
3. (Don't know)

Q.6 Do you personally have a current driver's licence or motor-cycle licence or permit?

1. Yes
2. No GO TO Q.8

Q.7a How often do you drive a motor vehicle or ride a motor-cycle 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.14a

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

Q13a DELETED AFTER CAS 16

Q13b DELETED AFTER CAS 16

Q.14a) Current guidelines state that a (..man/woman..) can drink so many <u>standard drinks</u> in the first hour and then so many each hour after that to stay under .05. (PAUSE)
How many <u>standard drinks</u> do they say a (..SAY SEX OF THIS RESPONDENT..) can have in the first hour <u>to stay under .05</u>?
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 / none / hardly any)
7. (no average/ affects people differently / depends on the individual)
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 / none / hardly any)
7. (no average/ affects people differently / depends on the individual)
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 (CURRENLY HOLDS LICENCE) 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

IF NECESSARY:
Just confirming, any information you provide is protected by strict privacy and confidentiality rules. Your answers are grouped with other people's and used for statistical purposes only. You and your individual answers will not be identified.

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)
What we're really after is the speed you can drive along at and be pretty sure you wouldn't be booked.

***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……
22. 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)
17. Over 115 (more than fifteen km over) SPECIFY……
23. RANGE GIVEN (after probe for specific speed) SPECIFY RANGE……
30. PERCENTAGE GIVEN (do not prompt further) SPECIFY %……
62. NOTHING OVER 100 km/hr – STAY WITHIN 100 km/hr - MAXIMUM 100 km/hr
99. Other response SPECIFY IN DETAIL……
99. 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 Over the last few years the speed limit on many streets in residential areas has been reduced to 50km/h

Q.23a) DELETED AFTER CAS 16

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

1. Too low
2. Too high
3. About right

Q. 23abc) Do you think that limits below 60km/h should be set on more streets, fewer streets, or is it about right as is?

1. More
2. Fewer
3. About right as is

Q23b) DELETED AFTER CAS 16

Q.24a) In some Australian States it is compulsory to carry a driver's licence AT ALL TIMES while driving any motor vehicle. The aim of this law is to discourage unlicensed driving, and 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) CONTINUE. OTHERS 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?

IF NECESSARY: That's including any accident on a road or public place where vehicles are driven

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.

IF NECESSARY:
Again, any information you provide is protected by strict privacy and confidentiality rules. Your answers are grouped with other people's and used for statistical purposes only. You and your individual answers will not be identified.

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

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

1. A short trip of no more than an hour
2. 2. A trip of 1-2 hours
3. 3. A trip of more than 2 hours (includes interstate truck trip, outback trip, etc)
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

PREQ37i IF Q.36=1 (HAD ACCIDENT LAST TIME FELL ASLEEP AT THE WHEEL) GO TO Q.37 INTRO A. OTHERS GO TO Q.37 INTRO B

Q.37 INTRO A Apart from the accident you just told me about, have you been involved in any other road accidents as a result of falling asleep at the wheel?

INTRO B 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/find accommodation for the night
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 / self / others (on phone)
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
20. Ingest something (eat / drink / chew / smoke something – no mention of stopping or pulling over)
30. Avoid driving at times when normally asleep (eg. “Circadian Rhythms”)
31. Do not start long trip after full day’s work/activity
21. 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
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19. Don't drive if tired
20. Ingest something (eat / drink / chew / smoke something – no mention of stopping or pulling over)
32. Avoid driving at times when normally asleep (eg. “Circadian Rhythms”)
33. Do not start long trip after full day’s work/activity
21. 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

PRED6 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
14. New Zealand
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
15. 2002
16. 2003
17. 2004
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

Community Attitudes to Road Safety:
Community Attitudes Survey, Wave 17, 2004

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