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Community Attitudes to Road Safety: Community Attitudes Survey Wave 18, 2005

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Community Attitudes to Road Safety

Community Attitudes Survey

Wave 18, 2005

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COMMUNITY ATTITUDES TO ROAD SAFETY: Community Attitudes Survey Wave 18, 2005

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Abstract

This report documents the findings from the Australian Transport Safety Bureau's latest survey of community attitudes to road safety. The eighteenth in a series of national surveys on community attitudes to road safety was conducted in February and March 2005. A total of 1,690 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, mobile phone use while driving, reported usage of seat belts, involvement in road crashes, and experience of fatigue while driving.

Keywords

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

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 2005 Community Attitudes Survey is the eighteenth 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 is persons aged 15 years and over. Interviewing, using Computer Assisted Telephone Interviewing (CATI) technology, was conducted in February and March 2005. The sample comprised private dwellings across Australia listed in the Electronic White Pages telephone directory. A total of 1,690 interviews were conducted with an average interview length of 16 minutes. A disproportionate stratified sampling methodology was utilised to ensure adequate coverage of the population by age, sex, state/territory and capital city/other locations. The response rate (completed interviews divided by all contacts, excluding those 'away for survey period') was 73%. Approximately one in five interviews were conducted as a result of some form of response maximisation activity (refusal conversion, language other than English interview, 9th or more call attempt).

A summary of the main findings from the 2005 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 which most often leads to road crashes. When asked to identify the single factor most often leading to road crashes, 40% say speed, 11% mention inattention/lack of concentration, 11% mention drink driving and 8% mention driver fatigue. None of these have changed significantly since 2004 when these factors were mentioned respectively by 39%, 13%, 11% and 10% of the community.

When asked to nominate up to three factors that lead to road crashes, 61% of the community mention speed, 48% drink driving, 31% inattention/lack of concentration and 26% driver fatigue. The only one of these results to show a significant change since 2004 is inattention/lack of concentration, where there has been a 4 point increase (from 27% to 31%) during the last 12 months and, amongst young people aged 15–24 years, an 8 point increase (from 23% to 31%).

When looking at community perceptions of these factors over the longer term (see Appendix 2, Time Series Tables), there are indications that the community increasingly sees inattention/lack of concentration as a factor contributing to road crashes. There is also evidence of a longer term upward trend in perceptions of speed as a factor. By contrast, mention of drink driving as a factor in road crashes appears to be declining.

Alcohol and drink driving

Random breath testing

Community support for RBT continues to be nearly universal, with 98% agreement with the random breath testing of drivers (85% strongly agreeing and 13% somewhat agreeing).

Some 36% of the community feel the level of RBT has increased in the last two years. This result is not significantly different from the 37% recorded in 2004, although it is down on results in the 44%–46% range which were evident in the late 1990's. Thirteen percent of the community feel the level of

RBT has decreased in the last two years. This perception was above average in Tasmania (26%) and in the ACT (28%).

Seventy–six percent of the population have seen police conducting random breath testing in the last six months. This compares with 78% in 2004 and maintains the increase which has been in evidence since 2002 (74%, up from 70% in 2001). In addition, 32% of the community report having been tested in the previous six months. This represents a slight increase since 2004 (29%) and continues the upward trend of recent years. Residents of Tasmania (20%) and the ACT (15%) are less likely to report having been tested, a result which coincides with the above average proportion of residents from these two locations feeling the level of RBT has decreased in the last two years.

Attitudes to drink driving

In 2005, 43% of 'active drivers'[1] say they restrict what they drink when driving. Forty percent say they don't drink at all when driving, 17% don't drink at any time and <1% say they don't restrict what they drink when driving. Some differences are evident between population subgroups. Females are more likely to say they don't drink at all when driving (47% versus 32% of males) while males are more likely to claim they restrict what they drink (52% versus 34% of females). The proportion of those on a provisional licence who abstain from drinking when driving (73%) is well above average. Those with a motorcycle licence are the most likely to claim they restrict their alcohol consumption when driving (64%) and the least likely to say they don't drink (25%), although these differences were not statistically significant.

Awareness of standard drinks and alcohol consumption guidelines

Just over half (54%) of beer drinkers accurately identify the number of standard drinks in a stubby/can of full strength beer. Fifteen percent underestimate, thereby being potentially at risk of consuming more alcohol than they think is the case. Wine drinkers continue to underestimate the number of standard drinks contained in a bottle of wine – 66% gave an estimate which was less than seven standard drinks.

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 to remain under 0.05, Fifty-seven per cent of males and 33% of females displayed an accurate knowledge of both of these guidelines.

Sixty-one per cent of males made a safe assumption regarding the number of standard drinks they can have in the first hour, with 49% correctly identifying two standard drinks in the first hour, and a further 12% of the view that they can have one standard drink in the first hour. By comparison, only 37% of females have accurate knowledge of the number of standard drinks they can have in the first hour and remain under the legal blood alcohol limit.

Over three-quarters (78%) of young males (i.e. those aged 15 to 24 years) made a safe assumption about the number of standard drinks they could have in the first hour.

The overall results are not significantly different from those in 2004 for either males (60% in 2004) or females (34% in 2004).

Speed

Speed enforcement

Sixty–eight percent of the population feel that the level of speed limit enforcement has increased in the last two years. This is not significantly different from the 2004 result (70%) but is down slightly on the peak figure of 72% which was recorded in 2003. Perceptions of increased speed limit enforcement are above average amongst those who had been booked for speeding in the last six

[1] Current licence holders who drive a vehicle.

months (83%) as well as amongst those spending more time on the roads – frequent distance drivers (76%) and commuters (74%).

Just under a quarter (24%) of those who have held a licence and driven in the last two years report having been booked for speeding at some stage during that period. This was a slight increase over the 21% who reported in 2004 having being booked for speeding in the last two years. There was also a slight increase over 2004 (up from 8% to 10%) in the proportion of current drivers who reported being booked for speeding in the last six months. Those most likely to report being booked for speeding in the last two years included males (29%), holders of a motor cycle licence (38%), regular commuters (29%), capital city residents and those who have been involved in a road crash in the last three years (35%). The incidence of having been booked for speeding declined with age.

Selected attitudes to speeding

The proportion of the community agreeing that "*an accident at 70 km/h will be more severe than an accident at 60 km/h*" was 94%. This is down slightly on the figure of 96% reached in 2004 but is still the second highest result recorded for this measure and is well above the 80% community agreement with this statement in 1995. The level of agreement that "*speed limits are generally set at reasonable levels*" is 83%. This is unchanged since 2004, but agreement with this statement does appear to have declined from the peak result of 90% achieved in 1997. 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*" is 72%, well above the percentages in the mid–50's seen in 1995 and 1996. The prevalence of the view that "*speeding fines are mainly intended to raise revenue*" fell from 62% in 2004 to 56% in 2005. There was also a 6 point decrease in the proportion of the community who believe "*it's OK to speed as long as you're driving safely*", down from 33% in 2004 to 27% in 2005.

Perceived acceptable and actual speed tolerances

Just under a third of the community (32%) believes there should be no tolerance when it comes to booking people for speeding in 60 km/h zones in urban areas – that is, the fastest people *should* be allowed to travel is 60 km/h. A further 47% of people believe the maximum permissible speed above the limit should be 65 km/h or lower. Younger people (15–24 year olds) are the least likely to support the zero tolerance position (24%), while those aged 60 years or over are the most likely to do so (43%).

When looking at perceptions as to what speed was actually permitted, 16% of the community think that zero tolerance is applied in urban 60 km/h zones, while a further 52% believe there is an enforcement tolerance of between 1 and 5 km/h. Some 22% of people believe that speeds greater than 65 km/h will be tolerated without a speeding fine being issued, with 9% of those nominating speeds of 70 km/h or higher.

The picture is slightly different for 100 km/h speed zones in rural areas. In comparison to urban 60 km/h zones, significantly fewer people support the zero tolerance (27%) or tolerances of 1 to 5 km/h over the limit (24%).The strongest support (36%) is for the view that a speed of 110 km/h should be allowed in rural 100 km/h speed zones.

When asked what speeds are actually permitted in rural 100 km/h zones, only 12% think that the limit is strictly enforced, while 39% think that speeds of 1 to 5 km/h over the limit are tolerated. Some 30% felt they could travel at least 10 km/h over the speed limit without the imposition of a speeding fine.

Perceptions of levels of speed enforcement and speeding penalties

Forty–two percent of the community think there should be an increase in the level of speed limit enforcement activity. This represents a slight increase on the 39% who felt this way in 2004. Just under one quarter of the community (24%) support harsher penalties for exceeding speed limits, with those aged 60 years or over (35%) exhibiting the strongest support for this view.

Attitudes to lower speed limits in residential zones

Community perceptions with regard to 50 km/h zones in residential areas remain unchanged since 2004 – 77% feel the 50 km/h limit is about right, 20% feel it is too low and 3% think it is too high. Community views on whether there should be more sub–60 km/h zones also show very little variation on 2004: 19% support the introduction of more sub–60 km/h zones, 17% feel the number should be decreased and 64% consider the current number of such zones to be about right.

Self–reported driving behaviour

The proportion of those who had driven in the last two years reporting either 'always', 'nearly always' or 'mostly' driving at 10 km/h over the speed limit was 7%, on a par with other results from recent years. It confirms that the proportion regularly exceeding the speed limit by 10 km/h or more has more than halved from 15% in 1993. Twenty-eight percent of recent drivers feel their driving speed has decreased in the last two years, not significantly different from the 29% who held this view in 2004.

Driver fatigue

The incidence of having ever fallen asleep while driving was 15%, a result which is in line with those from 2001 through 2003[2]. Measures suggested to reduce the likelihood of becoming tired when driving included getting a good night's sleep before driving (35%), planning for regular/frequent stops (19%), taking a break every two hours (14%) and pulling over and getting something to eat or drink (10%). The overall pattern of response to this question is similar to that seen in the 2004 survey.

Along similar lines, strategies mentioned for dealing with tiredness/fatigue which occurs while driving include the need to pull over and either rest (43%), have a nap/sleep (33%), have a walk/get some fresh air (24%) and/or have something to eat or drink (15%). These types of responses (strategies which involve stopping driving) were mentioned much more frequently than those involving trying to stay awake while continuing to drive.

Other issues

Compulsory licence carriage

Consistent with the findings of previous surveys, CAS 18 shows community approval of the compulsory carriage of a licence while driving remains high at 85%. However, this does represent a decrease on the 2004 result of 89%. There has also been an 8 point fall, from 67% in 2004 to 59% in 2005, in the proportion who strongly approve of compulsory licence carriage. Nationally, 79% of people believe it is a legal requirement in their jurisdiction to carry their licence while driving, though only NSW (94%), Tasmania (96%) and the ACT (at 77% and therefore not significantly different from the population average) have compulsory licence carriage laws in place[3].

Seat belt wearing

The proportion of people aged 15 years or over that always wear a seat belt when travelling in the front seat of a car (97% in 2005) has remained steady at between 95% and 97% since 1993. The 2005 result, showing that 92% of the general community always wear a seat belt when travelling in the rear seat, while not significantly different from the last two years is, nonetheless, the highest on record.

[2] Note: The 10% result recorded in 2004 is considered most likely to be a result of sampling variability rather than a significant change in driver behaviour.

[3] 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.

Mobile phone usage

A series of questions on use of mobile phones while driving was asked for the first time in 2005. Some 84% of current drivers are mobile phone users, and 47% have used a mobile phone while driving. Use of mobile phones when driving is above average amongst people aged under 40 years (69% for those aged 15 to 24 years and 63% for those aged 25 to 39), those holding a provisional driver's licence (71%), males (55%) and those travelling longer distances on the roads – frequent distance drivers and commuters (57% and 60% respectively).

Those current drivers who use mobile phones are most likely to have either answered (43%) or made (24%) a call when driving. Reading (16%) and sending (8%) of text messages occurred with less frequency.

State/territory and regional comparisons

Factors perceived to contribute to road crashes

Of the four factors mentioned most often as leading to road crashes, (speed, drink driving, inattention/lack of concentration and driver fatigue), inattention/lack of concentration is the only one mentioned by more people in 2005 (31%) than in 2004 (27%). Significantly increased mentions of this factor were evident in both Tasmania (up from 19% to 48%) and Western Australia (up from 28% to 37%).

Tasmania also saw increased mentions of speed as a cause of road crashes (up from 53% to 70%) and corresponding decreases in mentions of drink driving (from 63% to 50%) and driver fatigue (from 40% to 20%). For Western Australian residents there was increased mention of drink driving (up from 51% to 61%) and less mention of driver fatigue (down from 40% to 25%).

Other changes evident at the state/territory level since 2004 included:

- Amongst Northern Territory residents, there were fewer mentions of speed (down from 66% to 50%) and inattention (down from 39% to 27%). Against this there were increased mentions of drink driving (up from 58% to 72%) and driver fatigue (up from 15% to 28%) as factors leading to road crashes
- Fewer mentions of drink driving in New South Wales (down from 46% to 38%), and
- Fewer mentions of driver fatigue (down from 24% to 14%) in South Australia.

As has generally been the case in recent years, almost identical proportions of capital city residents and those in other areas mentioned speed and drink driving as causes of road crashes. Also, as in previous years, lack of concentration is more commonly perceived as a contributing factor in capital cities (33%) than outside capital cities (26%) while driver fatigue is regarded as more of a problem outside of capital cities (40% compared to 19%).

Alcohol and drink driving

While the perceived level of RBT activity is more or less unchanged at the national level (36% feeling that it had increased versus 37% in 2004), some variation is evident between states and territories. In particular, the proportion of the community feeling the level of RBT activity has increased is significantly lower in the ACT (13%) and in Tasmania (25%) and significantly higher in Victoria (45%). The findings for both the ACT and Victoria are broadly consistent with those reported in 2004 (19% and 40% respectively). However, there has been a significant decrease in Tasmania from 39% the previous year.

An analysis of RBT exposure by state/territory shows similar variation to that for perceived activity. The proportion of the community who had been tested in the last six months was slightly above

average in Victoria (39% versus the national figure of 32%) and significantly below average in the ACT (15%) and Tasmania (20%).

Speed

At the national level, there was no significant change in the proportion of the community who felt there had been an increase in speed limit enforcement over the last two years (70% in 2004 versus 68% in 2005). However, compared to 2004, fewer capital city residents felt the level of enforcement had increased – at 68%, this proportion was five points below the figure recorded in 2004. The 2005 results also show some state/territory variation in the extent to which speed limit enforcement was thought to have increased ranging from 56% in the Northern territory to 76% in South Australia.

Reported levels of actually being booked for speeding over the last two years increased nationally from 21% in 2004 to 24% in 2005. While no significant differences were evident at the individual state/territory level, there was an increase, from 23% in 2004 to 27% in 2005, in the proportion of capital city residents in this category. No such change in booking rates was evident for those living outside the capitals (17% in 2004, 19% in 2005). There was also an increase in the reported level of being booked for speeding in the last six months, from 8% in 2004 to 10% in 2005. Significant increases were evident in New South Wales (up 7 points to 13% in 2005) and in the ACT (up 6 points to 9% in 2005).

Demographic comparisons

Factors perceived to contribute to road crashes

When asked what factors lead to road crashes, both males and females most often mention speed. However, the extent to which this view is held differs significantly – 68% of females mention speed compared to 54% of males. The proportion of females who mention speed has increased by six points since 2004, while no significant change is evident for males. Females are also more likely than males to mention drink driving as a factor (53% versus 43% for males).

There is also evidence of some variation by age, with those aged 60 years or over more likely to mention speed (68% compared to 61% overall) as a contributing factor. At the same time, those aged 60 years or over are significantly less likely to mention driver fatigue, (13% compared to 26% overall). This result reflects a 9 point decline since 2004 in the proportion of people in this age group who mention driver fatigue.

Alcohol and drink driving

A significantly higher proportion of 15 to 24 year olds (48% versus 36% overall) feel the level of RBT activity had increased over the last two years. At the same time those aged 60 years or over (27%) are the least likely to hold this view. Results are consistent with those of 2004, apart from a slight decrease (from 41% to 34%) in the proportion of 40 to 59 year olds who feel the level of RBT had increased.

There is a significantly higher proportion of males (79%) than females (73%) who reported seeing RBT activity in the six months prior to the survey, a result which is consistent with the findings from the 2004 survey (81% for males and 75% for females). However, while males (37%) were also more likely than females (27%) to have been tested in the last six months, there was also a significant increase (up 6 points from 21%) in the proportion of females who had been tested compared to 2004, with no such increase evident for males.

When exposure to RBT activity is considered by age group, it appeared that those aged 60 years or over, (who tend to spend less time driving), are less likely to have seen RBT activity (69% versus 76% overall) and are also less likely to have been tested (19% versus 32% overall). Few changes were evident for different age groups between 2004 and 2005, apart from fewer 15 to 24 year olds seeing RBT (87% in 2004 versus 77% in 2005) and a higher proportion of 25 to 39 year olds reporting being tested (32% in 2004 versus 40% in 2005).

In terms of drinking behaviour when driving, females (47%) are more likely to say they abstain from drinking when driving than are males (32%). By contrast, males are more likely to claim that, when driving, they restrict how much they drink (52% compared to 34% of females). Similarly 59% of 15 to 24 year olds say they don't drink when driving (versus 40% overall) while just 23% say they restrict their alcohol consumption (versus 43% overall) in these circumstances.

Speed

When looking at perceptions as to the level of speed enforcement, it emerges, consistent with the 2004 results, that males are significantly more likely than females to feel the level of speed limit enforcement has increased (71% for males and 65% for females). When looking at these perceptions by age, it is apparent that persons aged 60 years and over (59% compared to 68% overall) are significantly less likely than other age groups to feel the level of speed limit enforcement has increased. This is consistent with results from 2004.

A significantly higher proportion of males than females reported being booked for speeding, both in the last two years (29% versus 19%) as well as in the last six months (13% versus 6%). However, since 2004, the only significant increases were in the proportion of females who reported being booked for speeding. There was an increase of five points in the proportion of females who reported being booked in the last two years and an increase of two points in the proportion booked in the last six months.

The incidence of being booked for speeding also shows some variation 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% compared to 24% overall) or in the previous six months (5% compared to 10% overall) than drivers from any other age group. This finding is consistent with those of previous years.

The following sections describe the research that was carried out for the 2005 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 2.

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 2005 survey is the eighteenth in this 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 since 1999 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 levels of government.

Survey background

The eighteenth Community Attitudes Survey (CAS) was conducted in February and March 2005 using Computer Assisted Telephone Interviewing (CATI). 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 1,690 interviews were conducted with an average interview length of 16 minutes. A disproportionate stratified sampling methodology was used to ensure adequate coverage of the population by age, sex, state/territory and by capital city/other locations.

The topics covered in the survey include:

- the perceived causes of road crashes
- attitudes and behaviours in relation to drink driving and speeding
- the prevalence of falling asleep while driving and awareness of driver fatigue preventative measures
- the use of mobile phones while driving, and
- a variety of other issues including seat belt wearing, involvement in road crashes and the compulsory carriage of licences.

Full details concerning the conduct of the survey are provided in the Technical Notes found in Appendix 3. The questionnaire used for 2005 is provided as Appendix 4.

About this report

Comments on analysis, weighting and statistical testing

This report provides descriptive analysis of the main findings from the 2005 survey, with a particular emphasis on identifying differences in road safety attitudes and behaviours over time and 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 and territory and capital city/non–capital city locations. 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 from 2003 onwards differs from previous waves in that, in addition to weighting the survey results to the appropriate age, sex and location population estimates (based on 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 3 – Technical Notes for further details).

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.

Definitions

A new 'driver status' variable has been created to assist in the interpretation of the 2005 survey findings. A brief explanation of this construct is provided below.

Frequent Distance Drivers:– Those who drive or ride to a destination 50 kilometres or more from home at least three times a week.

Seventy per cent of 'frequent distance drivers' are male and the average age of this group is 41 years. Over a fifth (22%) have a heavy vehicle licence (compared with 12% of all licensed drivers) and 84% are in paid work, with a relatively high proportion of tradespeople (21%) compared to the population overall (10%). Around one in six of this group (15%) have a motorcycle licence. The frequent distance driver category comprises 17% of the population aged 15 years and over.

Commuters:– employed persons working more than 20 hours a week who drive a motor vehicle or ride a motorcycle on the roads at least 4 days a week[4], and are not frequent distance drivers.

Sixty per cent of 'commuters' are male and the average age of this group is 39 years. A significantly higher proportion of commuters have a Bachelor Degree or higher level of education (37%) compared with 24% of the survey population overall. Correspondingly, a relatively high proportion of commuters are employed in professional occupations (22%) compared to frequent distance drivers (12%). Commuters comprise 33% of the survey population.

Other Frequent Drivers:– persons either not employed or working 20 hours or less per week, who drive a motor vehicle or ride a motorcycle on the roads at least four days a week.

[4] The 'commuter' label is based on the assumption that many of this group will drive a motor vehicle or ride a motorcycle to work. This definition is not based on actual 'journey to work' data as this level of detail is not currently collected in the survey questionnaire.

Sixty-nine per cent of the 'other frequent driver' group are female and the average age of this group is 50 years, with 18% aged 70 years or over compared with 11% of the survey population. Retirees and persons whose main activities are 'home duties' are over–represented in this driver category, with 38% of this group being retired (compared with 20% overall) and 22% describing their main activity as home duties (compared with 8% overall). 'Other frequent drivers' comprise 32% of the survey population.

Less Frequent Drivers:– persons who drive a motor vehicle or ride a motorcycle on the roads less than 4 days a week.

The average age of less frequent drivers is 48 years and 56% of this group is female. The less frequent driver category represents a diverse group of road users containing both a high proportion of road users aged 70 years and over (24% compared with 11% overall) and a high proportion of 15 to 19 year old road users (18% compared with 10% overall). Twenty-three per cent of this group are learner drivers or provisional licence holders compared with 7% overall. Less frequent drivers account for 9% of the survey population.

Non–drivers:– people that do not drive or ride a motorcycle on the roads at all.

Non–drivers account for 10% of the survey population and, again, are a very diverse group. As was the case for less frequent drivers the age distribution of non–drivers is somewhat bi–modal in nature with 43% of non–drivers age 15 to 19 years and 22% aged 70 years and over. Sixty-one per cent of non–drivers are female, a quarter (24%) have held a driver or motorcycle licence previously, a third (32%) are still at school and a third (34%) are retirees/pensioners.

2. Community perceptions of factors contributing to road crashes

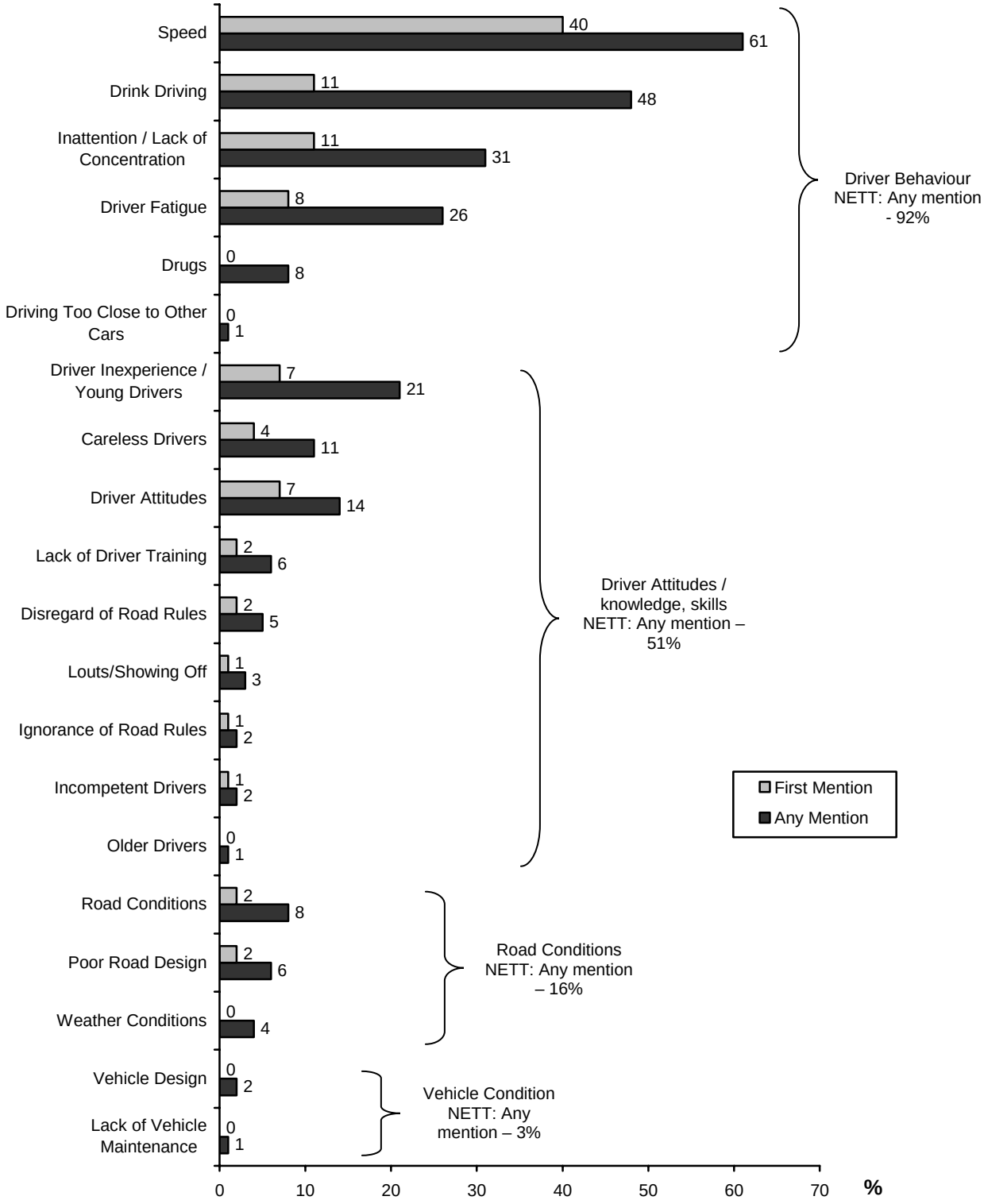
Figure 2.1a (see next page) shows general community perceptions of the factors thought to most often lead to road crashes. Respondents were asked:

> *'What factor do you think most often leads to road crashes?'…and then,*
>
> *'What other factors lead to road crashes?' (maximum 2 responses)*

The hierarchy of factors identified by respondents either initially or subsequently are speed (61%), drink driving (48%), inattention/lack of concentration (31%) and driver fatigue (26%).

The perceived main causes of road crashes as nominated by respondents have been categorised into four broad groups, pertaining mainly to driver behaviour, driver attitudes, knowledge and skills, road conditions and vehicle condition. On this basis it can be seen that 92% of the general community made some mention of 'driver behaviour' as a contributing factor to road crashes, 51% cited aspects of driver attitudes, knowledge or skills as factors contributing to road crashes, 16% cited road conditions and 3% made mention of vehicle condition.

Figure 2.1a: Factors perceived to contribute to road crashes: First mention and total mentions.



Base: Total sample (n=1,690).

Looking at the top four factors thought to contribute to road crashes (Figure 2.1b), total mentions of speed as a contributing factor in road crashes has remained fairly stable over the past four years, with around six in ten persons aged 15 years and over citing speed as a factor most often contributing to road crashes. There has been an increase between 2004 and 2005 in total mentions of 'inattention/lack of concentration' as a factor contributing to road crashes (up from 27% to 31%), and no significant change in the proportion of the community holding the view that drink driving and driver fatigue are main factors contributing to road crashes.

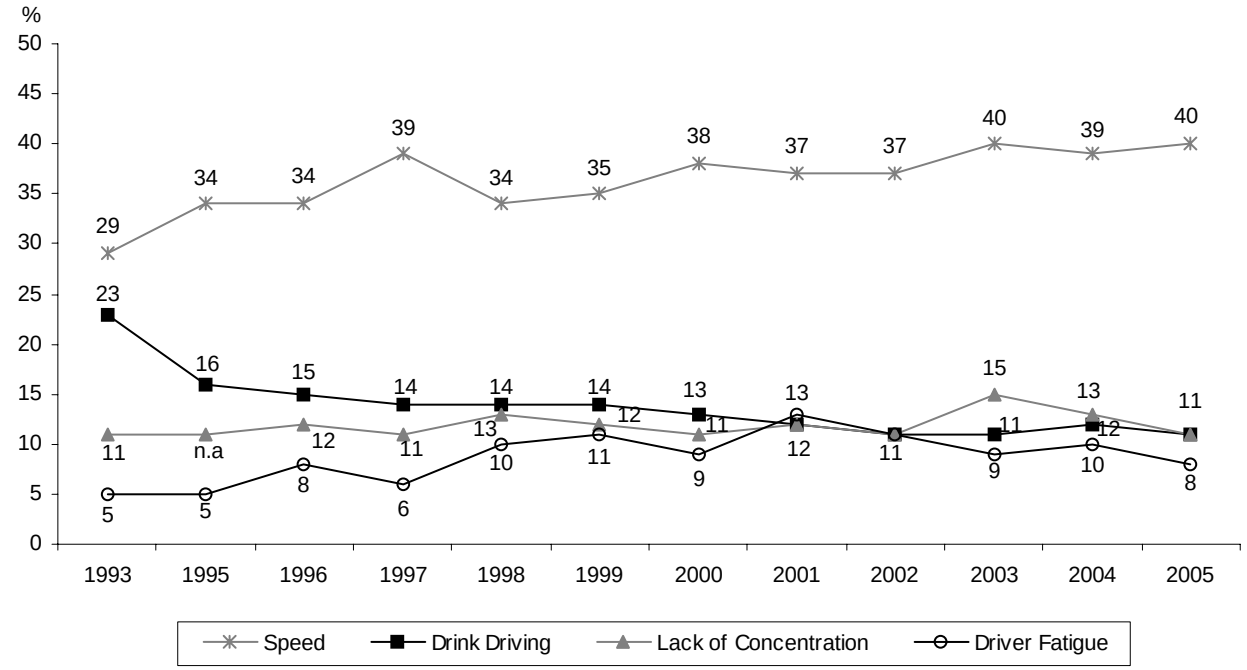
Table 2.1b: Factors thought to most often lead to road crashes: First mentions / total mentions, 2002 – 2005.

	2002	2003	2004	2005
	%	%	%	%
First mentions				
Speed	37	40	39	40
Inattention/lack of concentration	11	15	13	11
Drink driving	11	11	12	11
Driver fatigue	11	9	10	8#
Total mentions				
Speed	62	62	59	61
Inattention/lack of concentration	26	30	27	31#
Drink driving	52	44	50	48
Driver fatigue	33	26	29	26

Base: Total sample
# Denotes statistically significant difference to 2004 results, at the 95% confidence interval.

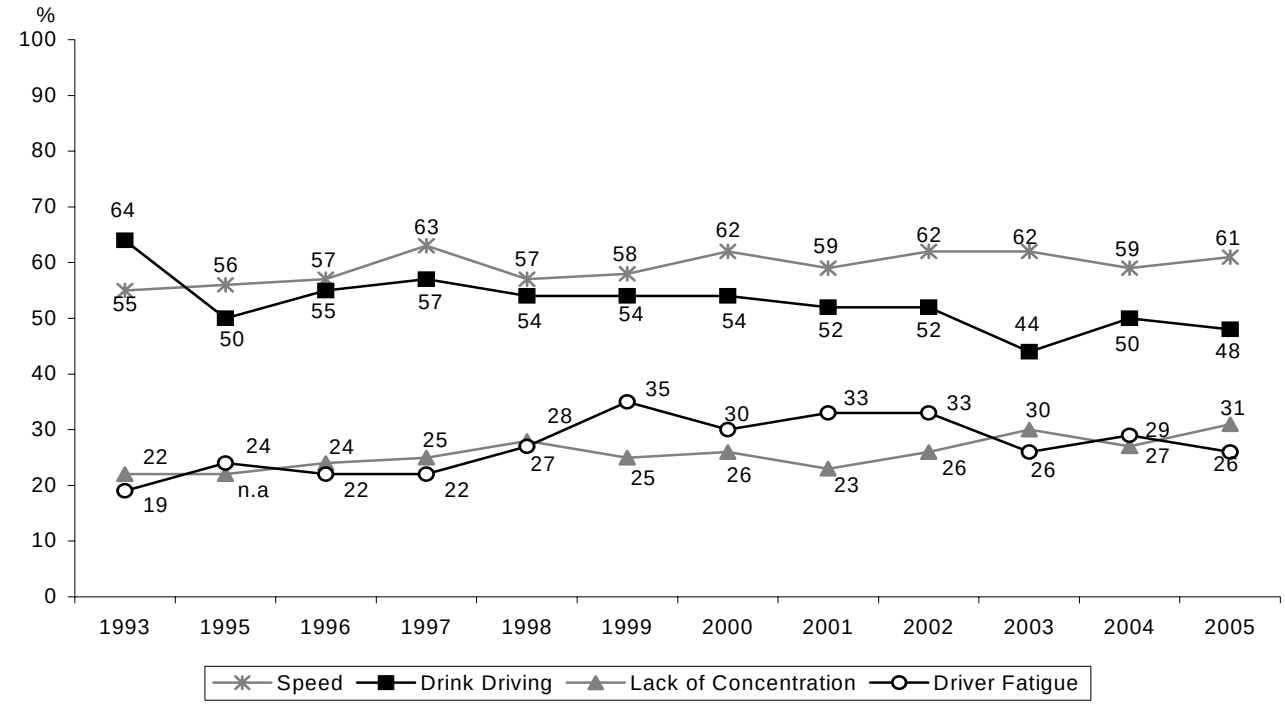
When looking at community perceptions of these factors over the longer term (Figures 2.1c and 2.1d) the most notable trends appear to be a fairly steady decline in the proportion of the community regarding drink driving as a main contributing factor to road crashes and an increasing tendency for people to cite driver inattention/lack of concentration as a contributing factor in road crashes.

Figure 2.1c: Factors thought to most often lead to road crashes: First mentions, 1993 to 2005.



Base: Total sample (n=1,690).

Figure 2.1d: Factors thought to most often lead to road crashes: Total mentions, 1993 to 2005.



Base: Total sample (n=1,690).

The increase in the proportion of the community regarding driver inattention/lack of concentration as a factor in road crashes has come about largely because of a significant increase in the proportion of 15 to 24 year olds holding this view, up from 23% in 2004 to 31% for the current year (see Table 2.1e)

Reference to Table 2.1e shows that females are more likely than males to regard speed and drink driving as main factors contributing to road crashes. The proportion of females regarding speed as a contributing cause to road crashes increased significantly from 62% to 68% between 2004 and 2005.

When the top four perceived causes of road crashes are examined by age group, it emerges that those aged 60 years and over are more likely than younger age groups (at the 90% confidence interval) to regard speed as a main cause of road crashes (68% compared with 61% overall) but only half as likely to cite driver fatigue as a contributing factor (13% compared with 26% overall).

Perceptions regarding the main causes of road crashes also vary by driver status, with 'other frequent drivers' more likely to make mention of speed as a main cause of road crashes (68%) and less likely to make mention of driver fatigue (20%) and non–drivers more likely to cite drink driving as a main cause of road crashes (59%).

Perceptions regarding the main causes of road crashes also vary by state/territory. Tasmania has the highest proportion of respondents mentioning speed as a main contributing factor in road crashes (70%, up significantly from 53% in 2004) and the Northern Territory the lowest (50%, down significantly from 66% in 2004).

State/territory–based perceptions regarding inattention/lack of concentration as a perceived main cause of road crashes also vary considerably both relative to each other and over time. Again, Tasmania has the highest proportion of in–scope sample members perceiving inattention/lack of concentration to be a main cause of road crashes (48%, up significantly from 19% in 2004).

Perceptions of drink driving as a main contributing cause in road crashes also varied considerably among the states and territories, ranging from 72% in the Northern Territory (up significantly from 58% in 2004) to 38% in New South Wales (down from 46% in 2004)[5]. The result for Western Australia (61%) is also significantly higher than the national result (48%) and significantly up on the Western Australian result in 2004 (50%).

Perceptions regarding driver fatigue are similarly divergent, with only 14% of South Australians rating driver fatigue as a main cause of road crashes (down significantly from 24% in 2004) compared with the national result of 26%. Driver fatigue is more commonly thought of as a contributing factor in road crashes outside of the capital cities.

[5] Significant at the 90% confidence interval.

Table 2.1e: 'Total mention' of factors thought to most often lead to road crashes by selected characteristics.

Selected characteristics	Base	Speed	Inattention/lack of concentration	Drink Driving	Driver Fatigue
Total	**(n=….)**	**%**	**%**	**%**	**%**
	1,690	**61**	**31**	**48**	**26**
Sex					
Male	820	54#	30	43	28
Female	870	68#	31	53	25
Age group (years)					
15–24	271	57	31	54	25
25–39	451	59	30	52	36#
40–59	560	61	30	40#	28
60+	408	68#	30	50	13#
State/Territory					
NSW	287	64	26	38#	28
VIC	262	59	29	55	28
QLD	239	60	31	46	29
SA	193	63	39#	52	14#
WA	207	53	37	61#	25
TAS	157	70#	48#	50	20
NT	179	50#	27	72#	28
ACT	166	66	32	50	29
Capital city/Other					
Capital city	1,112	61	33	47	19
Other location	578	61	26	49	40#
Licences currently held					
Full car licence	1,387	63	30	46	27
Heavy vehicle licence	193	42	31	39	35
Full motorcycle licence	156	46	29	35	30
Provisional car licence	62	55	39	51	17
Net: Currently licence holder	1,477	62	31	46	27
Driver Status					
Frequent distance drivers	275	58	26	41	33
Commuters	548	58	31	42	31
Other frequent drivers	526	68#	33	52	20#
Less frequent drivers	162	63	32	57#	25
Non–drivers	179	54	28	59#	24
Been directly involved in a road accident in the last three years					
Yes	271	52	33	44	26
No	1,419	63	30	49	27

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

3. Alcohol and drink driving

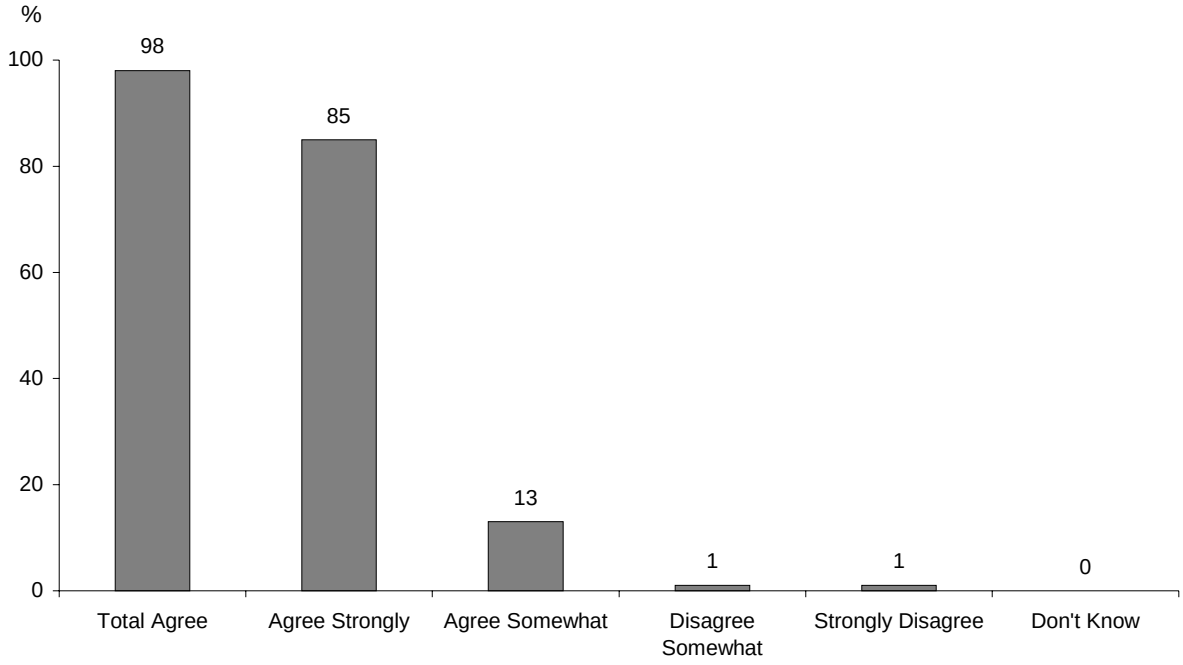
3.1 Support for Random Breath Testing (RBT)

The level of support for random breath testing was measured by the question:

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

Figure 3.1a shows 98% support for random breath testing (RBT). Overall agreement has not fallen below 96% since 1997.

Figure 3.1a: Percentage of drivers who agree with Random Breath Testing.



Base: Total sample (n=1,690).

The level of agreement with RBT is shown by selected characteristics in Table 3.1b. While there is very little variation across these sub–groups in terms of the total level of support for RBT, the proportion of the population that 'strongly agree' with RBT does show slightly more variation. While overall 85% of the community strongly support RBT, the level of strong support is lower among 15 to 24 year olds (78%) and non–drivers (75%).

Fifteen to twenty four year old drivers are more likely to strongly support RBT (80%) than 15 to 24 year old non–drivers (73%), although this difference is only significant at the 67% confidence interval.[6] Non–drivers who had previously held a licence were also less inclined (at 72%) to strongly support RBT than drivers overall.

Table 3.1b: Percentage of drivers who agree with random breath testing by selected characteristics.

Selected characteristics	Base (n=)	Total Agree %	Strongly Agree %
Total	1,690	98	85
Sex			
Male	820	98	82
Female	870	99	88
Age group (years)			
15–24	271	98	78#
25–39	451	99	87
40–59	560	98	85
60+	408	98	88
State/Territory			
NSW	287	98	85
VIC	262	99	88
QLD	239	98	85
SA	193	99	83
WA	207	99	83
TAS	179	99	79
NT	157	98	83
ACT	166	99	88
Capital city/Other			
Capital city	1,112	99	85
Other location	578	98	85
Licences currently held			
Full car licence	1,387	98	87
Heavy vehicle licence	193	98	83
Full motorcycle licence	156	97	81
Provisional car licence	62	95	82
Net: Currently licence holder	1,477	98	86
Driver Status			
Frequent distance drivers	275	96#	82
Regular commuters	548	98	87
Other regular drivers	526	99	88
Less frequent drivers	162	99	85
Non–drivers	179	99	75#
Been directly involved in a road accident in the last three years			
Yes	271	98	81
No	1,419	98	86

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

[6] That is, there is one chance in three that a difference of this magnitude could have occurred by chance alone.

3.2 Perceptions of RBT activity in the last two years

Community perceptions regarding whether the amount of random breath testing being conducted by police has increased, decreased or remained the same were measured by the following question:

> *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 2005 survey results (Table 3.2a) show that three quarters of the general community believe the level of random breath testing being carried out by the police over the last two years to have either increased (36%) or stayed the same (39%), compared with only 13% who feel as though there has been a decline in RBT activity and 13% who don't know.

Table 3.2a: Perceptions regarding the level of RBT activity over the last two years by selected characteristics.

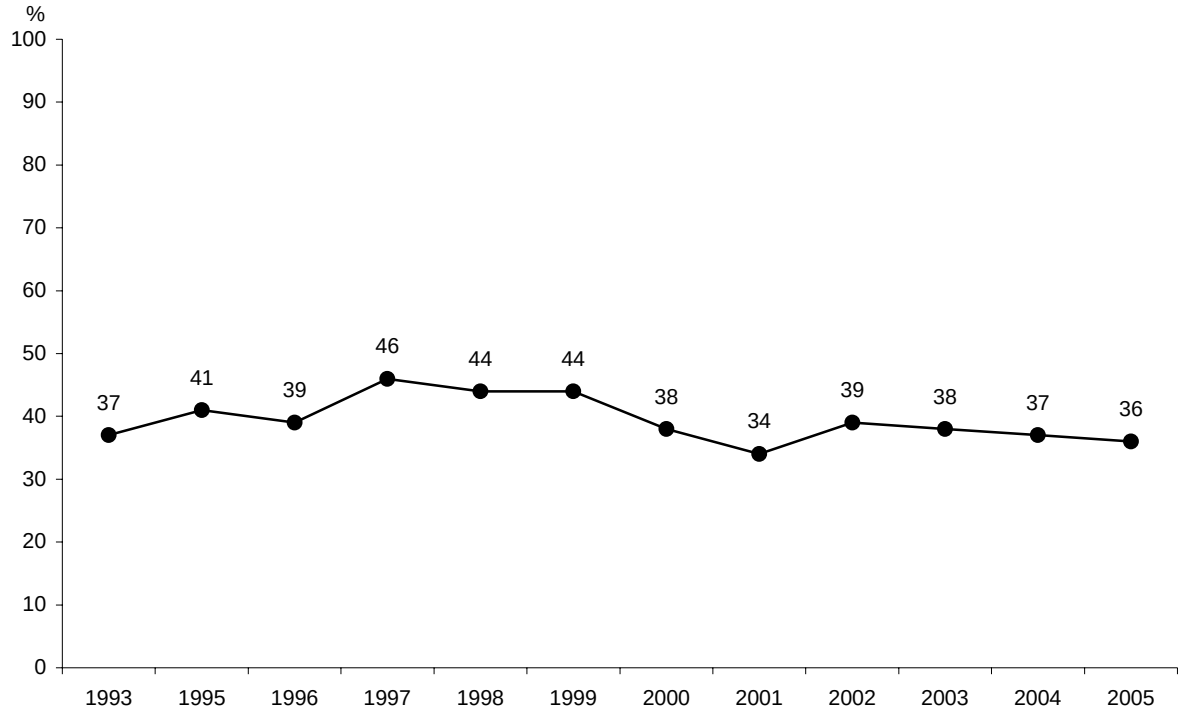
Selected characteristics	Increased	Same	Decreased	Don't know
	%	%	%	%
Total	36	39	13	13
Sex				
Male	37	37	15	11
Female	35	40	11	14
Age group (years)				
15–24	48#	34	11	7
25–39	37	41	11	11
40–59	34	40	15	11
60+	27#	39	13	21#
State/Territory				
NSW	33	40	14	14
VIC	45#	36	11	9
QLD	33	40	11	16
SA	41	37	12	10
WA	32	43	11	14
TAS	25#	37	26#	12
NT	36	34	19	12
ACT	13#	47	28#	13
Capital city/Other				
Capital city	36	38	13	13
Other location	36	41	12	11
Licences currently held				
Full car licence	35	40	13	12
Heavy vehicle licence	30	41	11	17
Full motorcycle licence	31	46	12	11
Provisional car licence	47	31	10	12
Net: Currently licensed	35	40	13	12
Driver Status				
Frequent distance drivers	34	38	17#	11
Regular commuters	39	41	11	10
Other regular drivers	33	42	12	14
Less frequent drivers	42	28#	17	13
Non–drivers	37	34	9	20#
Been directly involved in a road accident in the last three years				
Yes	41	34	14	11
No	35	40	12	13

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
#Denotes statistically significant at the 95% confidence interval.

It is safe to assume that a perception that there has been a decline in RBT activity would be associated with a perception that there is a reduced chance of being booked for exceeding the legal blood alcohol limit. In this context, it is interesting to note that Tasmania (26%) and the ACT (28%) have a significantly higher proportion of the population who think there had been a reduction in RBT activity, compared to the national average of 13%.

The total proportion of the in–scope population of the view that there has been an increase in the level of RBT activity over the last two years (36%) is virtually unchanged from the 2004 result of 37%. In both 2004 and 2005 the age group most likely to have regarded the level of RBT activity to have increased is 15 to 24 year olds (46% of whom were of that opinion that in 2004 and 48% in 2005). When this analysis is limited to drivers only (in the 15 to 24 years group), the corresponding statistics are 44% in 2004 and 52% in 2005).

Figure 3.2b: Perception that level of RBT has increased over the last two years, 1993 to 2005.



Base: Total sample.

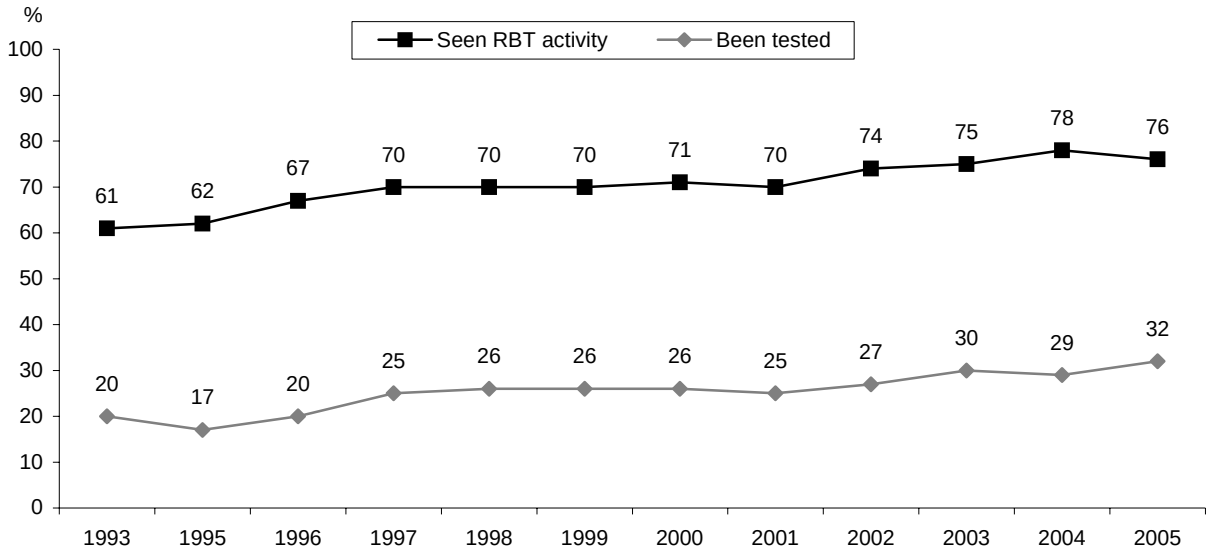
3.3 Exposure to RBT Activities in the last six months

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?'*

The time series results from this line of questioning are provided in Figure 3.3a (below) and indicate reasonably steady increases in both of these measures dating back to 1993. The current year result with respect to the proportion of the population aged 15 years and over that have personally had a random breath test in the last six months (32%) is the highest on record (and a significant increase on the 2004 result at the 90% confidence interval).

Figure 3.3a: Exposure to RBT activity in the last six months, 1993 to 2005.



Base: Total sample

Table 3.3b (next page) looks at the proportion of the community that has seen random breath testing in operation and the proportion that has been personally tested in the last six months. The proportion of the in–scope population that report having seen RBT in operation in the last six months is significantly lower in the Northern Territory, Tasmania and the ACT. It is interesting to note that in two of these jurisdictions, Tasmania and the ACT, as reported in the previous section (see Table 3.2a), a higher proportion of the population considered that there had been a reduction in RBT activity in the past two years.

It stands to reason that less frequent drivers are less likely to report either having seen RBT in operation (64% compared with 76% overall) or having been personally tested (11% compared with 32% overall). The same as true of those aged 60 years and over, and they are over–represented in the less frequent driver category.

Table 3.3b: Level of exposure to RBT activity in the last six months by selected characteristics.

Selected characteristics	Seen in operation	Personally tested
	%	%
Total	**76**	**32**
Sex		
Male	79	37
Female	73	27
Age group (years)		
15–24	77	28
25–39	80	40
40–59	78	35
60+	69#	19#
State/Territory		
NSW	78	31
VIC	82	39
QLD	70	25
SA	81	31
WA	70	35
TAS	64#	20#
NT	68#	34
ACT	59#	15#
Capital city/Other		
Capital city	75	29
Other location	79	36
Licences currently held		
Full car licence	78	36
Heavy vehicle licence	84	50
Full motorcycle licence	80	40
Provisional car licence	76	39
Net: Currently licensed	78	36
Driver Status		
Frequent distance drivers	81	45#
Commuters	80	40#
Other frequent drivers	77	31
Less frequent drivers	64#	11#
Non–drivers	65#	2#
Directly involved in a road accident in the last three years		
Yes	79	43
No	76	30

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

The result for 15 to 24 year olds warrants further comment. On face value it appears that while this age group is more likely to be of the view that there has been an increase in RBT activity (refer back to Table 3.2a), they are seemingly no more likely than other age groups to have seen RBT in operation or have been personally tested. If, however, the analysis of the 15 to 24 year old age group is limited to those with a current licence, a clearer picture of their exposure to random breath testing emerges: 80% of 15 to 24 year olds with licences have seen random breath testing in operation in the last six months (compared with 76% overall) and 37% have been tested (compared with 32% overall).

3.4 Self–reported drink driving behaviour

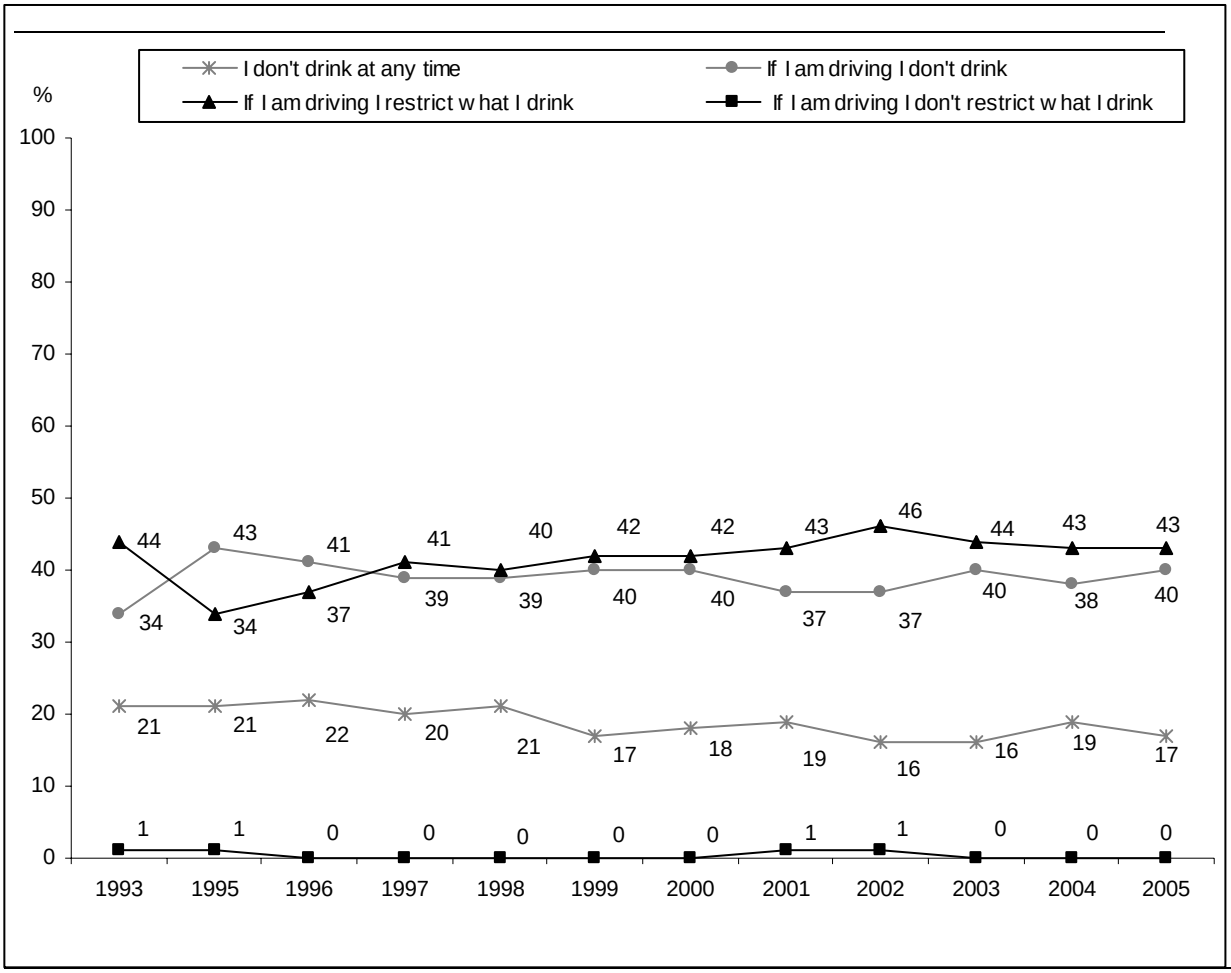
Active drivers, that is, current licence holders who drive at least sometimes, were asked to select which one of the following statements best described their drink driving behaviour:

- *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 for the last 12 years are presented in Figure 3.4a.

The proportion of active drivers who are non–drinkers (17% for the current year) has generally been around one in five. For those that drink alcohol, the main drink driving strategies are: not drinking at all when they are going to drive (40% of active drivers), restricting what one drinks when one is going to drive (43%) or not restricting one's drinking when one is going to drive, with this result never having been more than 1%.

Figure 3.4a: Self–reported drink driving behaviour, 1993 to 2005.



Base: Active drivers (n=1,490 in 2005).

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

Table 3.4b provides a breakdown of self–reported drink driving behaviour by selected characteristics. Two overlapping 'total variables' have been created from the self–reported drink driving behaviour categories to assist with this analysis. These are the total that 'don't drink and drive' (a combination of non–drinkers and those that don't drink at all when driving) and the total of those that 'modify their drinking behaviour when driving, that is, drinkers that either don't drink when they are going to drive or restrict what they drink when they are going to drive.

Table 3.4b: Self–reported drink driving behaviour by selected characteristics.

Selected characteristics	Total: Don't drink and drive	Modify drinking behaviour when driving	I don't drink at any time	If driving, I don't drink	If driving, I restrict what I drink	If driving, I don't restrict what I drink
	%		%	%	%	%
Total	57	83	17	40	43	<1
Sex						
Male	47#	84	15	32#	52#	1
Female	66#	81	19	47#	34#	0
Age group (years)						
15–24	75#	82	16	59#	23#	2
25–39	49#	85	15	34#	51#	0
40–59	52#	85	15	37	48#	<1
60+	64#	75	25#	40	35#	0
State/Territory						
NSW	63	85	15	48#	37	0
VIC	55	81	19	36	45	<1
QLD	57	80	19	38	42	1
SA	51	83	17	34	49	0
WA	48#	82	17	30#	52#	<1
TAS	46#	84	14	32	54#	0
NT	53	82	17	36	46	1
ACT	47#	84	15	32	52#	1
Capital city/Other						
Capital city	54	82	17	37	45	1
Other location	61	84	16	45#	39	0
Licences currently held						
Full car licence	54	84	16	38	46	<1
Heavy vehicle licence	51	80	19	32#	48	1
Full motorcycle licence	34#	89	10	25	64	1
Provisional car licence	92#	78	19	73#	5#	4
Net: Currently licensed	56	83	17	39	44	<1
Driver Status						
Frequent distance drivers	56	84	15	41	43	1
Commuters	44#	87#	12#	32#	55#	1
Other frequent drivers	65#	80	20	45#	35#	0
Less frequent drivers	75#	70#	30#	45	25#	0
Been directly involved in a road accident in the last three years						
Yes	61	80	10	51	39	0
No	55	81	18	37	44	<1

Base: Active drivers (n=1,490).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

For the current year, the proportion of active drivers who don't drink and drive at all is 57%, as was the case in 2004. This group is comprised of non–drinkers (17%) and those that don't drink at all when driving (40%).

The composition of the 'don't drink and drive' group varies considerably. Three quarters of 15 to 24 year olds are in this category, likely a reflection of the zero blood alcohol limit for provisional drivers (as opposed to 0.05 BAC generally), compared with 49% of 25 to 39 year olds, 52% of 40 to 59 year olds and 64% of those aged 60 years or over. The proportion of active drivers in the 'don't drink and drive group' also varies considerably by state/territory, ranging from 63% in NSW to 46% in Tasmania. The states/territories with the lowest proportion of drivers that don't drink and drive (based on self–reported behaviour) are Western Australia (48%), the ACT (47%) and Tasmania (46%).

The proportion of drivers that don't drink and drive also varies by driver status, with 44% of commuters reporting that they do not drink at all when driving, compared with 56% of frequent distance drivers, 65% of other frequent drivers and 75% of less frequent drivers.

The proportion of active drivers that modify their drinking behaviour either by abstaining from alcohol when driving (40%) or restricting what they drink when driving (43%), totals 83%. The practice of restricting one's alcohol intake when driving, as opposed to abstaining, is more common among males (52%) than females (34%), a finding consistent with previous years. This approach to drink driving is also more common among those aged 25 to 59 years than either younger or older drivers and more common in Tasmania (54%), Western Australia (52%) and the ACT (also 52%). The extent to which drinking is restricted when one is driving also varies by driver status, with commuters (55%) the most likely of the driver status groups to report restricting what they drink when they are going to drive.

When self–reported drink driving behaviour is examined by type of licence held, it emerges that the drink driving profile of motorcyclists varies considerably from that of other licence holders. In particular, motorcyclists are significantly less likely not to drink and drive at all (34% compared with 57% overall), significantly less likely to be non–drinkers (10% compared with 17% overall), significantly less likely to abstain from drinking if they are going to drive (25% compared with 40% overall) and, as a result of the above, much more reliant on a strategy of restricting what they drink if they are going to drive (64% compared with 43% overall).

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

In order to gain a measure of community knowledge of the number of standard drinks[7] in everyday volumes of alcohol, respondents 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?'*

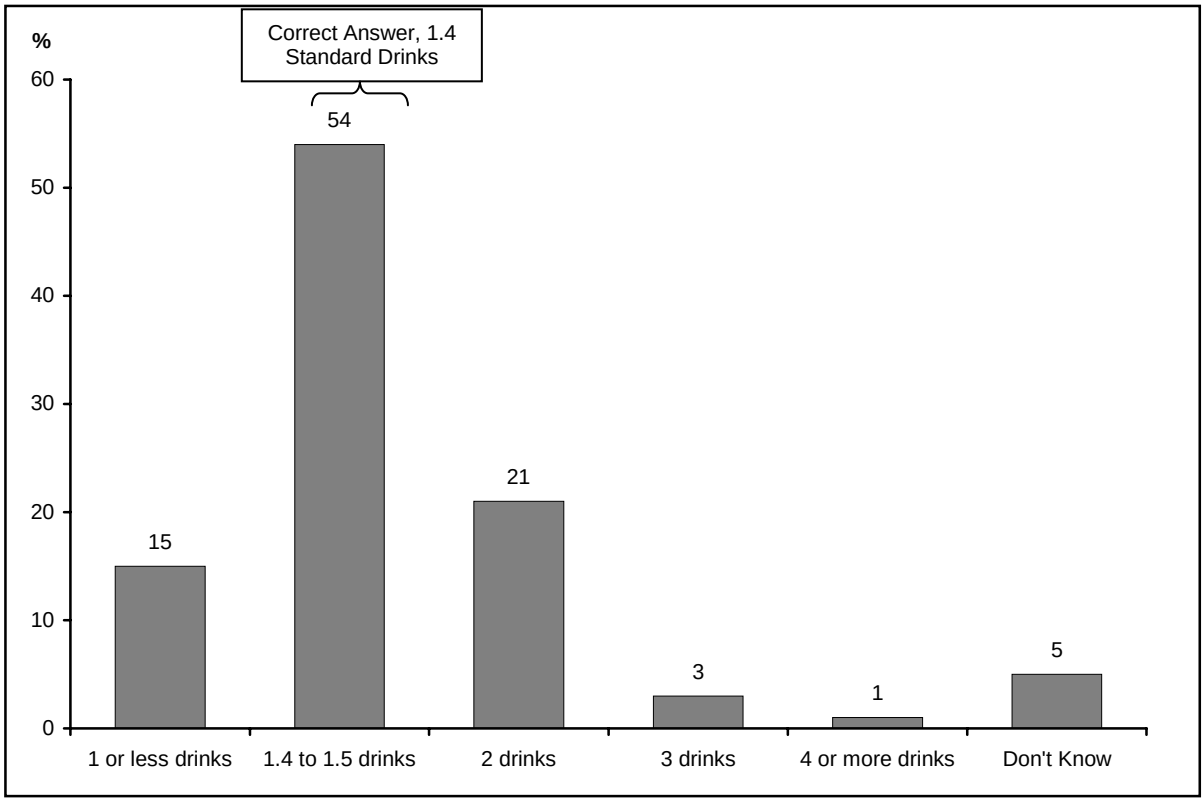
and those who mainly drink wine were asked:

> *'How many standard drinks do you think are contained in a bottle (750 ml) of wine?'*.[8]

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. This would be a particular concern in relation to those drivers whose drink driving strategy is to restrict what they drink when they are going to drive.

The results from these questions are shown in Figures 3.5a and 3.5b. For beer drinkers, 15% (17% in 2004) underestimate the alcohol content of a full strength stubby or can of beer. A slight majority (54%) accurately report on the number of standard drinks in a 375 ml stubby or can of full strength beer (52% in 2004), a quarter overestimate the number of standard drinks in a stubby or can of full strength beer and 5% simply don't know.

Figure 3.5a: Number of standard drinks thought to be contained in a 375ml stubby or can of full strength beer.



Base: Beer drinkers (n=581).

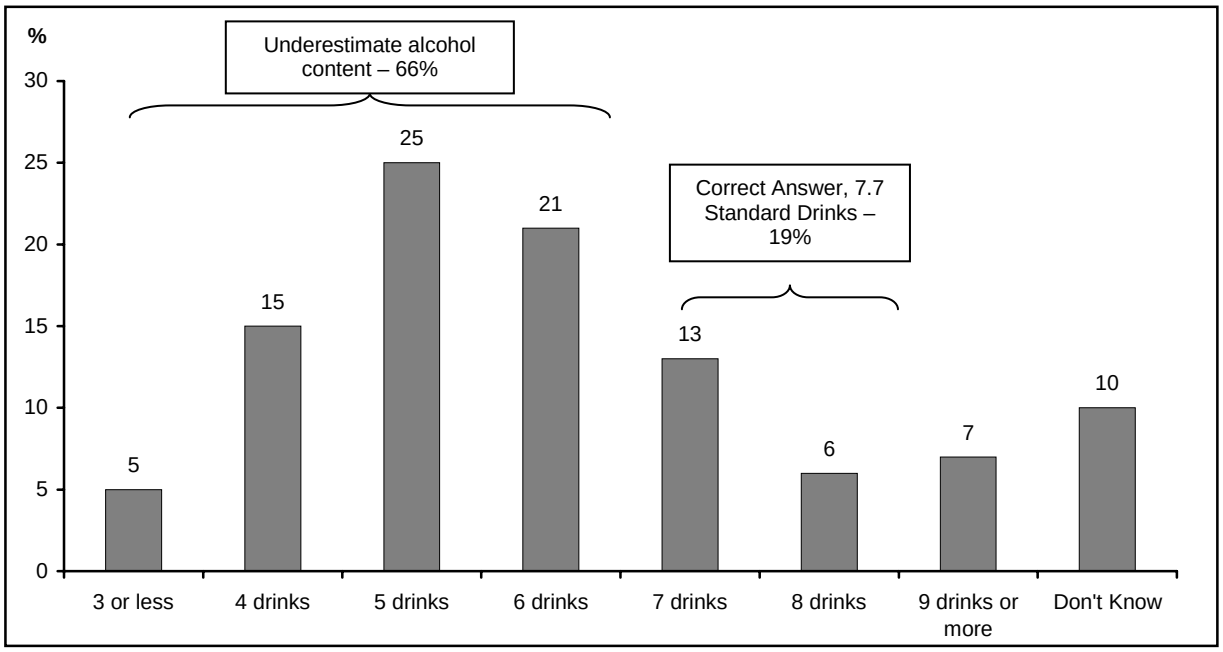
[7] According to the Australian alcohol guidelines, a standard drink contains 10 grams (12.5 millilitres) of alcohol. The law requires that the label on every container of an alcoholic drink show how many standard drinks it contains.

[8] 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.

As mentioned above, correct knowledge of the alcohol content of everyday volumes of beer or wine is particularly important for those drivers that restrict what they drink when driving. As such it is interesting to note that accurate knowledge of the number of standard drinks in a full strength stubby or can of beer was slightly higher (58%) among those that restrict their alcohol consumption prior to driving, although the difference is not statistically significant.

The proportion of wine drinkers (see Figure 3.5b) that underestimate the number of standard drinks in a 750ml bottle of wine is 66% (67% in 2004) compared with only 15% for beer drinkers. Similarly, the proportion with reasonably accurate knowledge of the alcohol content of a bottle of wine is 19%[9] compared with 55% of beer drinkers. The proportion of wine drinkers whose drink driving strategy revolves around restricting their alcohol intake before driving that accurately estimated the number of standard drinks in a 750ml bottle of wine was 21%. This result is not statistically significantly different from the overall result of 19%.

Figure 3.5b: Number of standard drinks thought to be contained in a 750ml bottle of wine.



Base: Wine drinkers (n=596).

[9] A bottle of wine contains at least 7 standard drinks, although some wines contain more.

3.6 Alcohol consumption guidelines

All respondents were informed that there are guidelines stating that a (male/female) can drink so many standard drinks in the first hour and then so many each hour after that and stay under the .05 blood alcohol limit. Respondents were then asked how many standard drinks they thought someone of their gender:

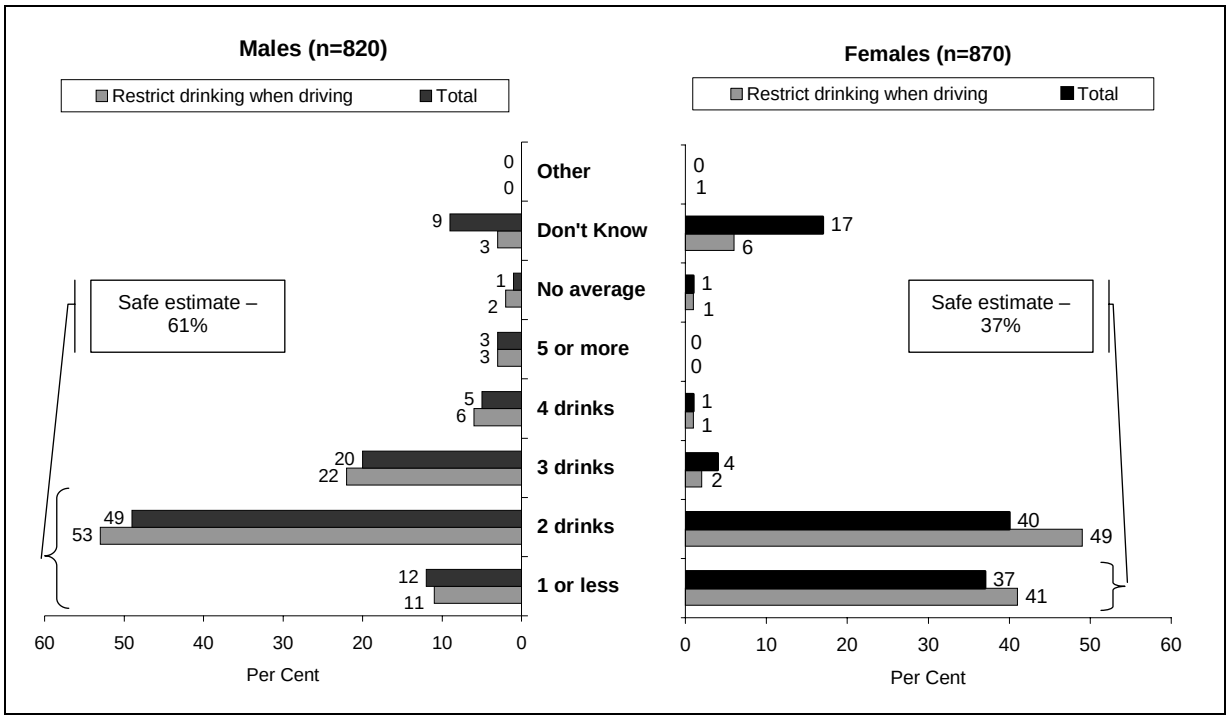
> *'…can have in the first hour to stay under .05?'*…and then,
>
> *'How many drinks each hour after that will keep you under .05?'*

3.6.1 First hour

The published guidelines state 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 blood alcohol limit

Reference to Figure 3.6.1a shows that 61% of males made a safe estimate regarding the number of drinks they could have in the first hour and stay under .05 (60% in 2004) as did 37% of females (34% in 2004).

Figure 3.6.1a: How many drinks in the first hour will keep you under 0.5? Males and females.



Looking at males' knowledge of the blood alcohol guidelines a little further, Table 3.6.1b shows that those aged 15 to 24 years and provisional drivers have the most accurate knowledge of the blood alcohol guidelines relating to number of standard drinks in the first hour.

Table 3.6.1b: Males: Number of drinks that will keep you under .05 in the first hour by selected characteristics.

	Safe Estimates			Other	
Selected characteristics	**One or less** %	**Two** %	**Total 'Safe'**	**Unsafe Estimate [(a)]** %	**Don't know** %
Total	12	49	61	28	9
Age group (years)					
15–24	22#	56	78#	14	8
25–39	11	57	68	26	7
40–59	13	43	56	35	8
60+	5	42	47	35	15
State/Territory					
NSW	13	55	68	26	4
VIC	9	45	54	35	11
QLD	18	44	52	24	14
SA	9	44	53	32	14
WA	11	53	64	26	6
TAS	9	39	48	39	9
NT	6	58	65	20	14
ACT	14	52	65	33	11
Capital city/Other					
Capital city	13	51	64	26	10
Other location	12	45	57	32	8
Licences currently held					
Full car licence	12	49	61	28	9
Heavy vehicle licence	8	43	51	35	10
Full motorcycle licence	10	47	57	32	8
Provisional car licence	37#	37	74#	25	0
Net: Currently licensed	13	48	61	29	8
Driver Status					
Frequent distance drivers	9	52	61	31	6
Commuters	17	48	65	28	7
Other frequent drivers	10	47	57	28	13
Less frequent drivers	12	46	58	31	9
Non–drivers	5	52	57	20	23#
Been directly involved in a road accident in the last three years					
Yes	13	46	59	31	6
No	12	49	61	28	10

Base: Males (n=820).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) Comprising 3 drinks in the first hour – 20%, 4 drinks in the first hour – 5%, 5 drinks in the first hour – 3%.

A breakdown of females' level of knowledge of the blood alcohol guidelines regarding number of drinks in the first hour shows that, again, it is those in the younger age group and provisional drivers who are most likely to demonstrate accurate knowledge of the guidelines.

Further, the proportion of females with accurate knowledge of these guidelines was higher in the ACT (54%) than in any other state/territory, and the guidelines were also more widely known by female commuters (46%), and those involved in a road crash in the last three years (50%).

Females aged over 60 years (19%), and other frequent drivers were less likely to make safe estimates regarding the number of standard drinks that a female driver can consume in the first hour and remain under the .05 blood alcohol limit.

Table 3.6.1c: Females: Number of drinks that will keep you under .05 in the first hour by selected characteristics

	Safe Estimate	Other	
Selected characteristics	**One or less**	**Unsafe Estimate[(a)]**	**Don't know**
	%	%	%
Total	37	45	17
Age group (years)			
15–24	59#	29#	11
25–39	41	50	10
40–59	37	49	14
60+	19#	44	35#
State/Territory			
NSW	42	39	18
VIC	28	56#	14
QLD	43	36	21
SA	31	54	15
WA	40	44	16
TAS	37	47	16
NT	42	40	18
ACT	54#	35	10
Capital city/Other			
Capital city	37	46	16
Other location	37	44	19
Licences currently held			
Full car licence	36	48	15
Heavy vehicle licence	27	57	7
Full motorcycle licence	18	75#	6
Provisional car licence	72#	15#	13
Net: Currently licensed	38	46	15
Driver Status			
Frequent distance drivers	47	41	12
Commuters	46#	43	12
Other frequent drivers	32	50	16
Less frequent drivers	38	40	22
Non–drivers	29	37	33#
Been directly involved in a road accident in the last three years			
Yes	50#	42	7#
No	35	46	19

Base: Females (n=870).
Significance testing compares sub–groups to the total population.
#Denotes statistically significant at the 95% confidence interval.
a) The overall result of 45% 'unsafe' comprises: 2 drinks in the first hour – 40%, 3 drinks in the first hour – 4%, 4 drinks in the first hour – 1%.

3.6.2 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 limit.

Reference to Figure 3.6.2a shows that 81% of males and 74% of females made a safe estimate regarding the number of drinks they could have after the first hour and stay under .05. These results are very similar to those reported in 2004. Of males and females whose drink driving strategy involves restricting what they drink when they drive, an approach more commonly adopted by males than females, 87% were aware that no more than one standard drink could be consumed after the first hour in order to remain under .05. The corresponding results in 2004 were 88% for males and 85% for females.

A significant difference between males and females in terms of their awareness of the blood alcohol guidelines for alcohol consumption after the first hour is the proportion of don't know/can't say responses (13% for males and 23% for females). This discrepancy is also been apparent in previous years and is most likely attributable to the relatively high proportion of females that are non–drinkers (19%) or don't drink at all when they are driving (47%). Both of these groups are much more likely to give a 'don't know' response to questions pertaining to knowledge of blood alcohol guidelines.

Figure 3.6.2a: How many drinks after the first hour will keep you under 0.5? Males and females.

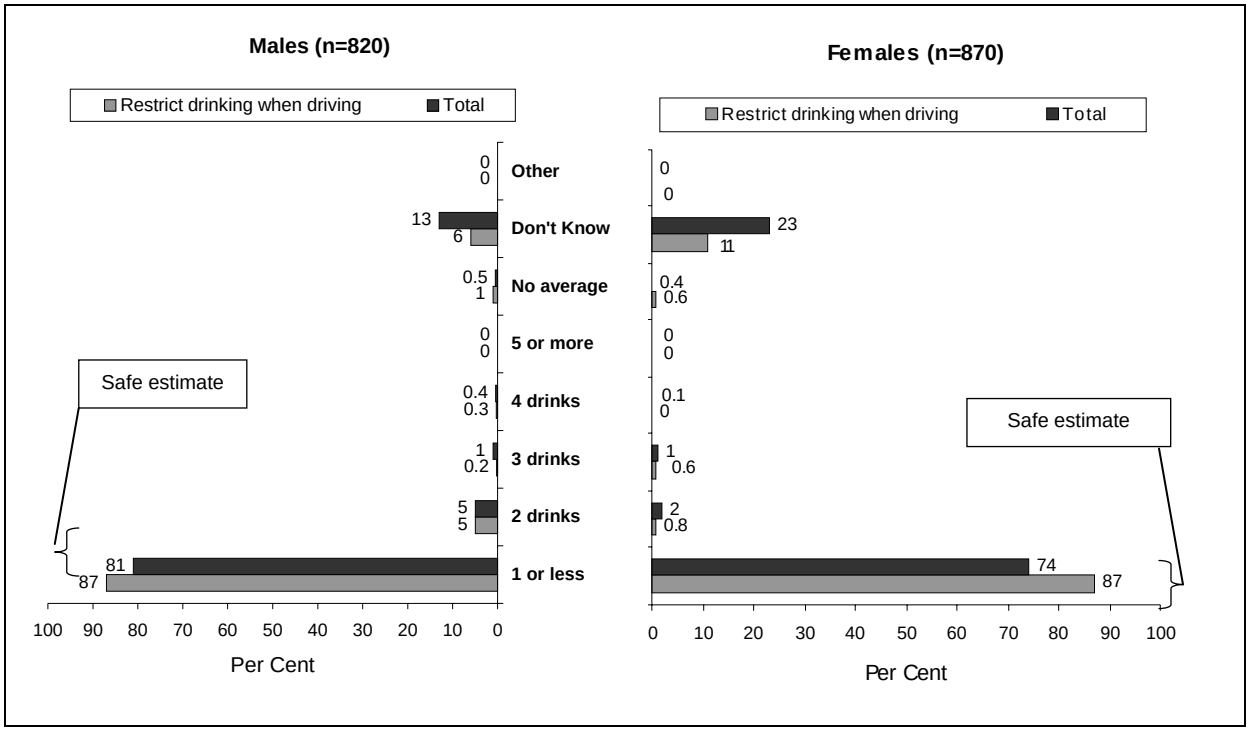


Table 3.6.2b shows the proportion of males that made safe or unsafe estimates about the amount of alcohol they could drink after the first hour and remain under .05. As was the case with regard to knowledge of the alcohol consumption guidelines for the first hour, those aged 15 to 24 years and provisional drivers have the most accurate knowledge of the blood alcohol guidelines relating to the number of standard drinks that can be consumed in subsequent hours while remaining under .05.

Table 3.6.2b: Males: Number of drinks that will keep you under .05 in subsequent hours by selected characteristics.

	Safe Estimate	Other	
Selected characteristics	**One or less**	**Unsafe Estimate[(a)]**	**Don't know**
	%	%	%
Total	81	6	13
Age group (years)			
15–24	85	4	12
25–39	89#	2#	9
40–59	83	7	8#
60+	62#	12#	26#
State/Territory			
NSW	87	4	8#
VIC	76	6	18
QLD	80	8	12
SA	79	5	17
WA	77	12	12
TAS	77	9	12
NT	81	5	14
ACT	85	2#	12
Capital city/Other			
Capital city	79	6	15
Other location	84	6	9
Licences currently held			
Full car licence	81	6	13
Heavy vehicle licence	77	6	15
Full motorcycle licence	84	3	10
Provisional car licence	93#	<1	7
Net: Currently licensed	82	5	12
Driver Status			
Frequent distance drivers	85	1#	13
Commuters	88#	6	6#
Other frequent drivers	67#	9	24#
Less frequent drivers	86	4	9
Non–drivers	65#	15#	21
Been directly involved in a road accident in the last three years			
Yes	85	4	9
No	80	6	13

Base: Males (n=820).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) 2 drinks– 5%, 3 or more drinks – 1%.

A breakdown of females' level of knowledge of the blood alcohol guidelines regarding number of drinks that can be consumed after the first hour and remain under .05 is provided in Table 3.6.2c. Again, it is those in the 15–24 age group and provisional drivers most likely to demonstrate accurate knowledge of the guidelines.

As was the case with males, among females, commuters are the driver status group most likely to make a safe estimate about alcohol consumption levels after the first hour. Female heavy vehicle licence holders also stand out as a group significantly more likely to make a safe estimate about the level of alcohol that can be consumed in subsequent hours and remain under .05.

Table 3.6.2c: Females: Number of drinks that will keep you under .05 in subsequent hours by selected characteristics.

	Safe Estimate	Other	
Selected characteristics	**One or less**	**Unsafe Estimate[(a)]**	**Don't know**
	%	%	%
Total	74	3	23
Age group (years)			
15–24	84#	6	10#
25–39	79	1#	20
40–59	77	2	21
60+	54#	6	39#
State/Territory			
NSW	72	6	23
VIC	80	1#	19
QLD	71	3	26
SA	68	6	25
WA	74	1	25
TAS	73	5	22
NT	68	1	30
ACT	77	1	22
Capital city/Other			
Capital city	76	2	21
Other location	69	6#	25
Licences currently held			
Full car licence	76	2	22
Heavy vehicle licence	93#	0	7#
Full motorcycle licence	70	11	19
Provisional car licence	82	0	18
Net: Currently licensed	77	2	21
Driver Status			
Frequent distance drivers	79	2	19
Commuters	81#	1	18
Other frequent drivers	74	2	24
Less frequent drivers	71	8	21
Non–drivers	54#	11#	34#
Been directly involved in a road accident in the last three years			
Yes	83#	1	16#
No	72	4	24

Base: Females (n=870).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) 2 drinks– 2%, 3 or more drinks – 1%.

At the overall level, only 44% of the in–scope population made a safe assumption about the number of standard drinks they could have in both the first hour and subsequent hours. The corresponding percentages for males and females were 57% and 33%, respectively.

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

The proportion of the community that feel as though a blood alcohol reading of .05 would affect their ability to act safely as a pedestrian has been unchanged at 57% over the last three years. A breakdown of the 2005 results is provided in Table 3.7a below.

Table 3.7a: Perceived effect of a blood alcohol level of .05 on ability to act safely as a pedestrian.

Selected characteristics	Yes, would affect	Would not affect	Don't know
	%	%	%
Total	57	36	7
Sex			
Male	47#	48#	5
Female	67#	24#	9
Age group (years)			
15–24	64	31	6
25–39	56	39	5
40–59	52	41	7
60+	61	29#	11#
State/Territory			
NSW	59	34	7
VIC	61	31	8
QLD	56	37	7
SA	54	43	4
WA	48#	47#	5
TAS	46#	44	10
NT	53	37	10
ACT	56	38	6
Capital city/Other			
Capital city	58	35	7
Other location	56	38	7
Licences currently held			
Full car licence	55	39	7
Heavy vehicle licence	42	54	4
Full motorcycle licence	42	53	5
Provisional car licence	72	22	7
Net: Currently licensed	56	38	7
Driver Status			
Frequent distance drivers	55	40	5
Commuters	53	43#	5
Other frequent drivers	58	33	10
Less frequent drivers	67#	28	6
Non–drivers	67#	24#	9
Been directly involved in a road accident in the last three years			
Yes	56	39	6
No	58	35	7

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4. Speed

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.

4.1 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 4.1a.

Just over two–thirds of the population aged 15 years and over (68%) are of the view that the level of speed limit enforcement has increased over the past two years. This compares with a result of 70% in 2004. The year–on–year variation in these results is not statistically significant.

As has been the case in previous years, males (71%) are more likely than females (65%) to be of the view that the level of speed limit enforcement has increased, with this difference significant at the 90% confidence interval. Persons aged 60 years and over are less likely to hold the view that the amount of speed limit enforcement has increased, this finding also consistent with those of previous years.

There is a degree of variation in perceptions regarding the level of speed limit enforcement across the states and territories, with South Australians significantly more likely to think there has been an increase in the level of speed limit enforcement over the last two years (76%) and Northern Territorians significantly less likely to be of this view (56%). While the result for South Australia is virtually unchanged from 2004, the Northern Territory result represents a significant reduction. It is not the case, however, that Northern Territorians feel as though there has been a reduction in the level of speed limit enforcement, but there has been an increase in the percentage feeling as though there had been no change in the level of speed limit enforcement (up from 21% in 2004 to 35% in 2005).

The year–on–year results for capital cities also show considerable variation, with 68% of capital city residents of the view that the level of speed limit enforcement has increased over the last two years (down significantly from 73% in 2004).

Frequent distance drivers and commuters are significantly more likely to be of the view that there has been an increase in the level of speed limit enforcement.

As would be expected, those that have recently been booked for speeding are also more likely to hold the view that the level of speed limit enforcement is on the increase. This was the view of 83% of drivers who had been booked in the last six months and 78% of those booked in the last two years.

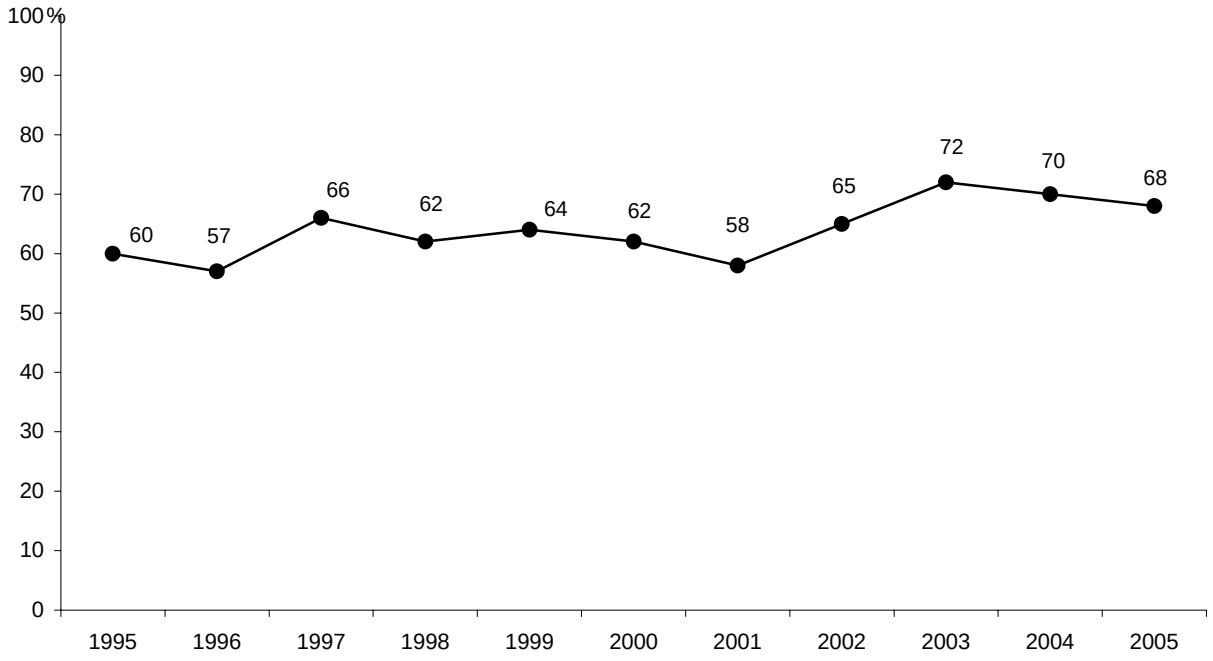
Table 4.1a: Perceptions regarding the level of speed limit enforcement over the last two years by selected characteristics.

Selected characteristics	Increased	Same	Decreased	Don't know
	%	%	%	%
Total	68	25	5	3
Sex				
Male	71	21	5	3
Female	65	28	4	3
Age group (years)				
15–24	69	27	3	1
25–39	69	24	4	3
40–59	71	22	5	2
60+	59#	28	7	7#
State/Territory				
NSW	66	24	6	5
VIC	69	25	4	3
QLD	68	29	2#	1
SA	76#	14#	8	2
WA	64	27	6	3
TAS	62	29	5	4
NT	56#	35#	5	5
ACT	72	21	3	3
Capital city/Other				
Capital city	68	24	4	3
Other location	66	25	5	3
Licences currently held				
Full car licence	69	24	5	3
Heavy vehicle licence	72	20	6	2
Full motorcycle licence	71	23	3	2
Provisional car licence	74	24	2	0
Net: Currently licensed	69	24	5	2
Driver Status				
Frequent distance drivers	76#	18#	4	3
Commuters	74#	20	6	1#
Other frequent drivers	60#	32#	4	3
Less frequent drivers	73	19	4	5
Non–drivers	53#	31	6	11#
Been directly involved in a road accident in the last three years				
Yes	72	20	5	3
No	67	26	5	3
Been booked for speeding …				
In last six months	83#	15	1	1
In last two years	78#	17	5	1

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Figure 4.1b provides time series data back to 1995 showing the proportion of the in–scope population that believe there has been an increase in the amount of speed limit enforcement. The current year result continues a decline from the high point of 72% in 2003 but nonetheless shows that a considerably higher proportion of the general community are now of the view that the level of speed limit enforcement is increasing, compared with the recent nadir of 58% in 2001. This surge in the proportion of the community perceiving the level of speed limit enforcement to be on the increase is one of the major changes in road safety perceptions in recent years.

Figure 4.1b: Perception that level of speed limit enforcement has increased over the last two years, 1995 to 2005.



Base: Total sample.

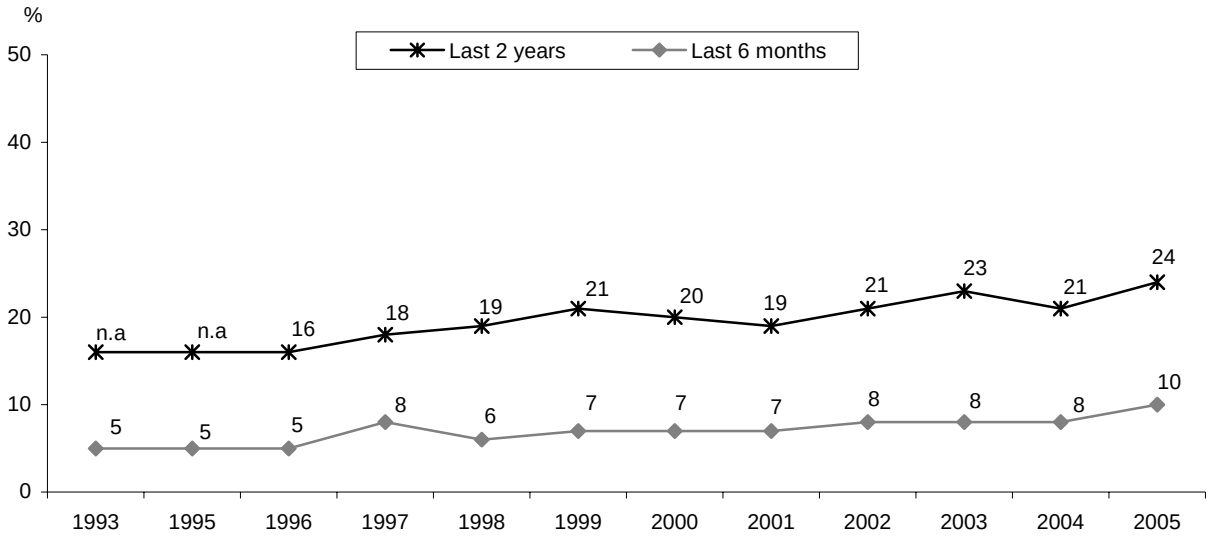
4.2 Incidence of being booked for speeding

The results presented in Figure 4.2a show the prevalence of being booked for speeding in the last two years and last six months for licence holders that have driven in the last two years. The following questions were used to obtain this data:

> *'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?'*

The last 12 months has seen a significant increase in the proportion of drivers reporting having been booked for speeding over the last two years, from 21% in 2004 to 24% in 2005. The current result (using the two–yearly measure) also suggests a general increase in the perceived prevalence with which drivers are being booked for speeding. The trend with regard to having been booked for speeding in the last six months is similarly edging upwards, with the 2005 result showing 10% of drivers have been booked for speeding in the last six months.

Figure 4.2a: Personally booked for speeding in the last 2 years and last 6 months, 1993 to 2005.



Base: Current drivers (n=1,505).

Figure 4.2b (next page) shows the reported prevalence of having been recently booked for speeding by selected characteristics. Based on the two year measure, there is an obvious difference in the prevalence with which males (29%) and females (19%) are booked for speeding, a finding consistent over time, and also as per previous years, an inverse relationship between being issued with speeding fines and driver age.

For the last two years Western Australia has been the state with the highest reported incidence of drivers having been booked for speeding (31% of Western Australian drivers reporting having been booked for speeding in the last two years in both 2004 and 2005) and Queensland has been the state with the lowest two yearly prevalence of drivers having been booked for speeding, 15% in 2004 and 19% in 2005.

There remains a considerable gap in the rate at which capital city and non–capital city drivers report having been booked for speeding in the last two years, with 27% of capital city drivers reporting having been booked, compared with 19% of those outside of capital cities. Regular commuters, 71% of whom live in capital cities, are also significantly more likely to report having been booked for speeding.

The CAS 18 results show a substantial increase in the two yearly prevalence of motorcyclists having been booked for speeding, up from 24% in 2004 to 38% for the current survey. This increase is also reflected in the six-monthly prevalence measure, which increased similarly from 8% in 2004 to 16% in 2005. In capital city areas, 43% of motorcyclists report having been booked for speeding in the last two years.

Table 4.2b: Personally booked for speeding in the last 2 years and last 6 months.

Selected characteristics	Last 2 years	Last 6 months
	%	%
Total	24	10
Sex		
Male	29#	13
Female	19#	6
Age group (years)		
15–24	29	12
25–39	29	11
40–59	23	10
60+	14#	5#
State/Territory		
NSW	20	13
VIC	30	8
QLD	19	6
SA	23	7
WA	31	11
TAS	29	9
NT	26	8
ACT	24	9
Capital city/Other		
Capital city	27	10
Other location	19	8
Licences currently held		
Full car licence	25	10
Heavy vehicle licence	27	10
Full motorcycle licence	38#	16
Provisional car licence	26	13
Net: Currently licensed	24	10
Driver Status		
Frequent distance drivers	26	10
Regular commuters	29#	13#
Other regular drivers	21	7#
Less frequent drivers	11#	1
Non–drivers	20	2
Been directly involved in a road accident in the last three years		
Yes	35#	13
No	19#	8

Base: Current drivers (n=1,505).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.3 Perceived acceptable and actual speed tolerances in 60 km/h zones in urban areas

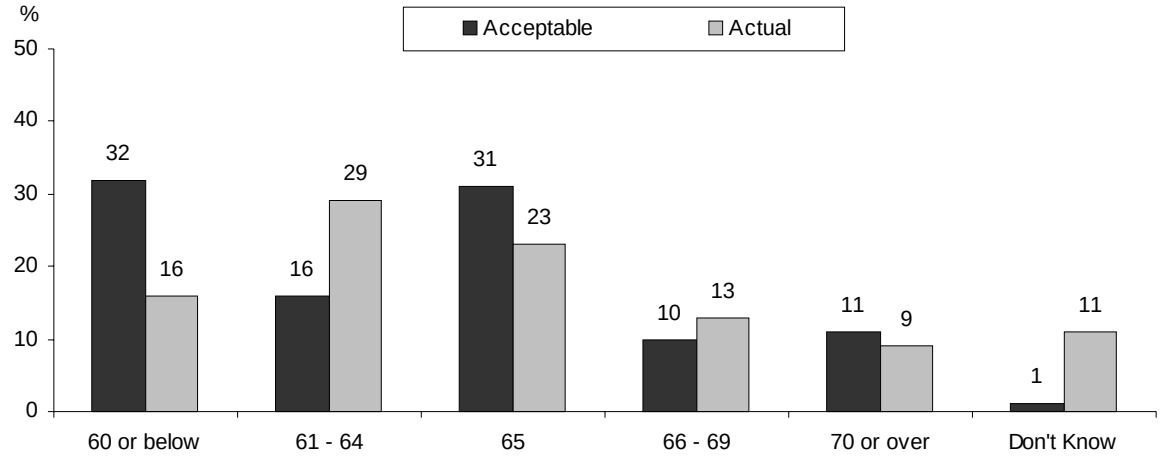
By way of assessing community attitudes to speed limit enforcement in 60km/h zones in urban areas, respondents were asked:

> *'Thinking about 60km/h speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?'* (i.e. the '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 4.3a. Looking firstly at acceptable speed tolerances, that is, the speed people think they should be able to travel in a 60km/h zone without being booked, the most common response is zero tolerance, with 32% of the community of the view that only speeds at or below the 60km/h limit should be permissible. By extension, however, 68% of the in–scope population are of the view that speeds in excess of the 60km/h limit should be tolerated without penalty. The speeding thresholds that were seen to be acceptable were 61 to 64 km/h (16%), 65 km/h (31%) and greater than 65 km/h (21%), a significant increase on the 2004 result of 16% for speeds greater than 65 km/h.

Community views regarding the actual speed tolerances enforced in urban 60 km/h zones show that 16% are of the view that a zero tolerance policy is enforced, 29% nominated speeds from 61 to 64km/h as possible without being fined, 23% felt a speed of 65km/h would escape penalty, and 22% were of the view that they could travel over 65km/h in a 60km/h zone in an urban areas without being fined. Over one in ten drivers (11%) said they didn't know what the actual speed tolerances in urban 60km/h zones are.

Figure 4.3a: Perceived acceptable and actual speeding tolerances in urban 60 km/h zones.



Base: Total sample (n=1,690).

The degree of recent year–on–year variation in the proportion of the community feeling as though they can travel 65 km/h in an urban area without being booked (56% in 2002, 41% in 2003, 38% in 2004 and 45% in 2005) suggests that community views in this area are subject to considerable change.

Table 4.3b (next page) shows the median acceptable and actual speeds in 60 km/h zones in urban areas, as well as the proportion of the population that believes that there should be no tolerance given in urban 60 km/h zones, and the proportion that believes there is no tolerance in urban 60 km/h zones.

Looking first at what people regard as an acceptable speed enforcement regime in 60 km/h zones in urban areas, the median speed people think it should be permissible to travel without being booked is 64 km/h, unchanged from 2004. The variation across states/territories was no more than ± 2 km/h, as was the case when the data is examined by capital city/non–capital city locations and by type of licence held. Persons aged 60 years and over and non–drivers had the lowest median acceptable speeding tolerance, 61 km/h.

The proportion of the population who feel that a zero speeding tolerance *should be* enforced in urban 60 km/h zones is 32%, virtually unchanged from the 2004 result of 31%. Queenslanders (42%) and Northern Territorians (40%) were significantly more likely to support a zero tolerance enforcement regime, whereas capital city dwellers (27%) were significantly less likely than those outside of capital cities (41%) to support a zero tolerance enforcement policy. The gap between capital city/non–capital city residents has increased significantly, from 8 percentage points in 2004 to 13 percentage points in 2005. Those aged 60 years and over (43%) were significantly more likely to be of the view that 60 km/h should be the maximum acceptable speed in an urban 60 km/h zone and those aged 15 to 24 years were significantly less likely to take this view (28%).

When looking at the actual speed tolerances that people think are being enforced in 60 km/h zones in urban areas, the first point to note is that there is virtually no difference across any of the sub–groups with regard to perceived acceptable and perceived actual median speeds (except for a 1 km/h difference for those that have been involved in an accident in the last three years). Sixteen per cent of the in–scope population, the same as in 2004, are of the view that a no tolerance regime is enforced in urban 60 km/h zones. Non–capital city residents (21%) are much more likely to be of this view whereas Western Australians (11%), South Australians (8%) and 15 to 24 year olds (9%) are less likely to be of this view.

Table 4.3b: 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[10].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	64	32	64	16
Sex				
Male	64	31	64	15
Female	63	33	63	18
Age group (years)				
15–24	64	24#	64	9#
25–39	64	28	64	19
40–59	64	32	64	17
60+	61	43#	61	18
State/Territory				
NSW	64	31	64	17
VIC	63	27	63	21
QLD	62	42#	62	15
SA	64	29	64	8#
WA	64	29	64	12
TAS	62	38	62	14
NT	62	40	62	17
ACT	64	33	64	12
Capital city/Other				
Capital city	64	27#	64	14
Other location	62	41#	62	21
Licences currently held				
Full car licence	64	31	64	16
Heavy vehicle licence	62	36	62	14
Full motorcycle licence	64	35	64	12
Provisional car licence	64	26	64	11
Net: Currently licensed	64	31	64	16
Driver Status				
Frequent distance drivers	64	28	64	12
Commuters	64	27	64	17
Other frequent drivers	62	36	62	18
Less frequent drivers	62	35	62	14
Non–drivers	61	39	61	18
Been directly involved in road accident in last 3 years				
Yes	64	29	63	20
No	64	32	64	15

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

[10] 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.

The perceived actual speeding limit tolerances in 60 km/h zones in urban areas, as opposed to the median speeding tolerances, are shown for each state/territory in Table 4.3c. As previously noted, nationally the proportion of the community that believe they can travel 65 km/h in a 60 km/h zone in an urban area without being booked is 44%, up significantly from 38% in 2004. Increases in this measure, although not always significant, were recorded in each state/territory except the Northern Territory, where the proportion of the community that considered they could travel 65 km /hr or more in an urban 60 km/h zone without being booked fell from 51% to 47%.

Despite a significant increase from 14% to 21%, Victoria remains the state with the lowest proportion of the in–scope population believing they can travel 65 km/h in a 60 km/h zone without being booked. The situation in Victoria with respect to allowable speeding tolerances is somewhat unusual, in that a speed camera tolerance of 3 km/h was publicised in 2002, and may still be considered 'common knowledge' amongst some road users, although speed camera tolerances are not specifically publicised.

Table 4.3c: Maximum perceived actual speed allowed in an urban 60 km/h zone, by State and Territory.

		State/Territory							
	Total	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
Speed allowed	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Nothing over 60 km/h	16	17	21	15	8#	12	14	17	12
61 km/h	3	2	5	3	1	2	3	2	0
62 km/h	9	6	15#	8	5	6	7	10	6
63 km/h	14	8#	28#	8#	9	12	10	11	9
64 km/h	3	2	4	2	11#	6	2	3	2
65 km/h	23	23	14#	24	30	36#	28	31#	36#
66–69 km/h	13	15	3#	18	24#	9	16	9	15
70 km/h and over	9	13	2#	11	5	6	9	7	9
Subtotal 65 km/h or more	*44*	*51#*	*19*	*53#*	*59#*	*51*	*53#*	*47*	*60#*
Don't know	11	13	8	11	7#	13	11	11	12
Total	100	100	100	100	100	100	100	100	100
Base:	1690	287	262	239	193	207	179	157	166

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

4.4 Perceived acceptable and actual speed tolerances in rural 100 km/h zones

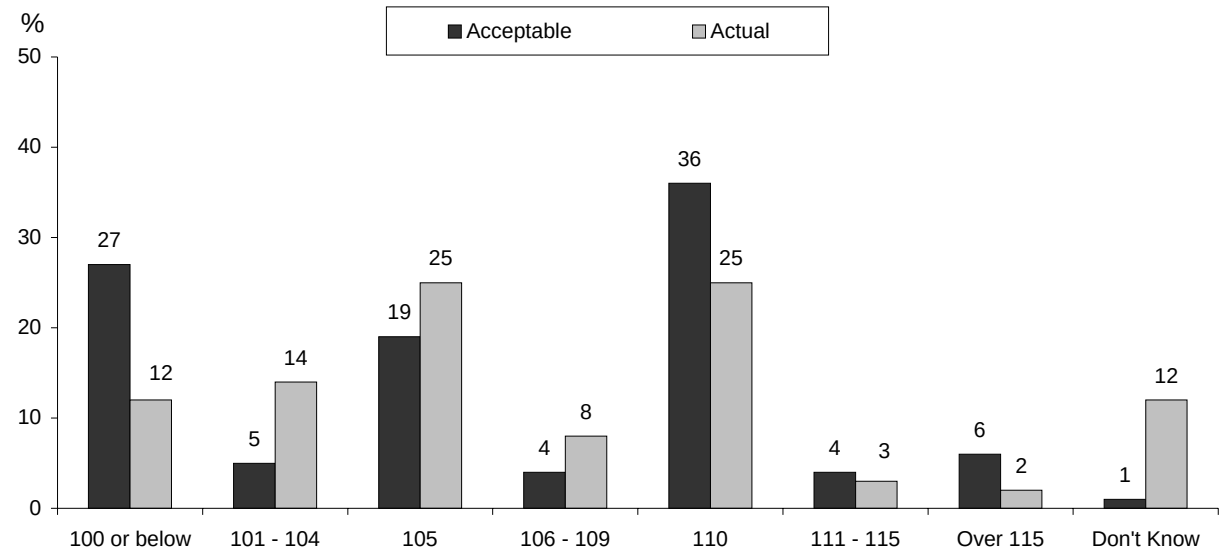
To determine attitudes to acceptable and actual speed limit tolerances in rural 100 km/h zones, respondents were asked the following two questions:

> *'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 4.4a[11]. Looking firstly at acceptable speed tolerances, the most common view (held by 36% of the in–scope population, and a significant increase over the 2004 result of 30%), is that 110 km/h is an acceptable speed for someone to drive in a 100 km/h zone in a rural area without being booked. This view, coupled with the fact that a significantly lower proportion of the community support zero tolerance speed limit enforcement in 100 km/h rural areas (27%) compared with 60 km/h urban areas (32%), reinforces previous survey findings pointing to a substantively different attitudes to speeding in 100 km/h rural areas and 60 km/h urban areas.

When looking at perceived actual speed tolerances in 100 km/h zones in rural areas, the distribution has two modes, as was the case in 2004. These are 105 km/h (25%) and 110 km/h (25%). Each of these individual speeds attracted 21% of responses in 2004. The proportion of the in–scope population that believe a zero tolerance speeding regime is enforced in 12%, close to the 2004 result of 13%.

Figure 4.4a: Perceived acceptable and actual speeding tolerances in rural 100 km/h areas.



Base: Total sample (n=1,690).

[11] Comparisons with data from CAS surveys prior to 2003 should be made with caution, as a result of a change introduced in 2003 to the way in which this question was 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.

Table 4.4b shows the median acceptable and actual speeds in 100 km/h zones in urban areas as well as the proportion of the population that believes there should be no tolerance given in rural 100 km/h zones, and the proportion that believes there is no tolerance given in rural 100 km/h zones.

Looking firstly at what people regard as an acceptable speed enforcement regime in rural 100 km/h zones, the median speed people think it should be permissible to travel without being booked is 104 km/h, down 1 km/h from 2004. The maximum variation across states/territories is ± 5 km/h with the New South Wales and the ACT providing the highest readings (109 km/h), South Australia a median of 106 km/h and all other states /territories 104 km/h.

As was the case for 60 km/h zones, the median acceptable speed enforcement tolerance for city dwellers (107 km/h) is higher than for non–capital city residents (104 km/h).

The proportion of the population who feel that a zero speeding tolerance *should* be enforced in rural 100 km/h zones is 27%, unchanged from 2004. ACT residents were significantly less likely than the residents of any other state or territory to support this view. Commuters, and persons aged 25 to 39 years, were also less likely to support a zero speeding tolerance in rural 100km/h zones. Those more likely to support enforcement of a zero tolerance policy were people aged 60 years and over, as per 2004, and less frequent drivers.

The median speed tolerance that people think is being enforced in 100 km/h zones in rural is 104 km/h. A comparison of the median speeds of the various population sub–groups in terms of perceived acceptable and perceived actual speed limits shows a reasonable degree of congruence. Generally speaking, the median speeds for population sub–groups in terms of acceptable speed limit enforcement are either in line with or slightly above the perceived actual limits. The largest gap between acceptable and actual median speeds is for males, persons aged 25 to 39 years and motorcyclists, for all of whom the median acceptable speed limit is 109 km/h and the median perceived actual limit is 104 km/h.

The population sub–groups significantly less likely to hold the view that a no tolerance regime is enforced in rural 100 km/h zones are those aged 15–24 years (8%) and residents of South Australia (5%) and the ACT (7%).

Table 4.4b: 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[12].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	104	27	104	12
Sex				
Male	109	24	104	11
Female	104	29	104	12
Age Group (years)				
15–24	105	23	104	8
25–39	109	21	104	10
40–59	106	24	104	14
60+	103	41#	104	14
State/Territory				
NSW	109	26	106	11
VIC	104	26	103	16
QLD	104	27	107	13
SA	106	24	104	5#
WA	104	28	104	9
TAS	104	32	104	10
NT	104	32	104	16
ACT	109	20	109	7
Capital city/Other				
Capital city	107	24	104	11
Other location	104	31	104	13
Licences currently held				
Full car licence	107	25	104	11
Heavy vehicle licence	104	27	104	11
Full motorcycle licence	109	24	104	9
Provisional car licence	104	27	104	10
Net: Currently licensed	106	25	104	11
Driver Status				
Frequent distance drivers	109	23	109	9
Commuters	109	19#	109	10
Other frequent drivers	104	31	104	12
Less frequent drivers	103	35	104	14
Non–drivers	104	37#	103	17#
Directly involved in accident in last three years				
Yes	105	25	105	9
No	104	27	104	12

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

[12] 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.

4.5 Attitudes to speeding, speed enforcement and speeding penalties

This section examines community attitudes to speeding, speed enforcement and speeding penalties, by first 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.

4.5.1 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 level of agreement with these statements, dating back to 1995, is provided in Figure 4.5.1a (see next page).

The 2005 survey results show a significant decline in the proportion of the in–scope population who consider that it is OK to speed if driving safely. The current year result, showing 27% agreement with this statement, is down from 33% in 2004, and is the lowest on record. The proportion of the community who consider that it is OK to speed if driving safely is now 10% lower than it was a decade ago. Consolidation of this trend over the next few years would represent a fundamental shift in community perceptions of speeding.

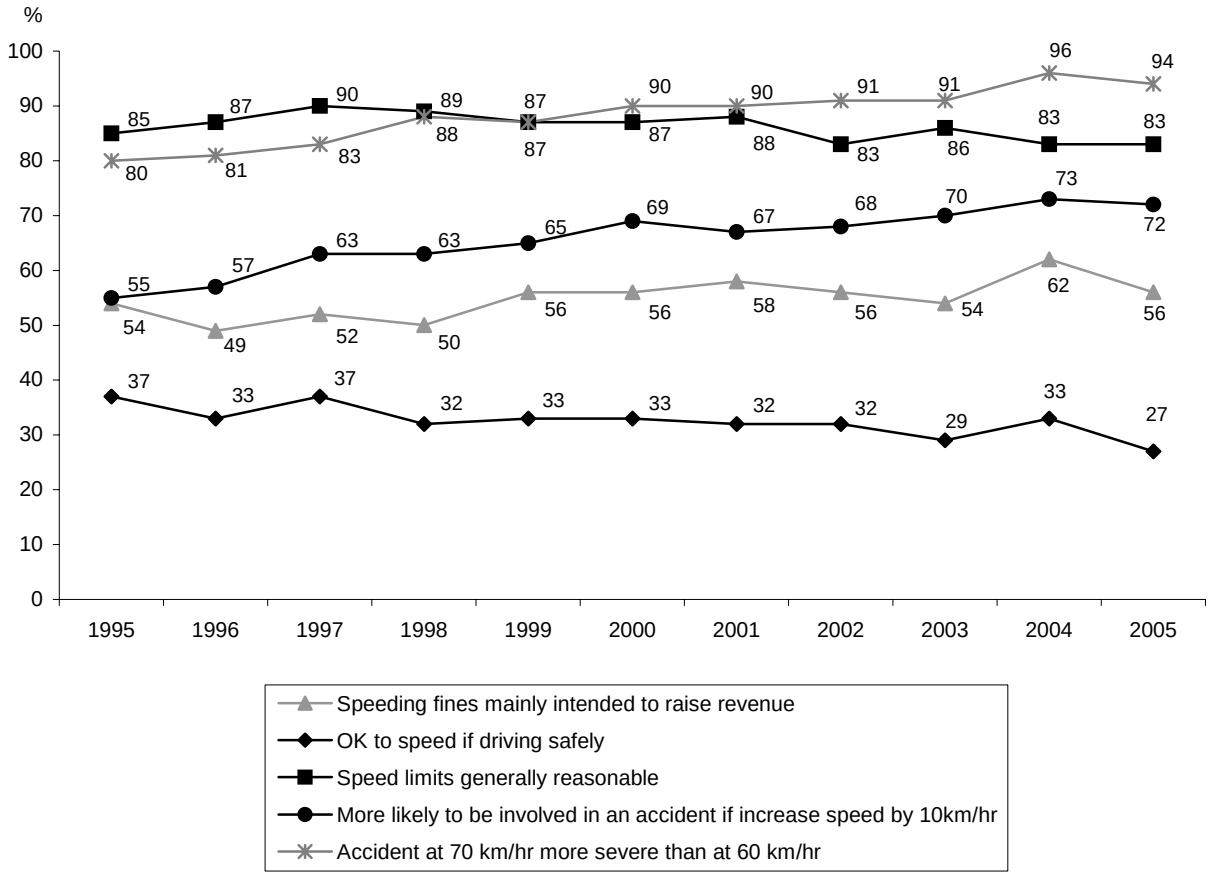
The perception that speeding fines are mainly intended to raise revenue dipped significantly to 56% in 2005 after peaking at 62% in 2004. The 2005 result is more in line with the underlying time series in recent years. The high result in 2004 was largely attributable to increases of 12% in Victoria and the Northern Territory and 11% in South Australia. In 2005 the level of community agreement that speeding fines are mainly intended to raise revenue dropped by 9% in South Australia, 6% in NSW, Victoria and the ACT and 5% in Queensland. Tasmania was the only state to register an increase (up 3% to 60%), see Table 4.5.1b.

In terms of community perceptions about the relationship between speeding and being involved in an accident, the current year result shows that 72% of the community are of the view that the chances of being involved in an accident increase if driving speed increases by 10 km/h. This result consolidates the recent trend at over 70% and represents a very marked increase in community awareness of the link between speeding and road accidents over the past decade.

The longer term trend with regard to the perceived severity of accidents at 70 km/h compared with 60 km/h again shows increasing community acceptance over time of the links between speeding and road accidents. The level of agreement with the statement that ‘an accident at 70 km/h will be a lot more severe than an accident at 60 km/h’ has increased from 80% in 1995 to 94% in the current year.

The final measure, that of community perceptions as to whether or not speed limits are generally set at reasonable levels, has shown less fluctuation than some of the other items, with recent results perhaps indicating a slight decline in community views regarding the reasonableness of speed limits. This may be related to recent increases in the proportion of the community having been booked for speeding in the previous two years (refer back to 4.2.2a) and the increasing perception that there is less leniency shown towards speeding now (refer back to commentary in relation to Figure 4.3a).

Figure 4.5.1a: Selected general attitudes towards speeding, 1995 to 2005.



Base: Total sample.

The extent to which various sub–groups of the community agree with the above statements is shown in Table 4.5.1b (next page). The right-hand column of this table also shows the proportion of each group that display a conservative or cautious attitude to speeding and speed limit enforcement across the five questions. This variable has been created by identifying the proportion of the population, and each sub–group, that agree speed limits are reasonably set, that you're more likely to be involved in an accident if you increase your speed by 10 km/h, and that an accident at 70 km/h would be more severe that one at 60 km/h; and that disagree that speeding fines are mainly intended to raise revenue and it's OK to speed as long as you are driving safely.

On this basis it can be seen that females (33%) are nearly twice as likely as males (17%) to display a conservative/cautious overall attitude to speeding/speed limit enforcement. While attitudes to speeding and speed limit enforcement show little variation among 15 to 59 years, those aged 60 years and over generally display a more cautious attitude. This is largely attributable to being less likely to agree with the propositions that speeding fines are mainly intended to raise revenue, and that it is OK to speed if driving safely.

The only state/territory to differ significantly from the national result is Western Australia, where fewer than one in five respondents (19%) displayed what has been categorised a conservative/cautious approach to speeding/speed limit enforcement.

Heavy vehicle licence holders and motorcyclists displayed a less conservative/cautious attitude to speeding/speed limit enforcement. For both heavy vehicle licence holders and motorcyclists the main points of differentiation are the relatively high proportion that regarded speeding fines as being mainly intended to raise revenue (73% and 67% respectively) and the relatively low proportion that were of the view that you are more likely to be in an accident if your speed increases by 10 km/h (64% and 63% respectively).

Differences are also evident when attitudes to speeding and speed limit enforcement are examined by driver status. Frequent distance drivers and commuters generally display a less conservative/cautious attitude to speeding and speed limit enforcement than other drivers.

Table 4.5.1b: Agreement (strongly/somewhat) with statements on speed related issues 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	Nett: Cautious/Conservative attitude to speeding/speed limit enforcement
	%	%	%	%	%	%
Total	56	27	83	72	94	25
Sex						
Male	64#	34#	79	67#	94	17#
Female	49#	21#	87	77	95	33#
Age group (years)						
15–24	54	29	86	75	94	24
25–39	60	30	83	69	94	23
40–59	60	26	82	72	96	24
60+	47#	23	82	76	94	32#
State/Territory						
NSW	52	28	80	75	95	26
VIC	61	28	86	75	96	26
QLD	54	29	86	67	93	26
SA	59	16#	83	77	96	29
WA	62	26	80	63#	92	19#
TAS	60	23	84	75	93	22
NT	55	25	88	65	87#	26
ACT	51	28	87	67	91	28
Capital city/Other						
Capital city	60	25	82	74	94	25
Other location	50	31	85	69	95	27
Licences currently held						
Full car licence	58	28	82	71	95	24
Heavy vehicle licence	73	32	77	64	93	15#
Full motorcycle licence	67	31	77	63	92	18#
Provisional car licence	45	28	94#	79	96	34
Net: Currently licensed	57	28	82	71	95	25
Driver Status						
Frequent distance drivers	64#	29	82	66#	94	18#
Regular commuters	62	30	83	71	95	21#
Other regular drivers	52	24	80	73	95	30#
Less frequent drivers	46#	24	91#	79	94	36#
Non–drivers	50	24	89	77	92	27
Directly involved in a road accident in last three years						
Yes	61	28	75	72	96	21
No	55	27	85	72	94	26

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

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

Continuing the exploration of community attitudes to speeding and speed limit enforcement, 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?'*

The results presented in Table 4.5.2a show that females (48%) are significantly more likely than males (36%) to be of the view that the level of speed limit enforcement should be increased. This pattern is consistent with that reported in previous years. Overall, 42% of the in–scope population support an increased amount of speed limit enforcement, 10% support a decrease and 47% want no change. In 2004, the level of support for increasing the amount of speed limit enforcement was 39%. This year–on–year change is significant at the 90% confidence interval.

Not surprisingly, those previously classified as adopting a conservative/cautious approach to speeding and speed limit enforcement (refer to previous section) were more likely (at 59%) to support an increase in the level of speed limit enforcement. While support for an increase in the level of speed limit enforcement varied considerably across states/territories, ranging from 36% in Victoria to 47% in South Australia, no state/territory result differed significantly from the national result.

Full motorcycle licence holders (at 31%) were less likely than other drivers to support an increase in the amount of speed limit enforcement. While this result is not statistically significant, it nonetheless suggests a relationship with the finding that motorcyclists are significantly more likely than other types of licence holders to have been booked for speeding in the last two years (refer to Table 4.2b).

Just under a quarter of the in–scope population (24%) think that penalties for exceeding the speed limit should be made more severe, 12% believe speeding penalties should be made less severe and 61% opt for no change to the current regime. Reference to Table 4.5.2 shows that those aged 15 to 24 years were the least supportive of increasing the severity of speeding penalties (16%) and those aged 60 years and over the most supportive (35%). Again, those that were categorised as displaying a cautious approach to speeding and speed limit enforcement were more likely to support increasing the severity of penalties (34%). Less frequent drivers and non–drivers were also significantly more likely to support harsher penalties.

Table 4.5.2a: Percentage of the community that think the total amount of speed limit enforcement and the severity of speeding penalties should be increased.

Selected characteristics	Level of enforcement			Severity of penalties		
	Should increase	Should decrease	Stay the same	Should increase	Should decrease	Stay the same
	%	%	%	%	%	%
Total	42	10	47	24	12	61
Sex						
Male	36#	13#	49	21	16#	60
Female	48#	6#	46	27	8#	62
Age group (years)						
15–24	41	8	50	16	17	66
25–39	43	12	44	22	9	66
40–59	38	10	50	22	15	61
60+	46	7	44	35#	8	52#
State/Territory						
NSW	43	9	46	25	9	62
VIC	36	14	50	20	17	61
QLD	45	8	45	24	10	63
SA	47	9	42	30	15	53#
WA	42	5#	51	23	12	62
TAS	42	9	47	24	9	65
NT	45	8	45	26	5#	65
ACT	37	10	52	20	8	68
Capital city/Other						
Capital city	40	11	48	22	13	61
Other location	46	7	45	26	10	62
Licences currently held						
Full car licence	40	10	48	22	12	63
Heavy vehicle licence	36	10	51	22	18	59
Full motorcycle licence	31	12	53	20	15	63
Provisional car licence	42	11	45	19	23	56
Net: Currently licensed	40	10	48	22	12	62
Driver Status						
Frequent distance drivers	39	12	47	25	15	58
Commuters	35#	13	50	18#	13	67#
Other frequent drivers	47	8	44	23	11	62
Less frequent drivers	47	5	48	34#	9	57
Non–drivers	47	6	45	34#	10	50#
Directly involved in a road accident in the last three years						
Yes	39	11	49	21	15	61
No	42	9	47	24	11	61

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
Totals do not add to 100% because a small percentage of people answered "I don't know".

4.5.3 Attitudes to lowering the speed limit in residential zones

In the past few years, state and territory governments have introduced a reduced default speed limit in local streets in residential areas to 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, for the past two years of the survey, respondents have been asked …

> *'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?'*

Reference to Table 4.5.3a (next page) shows community perceptions with regard to 50 km/h zones in residential areas are unchanged from 2004, with 77% of the in–scope population of the view that the 50 km/h setting is about right, 20% of the view that it is too low and 3% thinking it is too high.

Table 4.5.3a: 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	22	3	75
Female	17	3	80
Age group (years)			
15–24	20	1#	79
25–39	22	4	74
40–59	21	3	76
60+	13#	4	83
State/Territory			
NSW	23	3	75
VIC	17	2	82
QLD	15	5	81
SA	21	6	73
WA	23	3	75
TAS	24	3	73
NT	22	6	72
ACT	20	2	78
Capital city/Other			
Capital city	21	2	77
Other location	17	4	79
Licences currently held			
Full car licence	21	3	77
Heavy vehicle licence	27#	5	68
Full motorcycle licence	22	6	73
Provisional car licence	15	0	85
Net: Currently licensed	20	2	78
Driver Status			
Frequent distance drivers	23	4	74
Commuters	22	2	77
Other frequent drivers	18	3	80
Less frequent drivers	17	3	80
Non–drivers	15	8#	77
Directly involved in a road accident in the last three years			
Yes	23	3	74
No	19	3	78

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Community views on whether the there should be more sub–60 km/h zones introduced also show very little variation from 2004, with 19% supporting the introduction of more sub–60 km/h zones, 17% of the view that the number of sub–60 km/h zones should be decreased and 64% considering that the current settings are about right.

Table 4.5.3b: 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	19	17	64
Sex			
Male	19	18	63
Female	19	17	65
Age group (years)			
15–24	11#	19	70
25–39	18	22	61
40–59	22	18	60
60+	23	10#	67
State/Territory			
NSW	18	19	63
VIC	20	17	63
QLD	23	13	64
SA	17	23	60
WA	13	18	69
TAS	18	13	69
NT	27#	9#	65
ACT	22	13	65
Capital city/Other			
Capital city	17	19	64
Other location	22	15	63
Licences currently held			
Full car licence	19	19	63
Heavy vehicle licence	18	24	59
Full motorcycle licence	26	16	58
Provisional car licence	10	20	70
Net: Currently licensed	18	19	63
Driver Status			
Frequent distance drivers	16	22	62
Regular commuters	20	17	63
Other regular drivers	16	18	66
Less frequent drivers	22	18	60
Non–drivers	26#	9#	65
Directly involved in a road accident in the last three years			
Yes	14	27	59
No	20	15	65

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.6 Self–reported speeding 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 of sub–60 km/h zones in residential areas, translate into a reduction in self–reported speeding behaviour.

In order to try to identify any changes in driver behaviour, respondents that had driven in the last two years (that is, 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?'*

4.6.1 Frequency of driving more than 10 km/h over the speed limit

The proportion of recent drivers that report either 'always', 'nearly always' or 'mostly' driving at 10 km/h over the speed limit is shown in Figure 4.6.1a. The 2005 result of 7% is on a par with recent years and confirms that the proportion of recent drivers regularly driving at 10 km/h or more over the speed limit has more than halved since 1993.

Figure 4.6.1a: Percentage of the community that reports always, nearly always or mostly driving at 10 km/h over the speed limit, 1993 to 2005.

Base: Recent drivers (n=1,505).

Reference to the Table below (4.6.1.b) shows the proportion of the community that regularly travel at 10 km/h or more over the speed limit by selected sub–groups. Along with older drivers (3%), drivers in South Australia and Victoria are the least likely to report regularly driving 10 km/h or more over the speed limit. As was the case in 2004, a significantly higher proportion of Western Australian drivers (13%) reported either always, nearly always or mostly exceeding the speed limit by 10 km/h or more. Of the various types of licence holders, motorcycle licence holders (at 16%) were the most likely to report regularly travelling 10 km/h or more in excess of the speed limit.

Table 4.6.1b: Percentage of the community that reports always, nearly always or mostly driving at 10 km/h over the speed limit.

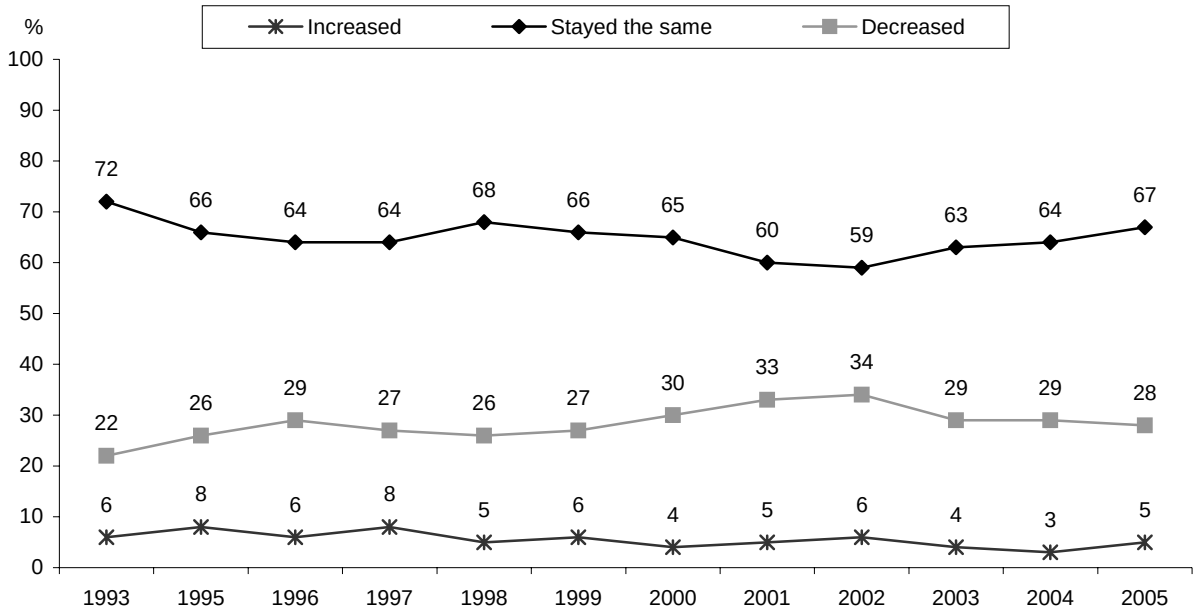
Selected characteristics	%
Total	7
Sex	
Male	8
Female	6
Age group (years)	
15–24	11
25–39	10
40–59	5
60+	3#
State/Territory	
NSW	10
VIC	3#
QLD	7
SA	2#
WA	13#
TAS	5
NT	10
ACT	8
Capital City/Other	
Capital city	6
Other location	8
Licences currently held	
Full car licence	8
Heavy vehicle licence	7
Full motorcycle licence	16#
Provisional car licence	4
Net: Currently licensed	7
Driver Status	
Frequent distance drivers	10
Commuters	10
Other frequent drivers	4
Less frequent drivers	1
Non–drivers	**
Been directly involved in a road accident in the last three years	
Yes	11
No	6

Base: Recent drivers (n=1,505).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
** Suppressed due to very small sample size.

4.6.2 Reported changes in driving speed over the last two years

The second aspect of speed–related driving behaviour examined relates to whether or not general driving speeds have increased, decreased or stayed the same over the last two years. Figure 4.6.2a presents time series data for the last 12 years and shows a general increase in the proportion of drivers reporting a reduction in their driving speed between 1993 (22%) and 2002 (34%) before slight decline in recent years. In 2005, 28% of recent drivers were of the view that their general driving speed had decreased in the last two years.

Figure 4.6.2a: Percentage of the community reporting that their driving speed has either increased, stayed the same or decreased over the last two years, 1993 to 2005.



Base: Driven in the last 2 years (n=1,505).

Table 4.6.2b (next page) provides a sub–group analysis of this data for the current survey. The proportion of males that report having reduced their driving speed in the last two years (32%) is significantly higher than is the case for females (23%). This result, while similar to 2003 when 35% of males and 24% of females reported a reduction in their general driving speeds, represents a significant year–on–year reduction in the proportion of females reporting a decrease in their driving (from 30% in 2004 to 23% for the current year). The year–on–year increase in the proportion of males reporting a reduction in their general driving speed (from 28% to 32%) is significant at the 90% confidence interval.

The 2005 survey results also show a degree of variability by state/territory not apparent in 2004. The proportion of drivers in Victoria (38%) and South Australia (36%) reporting a reduction in their general driving speed over the last two years is significantly higher than the national result (28%). The situation in Tasmania, Queensland and Western Australia is the opposite, with these states all significantly below the national result.

Table 4.6.2b: 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	5	67	28
Sex			
Male	6	62#	32#
Female	5	74#	23#
Age group (years)			
15–24	17#	67	17
25–39	4	68	28
40–59	4	67	29
60+	2#	67	32
State/Territory			
NSW	5	72	23
VIC	3	59#	38#
QLD	12#	68	20#
SA	4	60	36#
WA	5	75	20#
TAS	7	73	21#
NT	3	62	35
ACT	2#	69	29
Capital city/Other			
Capital city	6	65	30
Other location	5	71	24
Licences currently held			
Full car licence	5	67	28
Heavy vehicle licence	2#	63	35
Full motorcycle licence	6	61	33
Provisional car licence	21#	61	18#
Net: Currently licensed	5	67	28
Driver Status			
Frequent distance drivers	6	71	23
Regular commuters	7	66	28
Other regular drivers	3	67	30
Less frequent drivers	8	66	27
Non–drivers	**	**	**
Directly involved in a road accident in the last three years			
Yes	6	66	28
No	8	67	27

Base: Recent drivers (n=1,505).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
** Suppressed due to very small sample size.

5. Driver Fatigue

The 2005 survey is the fifth to include questions on driver fatigue. These questions measure the incidence of drivers ever having fallen asleep while driving, as well as awareness of strategies to avoid and deal with fatigue if it occurs.

5.1 The prevalence of falling asleep while driving

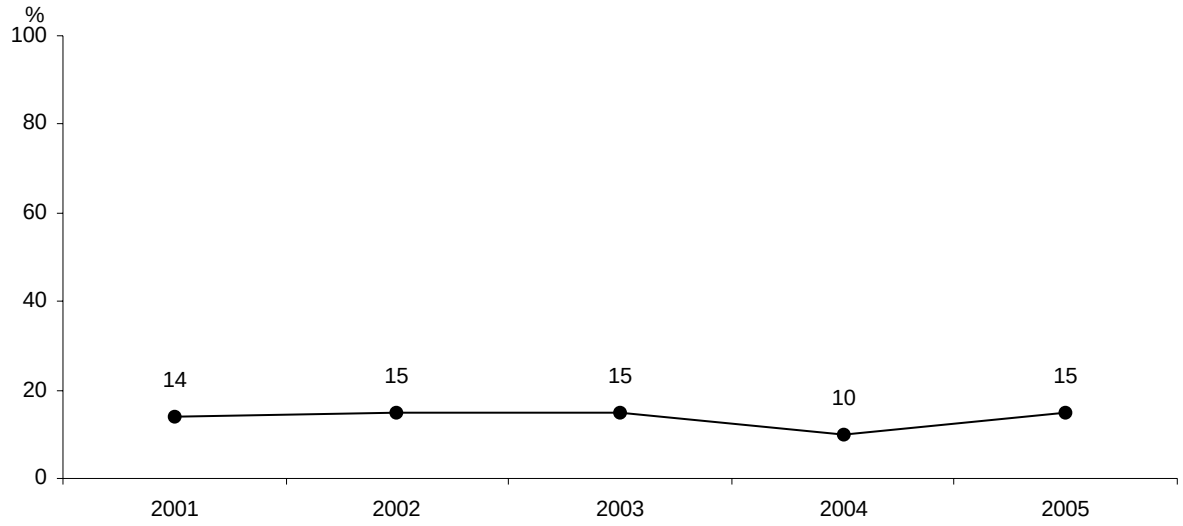
The reported prevalence of drivers ever having fallen asleep while driving was captured by the question:

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

Results for the last five years are shown in Figure 5.1a. The 2005 result of 15%, while a significant increase on 2004, is in line with the overall time series for this measure. At this point in the time series it appears that the relatively low 2004 result is most likely attributable to sampling variability rather than any underlying shift in the proportion of drivers having fallen asleep at the wheel.

The 2005 survey shows that of those that have ever fallen asleep while driving[13] almost half (48%) had done so more than once and 13% had fallen asleep while driving on three or more occasions. On 12% of occasions the most recent episode of having fallen asleep while driving resulted in a road accident.

Figure 5.1a: Percentage having ever fallen asleep while driving.



Base: Ever held a licence.

[13] Please note this analysis is based on a relatively small sample size of 246.

A breakdown of the 2005 result by selected population sub–groups is provided in Table 5.1b. As was the case in 2004, males (22%) are significantly more likely than females (8%) to report having ever fallen asleep while driving as are frequent distant drivers (26%) and drivers from the Northern Territory (22%). Other frequent drivers and 15 to 24 year olds and are significantly less likely to have reported having ever fallen asleep while driving. Alcohol consumption is a likely determinant of drivers falling asleep at the wheel, and this is borne out in the survey findings. Drivers whose drink driving strategy is to restrict what they drink when they are driving are significantly more likely to have reported having ever fallen asleep while driving (19%) than those drivers who don't drink at all when driving (12%).

Table 5.1b: Percentage having ever fallen asleep while driving by selected characteristics.

Selected characteristics	%
Total	15
Sex	
Male	22#
Female	8#
Age group (years)	
15–24	7#
25–39	17
40–59	17
60+	15
State/Territory	
NSW	15
VIC	17
QLD	14
SA	11
WA	13
TAS	19
NT	22#
ACT	17
Capital city/Other	
Capital city	13
Other location	18
Licences currently held	
Full car licence	16
Heavy vehicle licence	28
Full motorcycle licence	25
Provisional car licence	2
Net: Currently licensed	15
Driver Status	
Frequent distance drivers	26#
Commuters	14
Other frequent drivers	10#
Less frequent drivers	17
Non–drivers	14
Been directly involved in a road accident in the last three years	
Yes	19
No	13

Base: Ever held a licence (n=1,559).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Reference to Table 5.1c shows that 31% of drivers who have fallen asleep while driving have done so in the last two years. This equates to 5% of all drivers having fallen asleep at the wheel at some stage in the last two years. Frequent distance drivers are significantly more likely to have fallen asleep while driving in the last two years (9%). As was the case with Figure 5.1a, the time series data in relation to driver fatigue and the prevalence with which drivers have fallen asleep while driving is difficult to interpret. When expressed as a proportion of all licence holders (see figures in brackets) we see that the proportion of licence holders that report having fallen asleep while driving in the last two years ranges from 2% to 5%.

Table 5.1c: Length of time since last fell asleep while driving, 2001 to 2005 stayed the same or decreased over the last two years.

Selected characteristics	2001 n=221 %	2002 n=241 %	2003 n=249 %	2004 n=187 %	2005 n=246 %
Less than 6 months	11	13	16	9	16
Between 6 and 12 months	4	8	6	3	8
1 to 2 years	9	11	3	8	8
Nett: 2 years or less	***24 (3)***	***32 (5)***	***25 (4)***	***20 (2)***	***31 (5)***
3 to 5 years	14	16	12	15	12
6 to 10 years	19	17	17	12	12
More than 10 years	42	36	45	54	44

Figures in brackets (….) show the proportion of all licence holders that report fallen asleep while driving in the last two years.

Table 5.1d provides details of the trips that were being undertaken when drivers most recently fell asleep at the wheel. Time series data for the last five years is presented. By and large the picture to emerge is in line with what might be expected: drivers are generally more likely to fall asleep on trips of over two hours duration, when driving on country roads and highways, and between the hours of 12.00am and 6.00am.

Some care needs to be taken in interpreting these results. While the types of trips described above are certainly the most prevalent types of trips associated with drivers falling asleep, trips with all of these attributes account for only 12% of the most recent incidents described by drivers.

Table 5.1d: Characteristics of the most recent trip where the driver fell asleep at the wheel.

Selected characteristics	2001	2002	2003	2004	2005
	%	%	%	%	%
Duration of trip					
Less than 1 hour	22	35	32	22	33
1 – 2 hours	18	13	20	22	17
More than 2 hours	58	52	46	56	50
Location					
Capital City	13	25	21	9	18
Regional City	6	6	9	6	11
Country Road	47	36	34	44	26
Country Highway	35	33	40	40	45
Time of Day					
6:00am – 10:00am	17	17	12	12	9
10:00am – 3:00pm	12	19	15	17	15
3:00pm – 7:00pm	18	15	21	16	19
7:00pm – 12:00am	15	13	16	12	18
12:00am – 6:00am	37	36	36	41	37

Base: Fallen asleep while driving (n=246).

5.2 Awareness of strategies for avoiding and dealing with fatigue

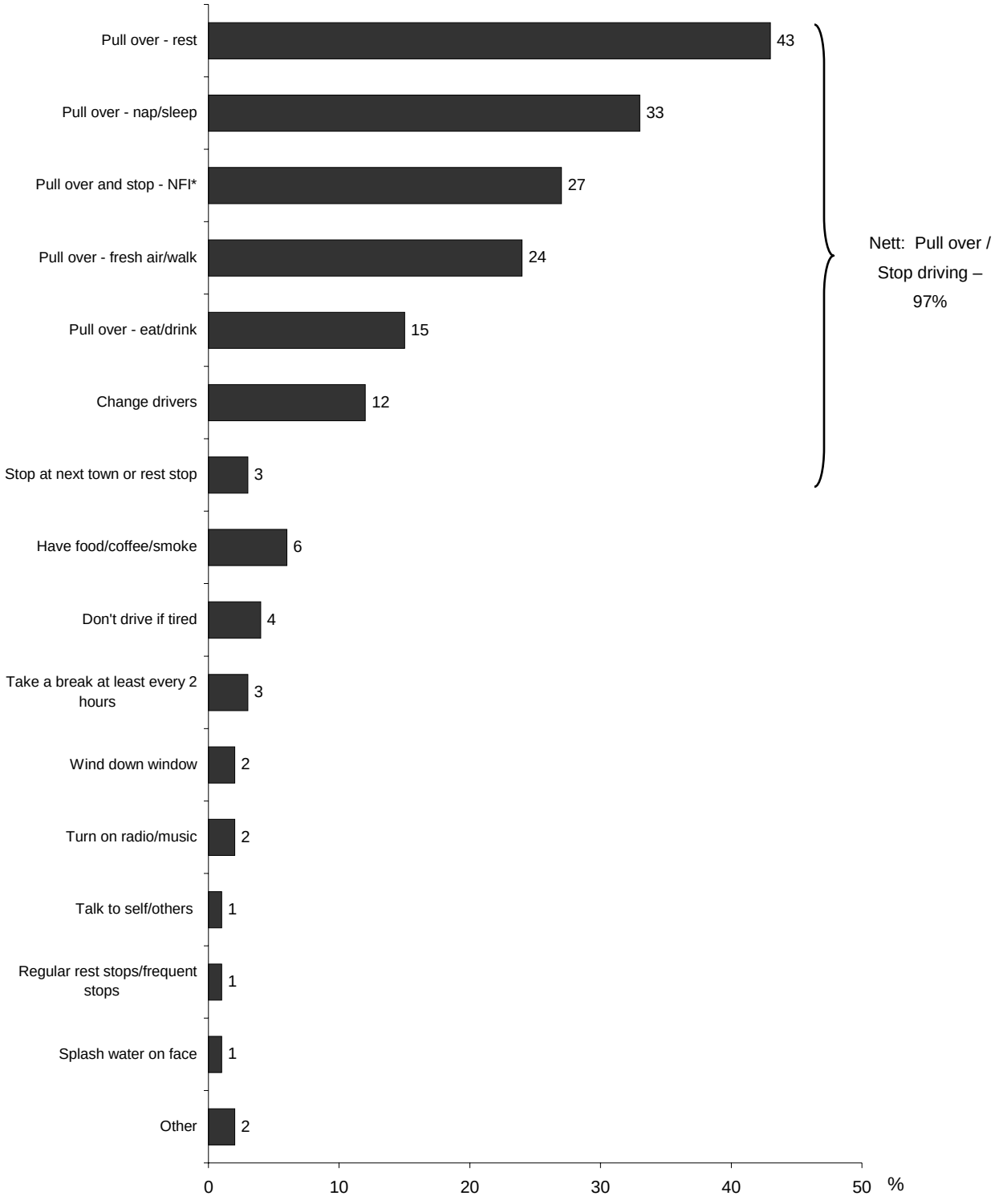
Respondents' perceptions of how fatigue should be dealt with when driving were measured by asking:

> *'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?*

Figure 5.2a (next page) shows a total of 97% of respondents mention pulling over or stopping driving. Other strategies mentioned by drivers for dealing with fatigue while driving include eating or drinking something, winding down the window, turning on the radio/music and talking to others.

Drivers who have ever fallen asleep while driving were significantly less likely than the total population (89% compared with 97%) to mention pulling over/stopping driving as the appropriate means of combating fatigue when driving.

Figure 5.2a: Awareness (unprompted) of factors for dealing with fatigue when driving.



Base: Total sample. Multiples accepted.

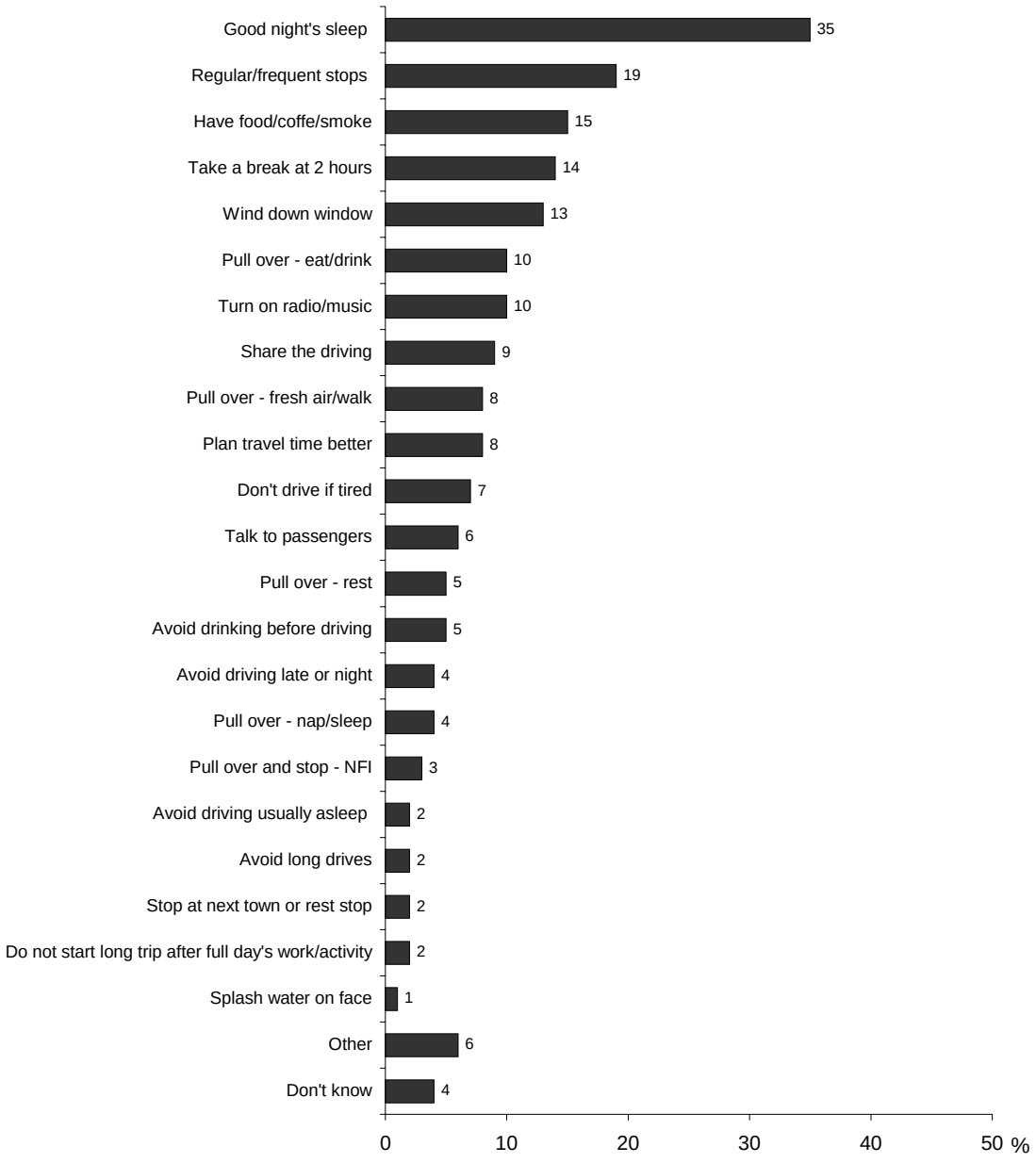
* NFI = No Further Information

Respondents were also asked what steps drivers can take, in advance, to reduce the likelihood of becoming tired when driving. The actual question asked was:

> *'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?'*

The 'on–target responses'[14] mentioned by more than one in ten sample members are get a good night's sleep beforehand (35%), plan for regular/frequent stops (19%), take a break every two hours (14%) and pull over and get something to eat or drink (10%). The overall pattern of response to this question is similar to the 2004 survey.

Figure 5.2b: Awareness (unprompted) of factors that will help avoid fatigue while driving.



Base: Total sample. Multiples accepted.* NFI = No Further Information

[14] That is, those that correctly mentioned proactive preventative measures rather than responses to the onset of fatigue.

6. Mobile Phones

Survey participants were asked a series of questions about their use of mobile phones when driving in order to measure, for the first time in the CAS series, the extent of mobile phone usage while driving. The questions asked of respondents who own or use mobile phones were:

'Do you use a hands–free car kit?

'Do you answer your mobile phone if it rings when you are driving?'

'Do you make calls on your mobile phone while you are driving?'

'Do you read text messages on your mobile phone while you are driving?'

'Do you send text messages on your mobile phone when you are driving?'

For the purposes of these questions if interviewers were queried by respondents they were to explain that 'while driving' included being stopped at traffic lights.

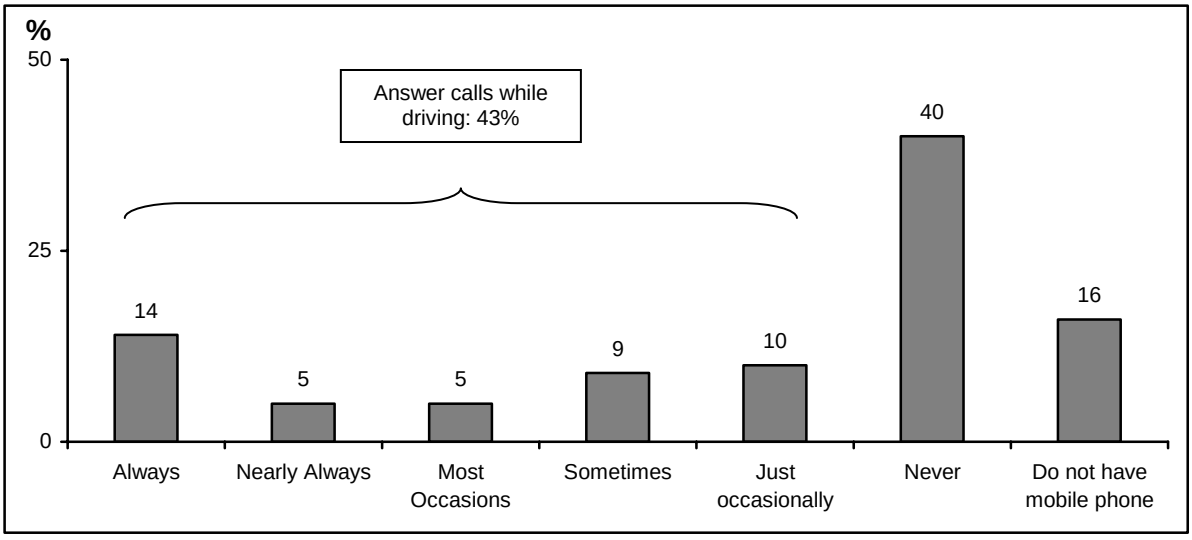
6.1 Patterns of specific mobile phone usage while driving

Figures 6.1a and 6.1b show the percentage of current drivers that answer or make calls while driving, regardless of whether they use a hands–free car kit or not (with 29% of current drivers using a hands–free car kit either sometimes or all of the time).

Forty–three per cent of current drivers at least occasionally answer calls while driving, with almost one in five either always (14%) or nearly always (5%) answering calls when driving.

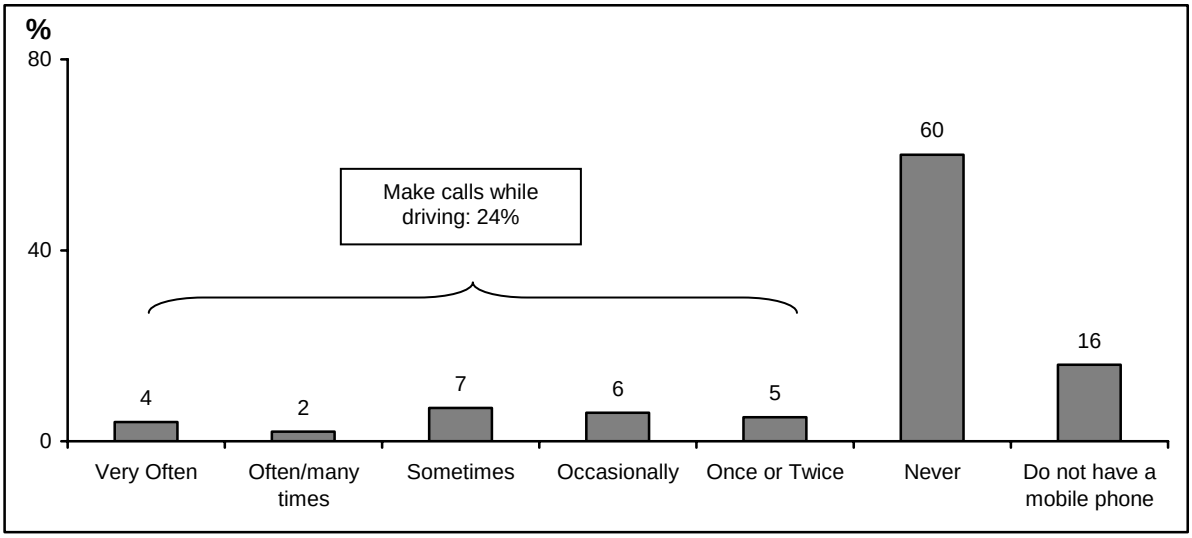
Almost a quarter of current drivers (24%) make calls on their mobile phone while driving.

Figure 6.1a: Percentage of drivers that answer calls while driving.



Base: Current Drivers (n= 1,490)

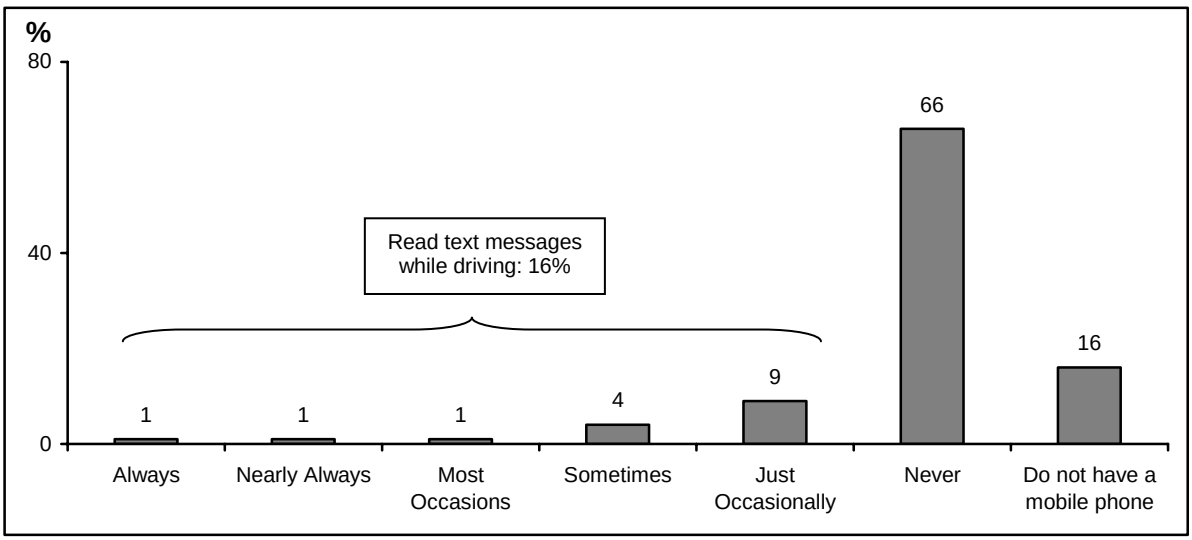
Figure 6.1b: Percentage of drivers that make calls while driving.



Base: Current Drivers (n= 1,490)

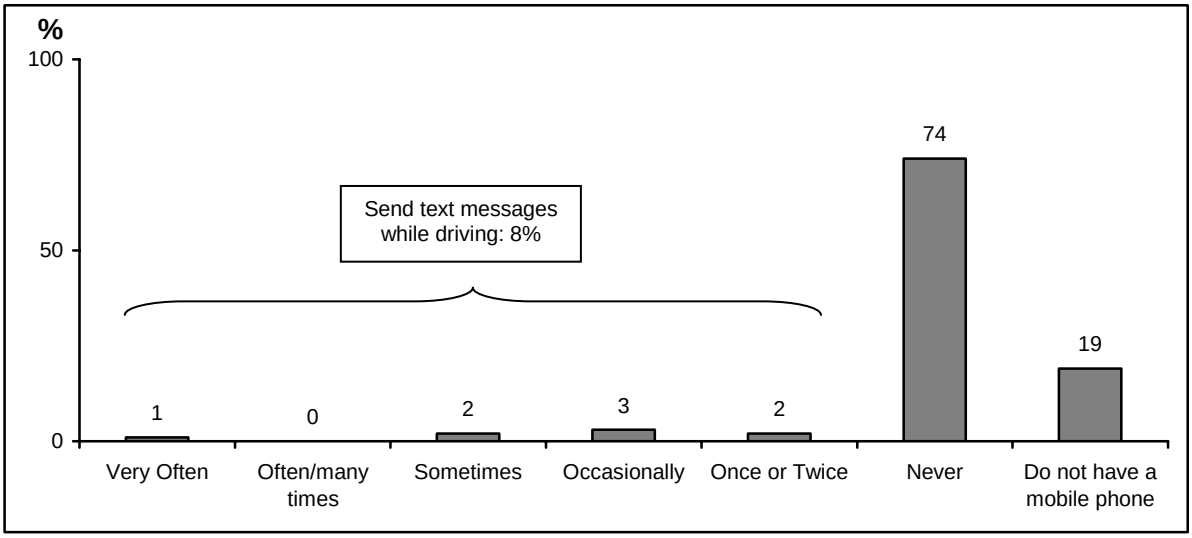
Around one in six current drivers (16%) read text messages while driving and 8% send text messages while driving.

Figure 6.1c: Percentage of drivers that read text messages while driving.



Base: Current Drivers (n= 1,490)

Figure 6.1d: Percentage of drivers that send text messages while driving.



Base: Current Drivers (n= 1,490)

6.2 Overall use of mobile phone while driving

The data presented in Table 6.2a (next page) shows that 84% of current drivers have a mobile phone and 47% report having used a mobile phone while driving.

This data shows that male drivers (at 55%) are significantly more likely than female drivers (39%) to use a mobile phone while driving and that the use of mobile phones while driving reduces significantly with age. Usage of mobile phones while driving also varies by location (capital city versus rest of state/territory) and by driver status, licence type and whether or not involved in a road accident in the last three years. It should be noted that demographic differences in the usage of mobile phone while driving underpin many of these observed differences.

Table 6.2a: Percent have mobile phone and use of mobile phone when driving.

Selected characteristics	Have Mobile Phone	Use Mobile Phone when driving[(a)]
Total	84	47
Sex		
Male	84	55#
Female	84	39
Age group (years)		
15–24	97#	69#
25–39	88	63#
40–59	88	43
60+	61#	15#
State/Territory		
NSW	82	44
VIC	85	53
QLD	86	49
SA	85	45
WA	85	42
TAS	88	39
NT	77	39
ACT	89	51
Capital city/Other		
Capital city	88#	53#
Other location	77#	36
Licences currently held		
Full car licence	83	46
Heavy vehicle licence	81	50
Full motorcycle licence	90	60#
Provisional car licence	96	71#
Net: Currently licensed	84	47
Driver Status		
Frequent distance drivers	87	57#
Commuters	90#	60#
Other frequent drivers	81	34#
Less frequent drivers	65#	24#
Been directly involved in a road accident in the last three years		
Yes	87	60#
No	83	44

Base: current drivers (n= 1,490)
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) The use of mobile phone while driving variable is an amalgam based on having ever made or received calls or text messages.

7. Other selected findings

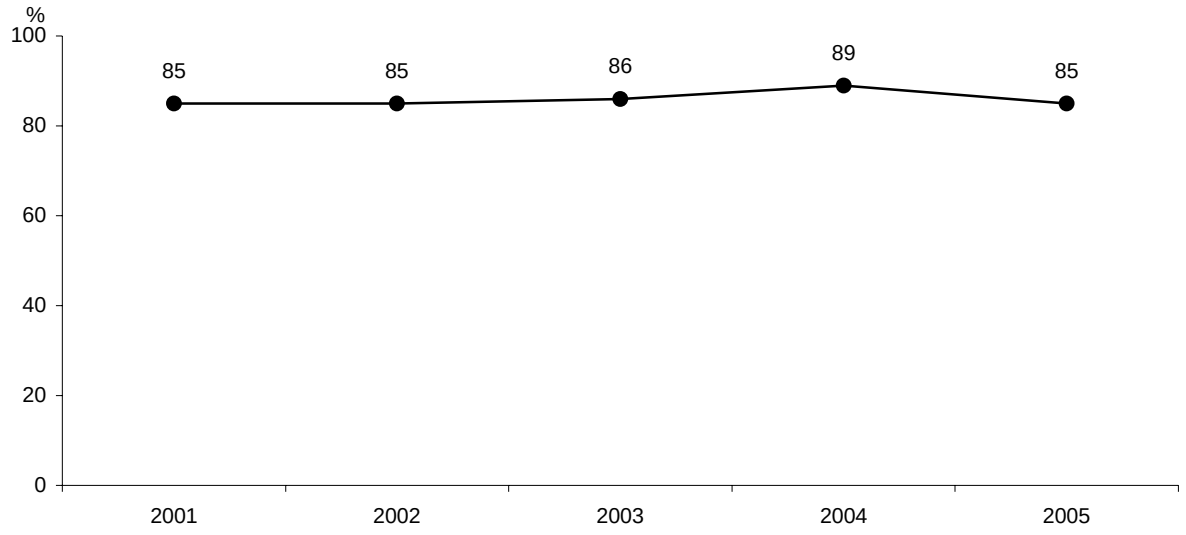
7.1 Legal requirement for drivers to carry their licence

All respondents were told that in some Australian jurisdictions it is compulsory to carry a driver's licence at all times while driving a motor vehicle and that the aims of this law are to discourage unlicensed driving and ensure offenders are properly identified and required to pay their fines[15]. Respondents were then asked:

How do you feel about this law?

Figure 7.1a shows the proportion of the general community aged 15 years and over that agree with the compulsory carriage of licences. The 2005 result, 85%, while generally in line with that of recent years, does constitute a slight but significant year–on–year decline. The decline in community support for the compulsory carriage of licences is also further reflected in the drop in the level of strong support for this measure, down significantly from 67% in 2004 to 59% in 2005.

Figure 7.1a: Approval of the law requiring a driver's licence to be carried at all times while driving, 2001 to 2005.



Base: Total sample.

[15] 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 7.1b shows support for compulsory licence carriage is generally higher among females (significant at the 90% confidence interval) and persons aged 60 years and over.

Table 7.1b: Percentage of the community that approves of the law requiring a driver's licence to be carried at all times while driving.

Selected characteristics	Approval
	%
Total	85
Sex	
Male	81
Female	88
Age group (years)	
15–24	81
25–39	84
40–59	83
60+	92#
State/Territory	
NSW	91#
VIC	83
QLD	87
SA	76#
WA	77#
TAS	77#
NT	79
ACT	87
Capital city/Other	
Capital city	86
Other location	83
Licences currently held	
Full car licence	84
Heavy vehicle licence	78
Full motorcycle licence	78
Provisional car licence	88
Net: Currently licensed	84
Driver Status	
Frequent distance drivers	77#
Regular commuters	85
Other regular drivers	87
Less frequent drivers	90
Non–drivers	88
Been directly involved in a road accident in the last three years	
Yes	82
No	85

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Table 7.1c shows the proportion of respondents that responded affirmatively to the question:

> *'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?'*

Bearing in mind that the only states/territories where compulsory licence carriage laws are in place are NSW, Tasmania and the ACT, it is interesting to note that awareness levels are significantly higher in NSW and Tasmania but not so in the ACT.

Table 7.1c: 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**
Response	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Yes	79	94#	84	69#	59#	48#	96#	70#	77
No	10	1#	6#	17#	31#	22#	3#	15	8
Don't know	11	5#	11	14	10	30#	1#	15	16
Base: Total sample	1,690	287	262	239	193	207	179	157	166

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

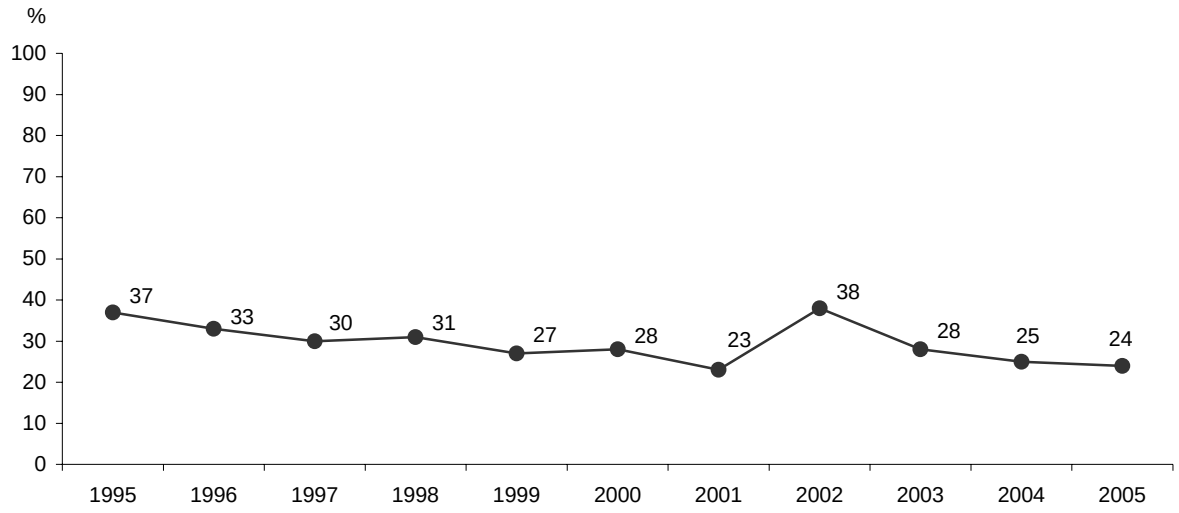
7.2 Perceptions regarding the level of seat belt enforcement

The Community Attitudes Survey also measures perceptions regarding the level of seat belt enforcement activity undertaken by police in the last two years. The question used to obtain this data is:

> *'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 2005 survey results (Figure 7.2a) shows just under a quarter of the in–scope population (24%) are of the view that the level of enforcement of compulsory seat belt wearing has increased over the last two years. This result continues the downward trend from the 2002 highpoint of 38%.

Figure 7.2a: Perception that the level of seat belt enforcement has increased over the last two years, 1995 to 2005.



Base: Total sample.

Table 7.2b shows the prevailing view (held by 47% of the community) is that the level of seat belt enforcement has remained unchanged over the last two years. A further 8% feel as though there has been a decrease in enforcement activity and a sizeable 21% don't know.

As was the case in 2004, the state/territory with the highest proportion of residents considering that the level of seat belt enforcement activity has increased is NSW (31% in both years) and those with the lowest proportion of residents of this view are, again, Victoria (14%) and Western Australia (16%).

Capital city residents continue to be more likely to hold the view that there has been a reduction in enforcement activity (20% compared with 30% for those living outside of capital cities) and those involved in an accident in the last three years are also significantly more likely (than those that haven't) to perceive an increase in the level of seat belt enforcement activity (34%).

Table 7.2b: 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	24	47	8	21
Sex				
Male	24	48	7	21
Female	23	46	9	22
Age group (years)				
15–24	28	52	11	9#
25–39	23	54#	6	17
40–59	23	47	8	22
60+	22	34#	7	38#
State/Territory				
NSW	31#	39#	10	20
VIC	14#	53	8	26
QLD	27	46	6	21
SA	23	55	5	17
WA	16#	56#	8	20
TAS	28	46	9	17
NT	22	53	12	14#
ACT	18	50	10	23
Capital city/Other				
Capital city	20	49	8	23
Other location	30#	43	7	19
Licences currently held				
Full car licence	23	48	7	23
Heavy vehicle licence	27	45	7	22
Full motorcycle licence	20	53	6	20
Provisional car licence	36	48	10	6
Net: Currently licensed	23	48	7	22
Driver Status				
Frequent distance drivers	29	46	8	17
Regular commuters	22	53#	7	18
Other regular drivers	21	43	8	28#
Less frequent drivers	25	49	6	20
Non–drivers	27	42	12	19
Been directly involved in a road accident in the last three years				
Yes	34	42	6	18
No	22	48	8	22

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

7.3 Self–reported seat belt wearing behaviour

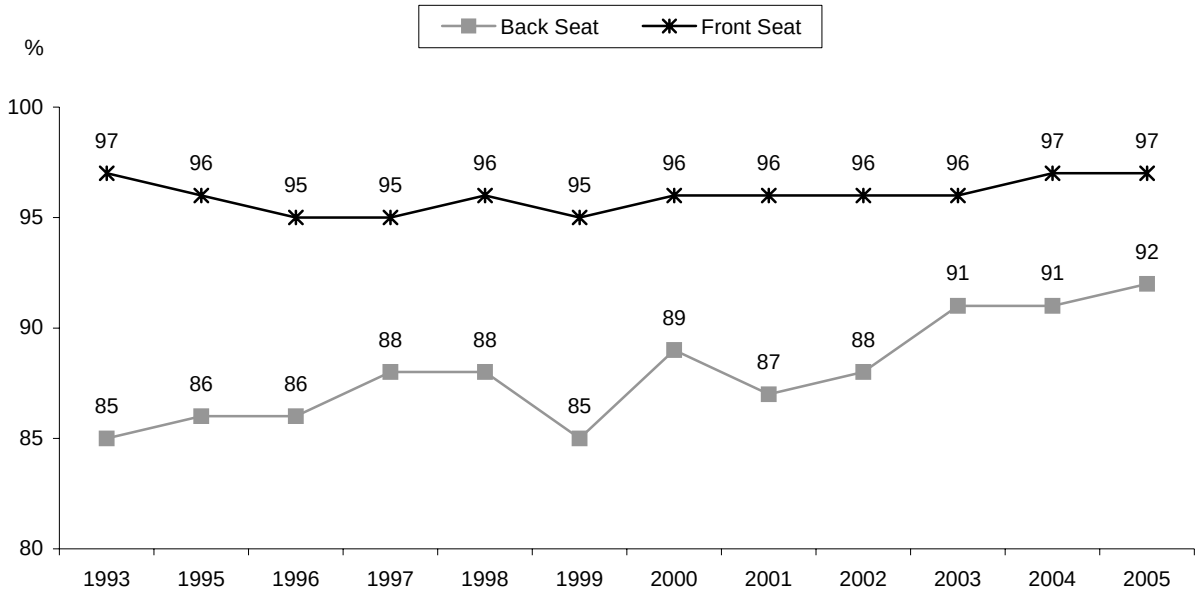
Self reported seat belt wearing behaviour when travelling in the front and rear seats of cars is ascertained by asking:

> *'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 aged 15 years and over that always wear a seat belt when travelling in the front seat of a car has remained steady at between 95% and 97% since 1993.

The gap between seat belt wearing in the front and rear seats has closed appreciably in the last few years from 12% in 1993 to between 5% and 6% nowadays. The 2005 result showing that 92% of the general community always wear a seat belt when travelling in the rear seat, while not significantly different from the last two years is, nonetheless, the highest on record.

Figure 7.3a: The proportion of the community that "always" wear seat a belt when traveling in a car, front and back seats, 1993 to 2005.



Base: Total sample.

The analysis of seat belt wearing behaviour by selected characteristics (Table 7.3b) shows no significant differences across the various population sub–groups.

Table 7.3b: Percentage of the community that "always" wear a seat belt, front and rear seats.

Selected characteristics	Front seat	Rear seat
	%	%
Total	97	92
Sex		
Male	96	90
Female	97	93
Age group (years)		
15–24	98	95
25–39	95	90
40–59	96	91
60+	98	94
State/Territory		
NSW	96	95
VIC	98	89
QLD	97	92
SA	95	87#
WA	96	92
TAS	98	90
NT	95	82#
ACT	95	94
Capital city/Other		
Capital city	97	93
Other location	96	89
Licences currently held		
Full car licence	96	91
Heavy vehicle licence	93	92
Full motorcycle licence	97	90
Provisional car licence	99	97
Net: Currently licensed	96	92
Driver Status		
Frequent distance drivers	96	92
Regular commuters	96	91
Other regular drivers	98	94
Less frequent drivers	94	88
Non–drivers	96	93
Been directly involved in a road accident in the last three years		
Yes	93	88
No	97	92

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.

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, 2005 survey results show that 55% of motorcycle licence holders (whether Learner's permit, Provisional or Full licence holders) had ridden on the road in the last 12 months compared with 41% in 2004 and 59% in 2003.[16]

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 7.4a. Consistent with 2004 results, this data shows that the on–road use of motorcycles is much more common for males (11%) than females (0%) and more common amongst those aged 25 to 59 years (8%) than either younger or older persons.

Frequent distance drivers and commuters were more likely to have ridden a motor cycle in the last 12 months (at 9% and 8%, respectively). The state/territory with the highest proportion of motorcyclists is Queensland, where one in ten persons aged 15 years and over has ridden a motor cycle on the road in the last 12 months.

The 2005 results also show that 8% of the sampled population had been a passenger on a motorcycle on the road in the last year. This result is unchanged from that reported in 2003 and 2004.

[16] The year–on–year variability displayed in these figures is most likely attributable to the relatively small sample sizes on which they are based. The number of licenced motorcyclists interviewed in 2005 being 164.

Table 7.4a: Percentage of the community that have ridden a motorcycle on the road in the last year.

Selected characteristics	%
Total	5
Sex	
Male	11#
Female	–
Age group (years)	
15–24	1#
25–39	8#
40–59	8#
60+	1#
State/Territory	
NSW	5
VIC	5
QLD	10#
SA	3
WA	4
TAS	6
NT	4
ACT	2#
Capital city/Other	
Capital city	5
Other location	7
Driver Status	
Frequent distance drivers	9#
Regular commuters	8#
Other regular drivers	3#
Less frequent drivers	3
Non–drivers	
Been directly involved in a road accident in the last three years	
Yes	5
No	5

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval

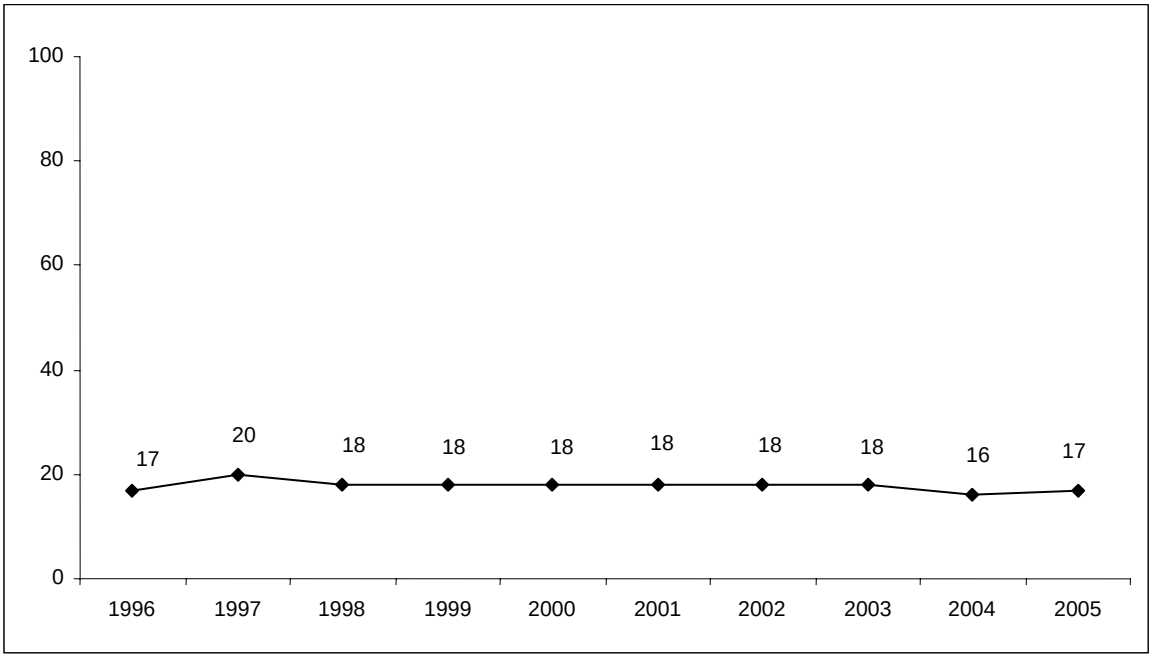
7.5 Involvement in road crashes

Consistent with previous waves of this program, the 2005 survey was also used to measure the prevalence of community involvement in road crashes over the last three years. The question used to obtain this measure is:

> *"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 2005 survey results (Figure 7.5a) show 17% of the community report having been involved in a road crash in some capacity over the last three years. The time series data for this measure has been very stable over a long period.

Figure 7.5a: Percentage of the community that has been involved in road crashes over the last three years, 1996 to 2005.

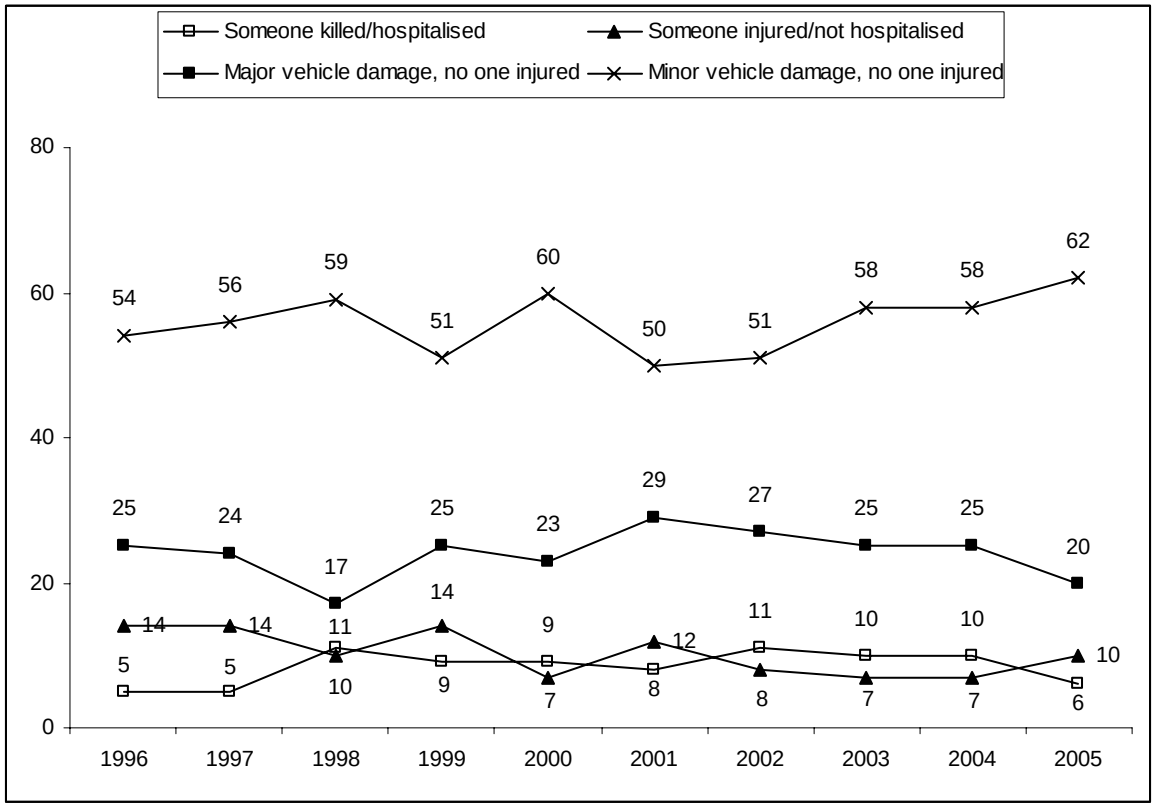


Base: Total sample.

Time series data showing the perceived severity of the road crashes that survey respondents report being involved in is presented in Figure 7.5b. This breakdown shows the proportion of accidents in which someone was killed or hospitalised (6% in 2005), where someone was injured but not hospitalised (10%), where there was major vehicle damage but no one injured (20%) and where there was minor vehicle damage and no one injured (62%).

The 2005 results show an increase (not statistically significant) between 2004 and 2005 in the proportion of accidents being reported where no one was injured and there was only minor vehicle damage. While the year–on–year data is not statistically significant, the trend back to 2001 is and this shows quite a marked increase (11 percentage points) in the proportion of motor vehicle accidents that are of a relatively minor nature.

Figure 7.5b: Percentage breakdown of road crashes by severity, 1996 to 2005.



Base: Been involved in a road crash in the last three years.

Consistent with previous years, the population group most likely to report having been involved in a road accident in the last three years, regardless of its severity, is 15 to 24 year olds, 30% of whom report having been involved in a road crash in the last 3 years. Other frequent drivers (12%) and persons aged over 60 years (6%) are significantly less likely to report having been involved in a road accident in the last three years.

Table 7.5c: Percentage of the community that has been involved in road crashes over the last three years, by selected characteristics.

Selected characteristics	%
Total	17
Sex	
Male	18
Female	15
Age group (years)	
15–24	30#
25–39	20
40–59	14
60+	6#
State/Territory	
NSW	18
VIC	16
QLD	16
SA	18
WA	13
TAS	13
NT	15
ACT	18
Capital city/Other	
Capital city	18
Other location	14
Licences currently held	
Full car licence	16
Heavy vehicle licence	13
Full motorcycle licence	13
Provisional car licence	38
Net: Currently licensed	17
Driver Status	
Frequent distance drivers	21
Commuters	21#
Other frequent drivers	12#
Less frequent drivers	12
Non–drivers	13

Base: Total sample (n=1,690).
Significance testing compares sub–groups to the total population.
# Denotes statistically significant at the 95% confidence interval

Appendix 1: Selected demographic and road usage characteristics

The tables below provide an overview of some of the demographic and driver and road usage characteristics of the in–scope population based on weighted survey results.

Selected demographic characteristics.

Selected driver characteristics	Base (n=)	%
Total	**1,690**	**100**
Sex		
Male	820	49
Female	870	51
Age group (years)		
15–24	271	17
25–39	451	28
40–59	560	34
60+	408	21
State/Territory		
NSW	287	34
VIC	262	25
QLD	239	19
SA	193	8
WA	207	10
TAS	179	1
NT	157	2
ACT	166	2
Capital city/Other		
Capital city	1,112	64
Other location	578	36
Licences currently held		
Full car licence	1,387	82
Heavy vehicle licence	193	11
Full motorcycle licence	156	9
Provisional car licence	62	5
Net: Currently licence holder	1,477	88
Driver Status		
Frequent distance drivers	275	17
Commuters	548	33
Other frequent drivers	526	32
Less frequent drivers	162	9
Non–drivers	179	10
Been directly involved in a road accident in the last three years		
Yes	271	17
No	1,419	83

Selected road usage characteristics [1].

Selected driver characteristics	Base (n=)	%
Total	**1,690**	**100**
Ever held a driver or motorcycle licence [2]		
Yes	1,559	93
No	131	7
Licences currently held [3]		
Full car licence	1,387	93
Heavy vehicle licence	193	12
Full motorcycle licence	156	10
Provisional car licence	62	6
Car learner's permit	35	2
Bus licence	22	1
Motorcycle learner's permit	8	1
Taxi/hire car	8	<1
Provisional motorcycle licence	1	<1
Net: Currently licensed	1,477	88
Length of time held licence		
Up to 3 years	124	9
3 to 5 years	81	5
6 to 10 years	103	8
Over 10 years	1,203	77
Driver Status		
Frequent distance drivers	275	17
Commuters	548	33
Other frequent drivers	526	32
Less frequent drivers	162	9
Non–drivers	179	10
Been directly involved in a road accident in the last three years		
Yes	271	17
No	1,419	83
Main alcoholic beverage		
Beer	581	32
Wine/champagne	596	35
Mixed drinks/spirits/liqueurs	351	23
Do not drink at all	250	21

Figures may not add to 100% due to rounding.

1. Base: Current licence holder (n=1,511) unless otherwise specified.
2. Base: Total sample (n=1,690).
3. Adds to over 100% because of multiple responses.

Appendix 2: Time series tables

Summary results over time

	CAS 18 (2005) %	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	40	39	40	37	37	38	35	34	39	34	
Drink Driving	11	12	11	11	12	13	14	14	14	15	
Lack of Concentration	11	13	15	11	12	11	12	13	11	12	
Driver Fatigue	8	10	9	11	13	9	11	10	6	8	
Carelessness	4	7	4	6	6	8	8	8	8	9	
Driver Attitudes	7	5	5	6	7	7	6	7	7	5	
Driver Inexperience	7	5	5	5	5	5	4	3	4	6	
Road Conditions	2	2	2	3	3	1	2	2	2	3	
Lack of Driver Training	2	2	0	2	1	2	2	2	2	2	
Road Design	2	1	1	1	1	1	1	3	2	1	
Total mentions (unaided, full sample)											**1b**
Speed	61	59	62	62	59	62	58	57	63	57	
Drink Driving	48	50	44	52	52	54	54	54	57	55	
Driver Fatigue	26	29	26	33	33	30	35	27	22	22	
Lack of Concentration	31	27	30	26	23	26	25	28	25	24	
Carelessness / Negligence	11	17	14	16	17	18	17	19	19	23	
Driver Inexperience	21	15	12	14	15	17	15	15	15	14	
Driver Attitudes	14	13	12	13	14	18	14	15	18	14	
Road Conditions	8	10	7	12	8	7	11	11	9	12	
Drugs (other than alcohol)	8	7	<1	8	7	8	7	8	7	6	
Weather	4	4	5	6	4	7	7	9	8	6	
Lack of Driver Training	6	5	3	6	5	5	5	6	5	6	
Road Design	6	5	5	5	4	4	6	8	7	6	
Disregard Rules	5	4	4	3	2	4	3	4	4	3	
Lack of Vehicle Maintenance	1	3	2	2	2	2	2	5	2	2	
Ignorance of Rules	2	3	2	1	2	2	2	3	3	3	
2. Agreement with Random Breath Testing (full sample)											**2a**
Total "Agree"	98	98	98	97	96	97	96	97	98	n/a	
3. RBT activity (full sample)											**2b**
Increased	36	37	38	39	34	38	44	44	46	39	
No change	39	36	35	33	31	31	36	29	26	24	
Decreased	13	13	11	14	16	15	14	12	11	13	
Don't know	13	14	16	13	20	16	16	15	17	25	
4. Incidence of past 6 month breath testing (current or past licence holders)											
Noticed	76	78	75	74	70	71	70	70	70	67	**3a**
Tested	32	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	57	53	53	55	54	47	50	**5**

	CAS 18 (2005) %	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	17	19	16	16	19	18	17	21	20	22	
If I am driving I don't drink	40	38	40	37	37	40	40	39	39	41	
If I am driving I restrict what I drink	43	43	44	46	43	42	42	40	41	37	
If I am driving I don't restrict what I drink	<1	<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	n/a	6	7	6	5	8	6	8	6	**13a**
Very likely to use, if opportunity	n/a	n/a	35	34	34	37	28	31	33	29	**13b**
8. Alcohol consumption guidelines											
Males - first hour (all males)											**14a**
One	12	11	8	8	7	5	7	7	7	10	
Two	49	48	47	47	44	43	42	42	38	33	
Three	20	23	23	25	22	27	24	25	31	31	
Four or more	8	7	8	12	11	11	12	11	12	9	
Don't know	9	7	9	8	16	11	13	15	12	17	
Males - after first hour (all males)											**14b**
Less than one	3	4	3	2	1	1	2	3	3	3	
One	78	80	75	78	74	78	72	75	76	65	
Two	5	5	4	5	3	4	6	4	5	6	
Three	1	1	<1	1	1	0	1	1	1	1	
Don't know	13	10	16	12	21	14	17	16	16	24	
Females - first hour (all females)											**14a**
One	36	34	28	33	30	24	28	29	28	27	
Two	40	38	39	41	38	42	40	37	42	36	
Three	4	7	6	7	7	7	6	7	6	9	
Four or more	<1	2	2	0	nil	nil	2	2	1	1	
Don't know	17	17	19	17	24	24	21	24	22	27	
Females - after first hour (all females)											**14b**
Less than One	11	9	9	7	4	5	7	6	7	7	
One	63	63	60	66	62	58	60	56	63	54	
Two	2	3	1	2	2	3	4	2	2	2	
Three	<1	1	<1	0	1	nil	nil	1	nil	nil	
Don't know	23	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	29	31	30	30	31	33	26	34	33	36	
Light Beer	13	12	13	21	19	21	16	20	22	20	
Net Beer (Full or Light)	40	41	41	46	46	53	42	54	50	49	
Wine	44	37	37	39	44	39	33	40	41	41	
Mixed Drinks	28	26	24	33	32	29	22	28	27	32	

	CAS 18 (2005) %	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	15	17	13	21	13	19	19	15	18	15	
One and a half	51	49	47	40	49	42	47	45	42	39	
Two	21	23	19	26	23	25	22	28	25	32	
Three	3	2	2	3	2	3	1	2	3	1	
Four or more	1	<1	1	2	1	1	1	1	1	nil	
Don't know	5	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	5	4	6	6	5	4	6	5	3	
Four	15	19	25	18	19	19	23	18	15	19	
Five	25	20	18	20	24	25	22	25	22	23	
Six	21	23	18	20	21	21	20	23	22	23	
Seven	13	10	10	15	9	10	9	9	6	8	
Eight	6	8	8	6	6	6	8	4	10	7	
Nine or more	7	6	3	7	5	5	3	5	5	5	
Don't know	10	10	8	9	10	9	11	10	13	12	
12. Police speed enforcement											**16**
(full sample)											
Increased	68	70	72	65	58	62	64	62	66	57	
No change	25	21	19	23	24	24	22	26	22	26	
Decreased	5	5	4	8	10	7	8	6	6	6	
Don't know	3	4	4	4	8	7	7	6	6	11	
13. Personal driving speed in last 2 years											**19**
(full sample)											
Increased	5	3	4	6	5	4	6	5	8	6	
Stayed the Same	67	64	63	59	60	65	66	68	64	64	
Decreased	28	29	29	34	33	30	27	26	27	29	
14. Frequency drive 10 km/h over limit											**20**
(driven in past two years)											
Always/most occasions	7	7	7	9	11	10	11	8	12	15	
Sometimes	17	18	20	20	21	20	20	24	21	21	
Occasionally	50	51	51	50	47	49	46	45	43	42	
Never	26	25	25	22	19	20	23	23	23	22	
15. Booked for speeding											**18**
(drivers)											
Past 6 months	10	8	8	8	7	7	7	6	8	5	
Past 2 years	24	21	23	21	19	20	21	19	18	16	
16. Should lower speed limits – approve											
(full sample)											
To 50 km/h in residential areas	n/a	n/a	91	72	73	68	65	62	55	61	**23a**
To 40 km/h in residential areas	n/a	n/a	25	28	28	29	30	33	24	31	**23b**

	CAS 18 (2005) %	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/h zones **(full sample - aided responses)**											21a
60 km/h	32	31	35	49	49	48	44	49	44	44	
61-64 km/h	16	18	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/h	31	33	31	38	37	36	37	31	34	31	
66-69 km/h	10	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/h	9	7	10	9	11	14	14	15	18	19	
75+ km/h	1	<1	n/a	2	1	1	2	2	2	3	
Don't know	1	2	2	2	2	1	2	2	2	3	
18. Speed allowed to drive in 60 km/h zones **(full sample - unprompted)**											21h
Nil tolerance	16	16	15	12	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/h	29	33	26	24	n/a	n/a	n/a	n/a	n/a	n/a	
Net 65-69 km/h	36	20	34	43	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/h	9	7	7	13	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	11	13	20	8	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/h)	64	64	65	64	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/h)	65	65		65	n/a	n/a	n/a	n/a	n/a	n/a	
19. Speed should be allowed to drive in 100 km/h zones **(full sample - aided responses)**											21b
100 km/h	27	27	26	36	34	33	33	36	35	34	
101-104 km/h	5	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/h	19	22	20	20	17	19	16	14	13	12	
106-109 km/h	4	16	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/h	36	30	35	31	37	38	38	37	37	36	
115 km/h	4	2	2	3	3	3	4	3	4	5	
120+ km/h	6	4	4	7	7	6	6	7	7	10	
Don't know	1	2	2	2	2	2	3	3	3	3	
20. Speed allowed to drive in 100 km/h zones **(full sample - unprompted)**											21l
Nil tolerance	12	13	11	10	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/h	14	19	12	11	n/a	n/a	n/a	n/a	n/a	n/a	
Net 105-109 km/h	33	21	29	30	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/h	30	25	28	38	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	12	20	20	10	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/h)	105	105	105	106	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/h)	105	105		110	n/a	n/a	n/a	n/a	n/a	n/a	
21. Agreement with statements on speed **(full sample)**											22
a) Fines for speeding are mainly intended to raise revenue	56	62	54	56	58	56	56	50	52	49	
b) It is OK to exceed the speed limit if you are driving safely	27	33	29	32	32	33	33	32	37	33	
c) Speed limits are generally set at reasonable levels	83	83	86	83	88	87	87	89	90	87	
d) If you increase your speed by 10 km/h, you are significantly more likely to be involved in an accident	72	73	70	68	67	69	65	63	63	57	
e) An accident at 70 km/h will be a lot more severe than an accident at 60 km/h	94	96	91	91	90	90	87	88	83	81	

	CAS 18 (2005) %	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	97	96	96	96	96	95	96	95	95	**25a**
Always – Rear	92	91	91	88	87	89	85	88	88	86	**25b**
23. Seat belt enforcement											**26**
(full sample)											
Increased	24	25	28	38	23	28	27	31	30	33	
No change	47	49	42	43	46	45	47	45	47	36	
Decreased	8	5	6	4	7	6	6	5	5	4	
Don't know	21	22	24	15	24	21	21	19	19	27	
24. Compulsory licence carriage											**24a**
(full sample)											
Approve strongly	59	67	67	67	68	69	68	72	64	68	
Approve somewhat	26	22	20	18	18	16	15	15	20	15	
Net "approve"	85	89	86	85	86	85	84	87	84	83	
25. Involvement in road accident -											**27**
Past 3 Years											
Involved (total sample)	17	16	18	18	18	18	18	18	20	17	
Among those involved……											
Someone killed/hospitalised	6	10	10	11	8	9	9	11	5	5	**28**
Someone injured/not hospitalised	10	7	7	8	12	7	14	10	14	14	
Major vehicle damage, no one injured	20	25	25	27	29	23	25	17	24	25	
Minor vehicle damage, no one injured	62	58	58	51	50	60	51	59	56	54	
26. Ever fallen asleep at the wheel											
(full sample)											
Yes	15	10	15	15	14	n/a	n/a	n/a	n/a	n/a	**29**
Number of times among those fallen asleep……											
Once	52	55	59	63	54	n/a	n/a	n/a	n/a	n/a	**30**
Twice	16	16	15	15	27	n/a	n/a	n/a	n/a	n/a	
Three times	13	14	7	8	5	n/a	n/a	n/a	n/a	n/a	
More than three times	19	15	20	14	14	n/a	n/a	n/a	n/a	n/a	

Appendix 3: Technical Notes

Overview

These technical notes cover the survey design and methodological aspects of CAS 18, with particular reference to the sampling methodology, fieldwork procedures, call statistics and response analysis. The approaches taken to data processing, the weighting of the survey data and questionnaire design and testing procedures are also covered.

Sampling methodology

The eighteenth Community Attitudes Survey (CAS 18) was conducted in February and March 2005 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 1,690 interviews were conducted, with an average interview length of 15.8 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 18 was developed from the July 2004 issue CD–ROM listing of private household telephone numbers throughout Australia[17]. 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
- the distribution of interviews by age group and gender within each geographic stratum was based on ABS population statistics for persons aged 15 years and over.

The resulting age and sex quotas for each geographic strata are shown in Table A3.1 on the following page.

[17] The last available EWP listing produced.

Table A3.1 – 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[18]**:**

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 (see Appendix 5). 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 needed to be released, to complete the minimum target number of interviews in each geographic location.

Since the age distribution of the interviews achieved from the primary sample varied across 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

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

targets, 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 A3.2, 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 A3.2 – 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	"Reserve" top–up sample initiated
Sydney	621	620	3.8	361	260	259	0
Other NSW	369	369	3.9	153	216	178	38
Melbourne	694	563	4.2	330	264	233	0
Other VIC	249	249	3.9	97	152	72	80
Brisbane	394	373	4.1	177	217	196	0
Other QLD	427	326	3.8	182	245	144	0
Adelaide	546	367	4.3	228	318	139	0
Other SA	239	149	5	70	169	79	0
Perth	455	454	3.4	260	195	191	0
Other WA	229	229	4.9	78	151	151	0
Hobart	219	204	3.4	105	114	99	0
Other Tas	296	246	3.4	141	155	105	0
Darwin	443	378	5.3	130	313	248	0
Other NT	319	251	4.8	102	217	149	0
ACT	463	463	3.1	230	233	154	79
Total	**5963**	**5963**	**4**	**2644**	**3319**	**2397**	**197**

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.[19] Using data from the 2004 CAS, the methodology was refined for the 2005 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[20] 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).

[19] Designed by TAVENER Research Company

[20] Two times in 2003 CAS

Call procedures and fieldwork statistics

Call procedures

The call procedures adopted for CAS 18 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
- releasing 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[21] to contact households where the preferred language of interview could be established
- comprehensive interviewer briefing, to reinforce refusal avoidance techniques, and ensure practice of skills such as call tailoring and maintaining interaction.

Fieldwork statistics – primary sample

Table A3.3 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.

[21] Covering the major community languages (including Italian, Greek, Vietnamese, Mandarin and Tagalog)

Table A3.3: CAS primary sample – all call attempts

	All attempts	
Total numbers initiated	**2644**	**%**
Ineligible numbers		
Telstra message, number disconnected	400	2.3%
Not a residential number	48	0.3%
Wrong number/respondent not known	15	0.1%
Sub total ineligible numbers (as % of sample initiated)	*463*	*2.6%*
Eligible numbers		
No contact		
Engaged	861	4.9%
Answering machine	2349	13.4%
No answer	6111	34.7%
Fax/Modem	87	0.5%
Sub total no contact (and % of sample initiated)	*9408*	*53.5%*
Contacts		
Completed interviews	1374	7.8%
Selected respondent refused / unavailable to continue	911	5.2%
Claims to have done survey	5	0.0%
Outright household refusal	736	4.2%
Soft household refusal	228	1.3%
Language difficulty	59	0.3%
Away duration	216	1.2%
Appointment made	4186	23.8%
Sub total contacts (and % of sample initiated)	*7715*	*43.9%*
Total attempts	**17586**	**100.0%**

As can be seen, the most frequent call outcome was no answer (34.7%), followed by appointments (23.8%), answering machines (13.4%) and completed interviews (7.8%).

An interview was achieved every 12.9 calls and the average number of calls per sample record was 6.7. 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 A3.4 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 73% (unchanged from CAS 17).

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 A3.4 – CAS primary sample – final result

	Final Result	
Total numbers initiated	**2644**	**100%**
Ineligible numbers		
Telstra message, number disconnected	299	11.3%
Not a residential number	48	1.8%
Wrong number / respondent not known	15	0.6%
Sub total ineligible numbers (as % sample initiated)	352	13.3%
Eligible numbers (as % sample initiated)	**2292**	**86.7%**
		% of eligible numbers
No contact / call cycle dead (no contact after 8 calls)		
Engaged	37	1.4%
Answering machine	2	0.1%
No answer	110	4.2%
Fax/Modem	87	3.3%
Sub total no contact / call cycle dead	*297*	*11.2%*
Contacts		
Completed interviews	1374	52.0%
Selected respondent refused / unavailable to continue	16	0.6%
Terminated mid–way in survey	36	1.4%
Outright household refusal	40	1.5%
Soft household refusal	330	12.5%
Claims to have done survey	5	0.2%
Will not participate without letter	14	0.5%
Residual language difficulty	51	1.9%
Away duration	19	0.7%
Too old / too frail	154	5.8%
Appointment made	8	0.3%
Sub total contacts	*2047*	*77.4%*

Analysis of response

Response overview

A total of 1,690 interviews was achieved across the primary and top–up samples, resulting in an overall response rate for the project of 73%[22]. As can be seen in Table A3.5, 284 primary sample interviews (almost 17%) overall were conducted as a result of some form of response maximisation activity (i.e. refusal conversion, language other than English interview or 7th or more call attempt).

Placing additional call attempts was the most productive response maximisation activity, accounting for 69% of primary sample interviews achieved from such activities.

Table A3.5 – Summary project statistics

Total interviews achieved	**1690**	**100%**
Primary sample	1374	81.3%
Interviews achieved from refusal conversion activity	71	4.2%
Interviews conducted in a language other than English	16	0.9%
Primary sample interviews achieved at 7th call or more	197	11.7%
Other primary sample interviews	1090	64.5%
Top–up sample	316	18.7%
Total "excess" interviews	190	
Total primary sample interviews in excess of minimum target interviews	144	
Total top–up sample interviews in excess of minimum target interviews	46	
Response rate	**73%**	

In total, 190 "excess" interviews were completed, where a greater number of interviews were achieved in an age/gender cell than was required according to the minimum interview targets.

[22] Unchanged from CAS 17.

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 form, upon the completion of coding. These were used to check the data structure and logic prior to the preparation of detailed tables.

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

The derivation of created variables was also checked against the CAS 17 tables and data set.

Weighted survey estimates

From CAS 16 onwards, a three–stage weighting procedure has been adopted, adjusting for household size and respondent chance of selection, before weighting to appropriate age by sex by region population targets.

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 one in–scope female aged 30 years and over, the chance of selecting the male would be 1.35 divided by 2.35 (i.e. 0.575) and the chance of selecting the female would be 1 divided by 2.35 (i.e. 0.42). The weighting adjustment factor applied 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 17 questionnaire was used as a basis for the development of the CAS 18 survey instrument.

A new series of questions concerning the mobile phone use of current drivers was included in CAS 18. These covered issues such as:

- Q40 – whether current drivers use mobile phones
- Q41 – whether they have a hands–free kit
- Q42 / Q43 – whether they answer the phone or make calls while driving
- Q44 / Q45 – whether they read/send text messages while driving

There were no issues with the new mobile phone questions, other than the need to clarify the definition of "while you are driving", if asked, as "including being stopped at traffic lights".

The only questionnaire specific issues arising from the interviewer de–briefing were those previously reported in the CAS 17 technical report, for example:

- Q16c (penalties for exceeding speed limits should be more/less severe) – some respondents expressed that penalties for exceeding speed limits in specific situations (eg in school zones) should be more severe, which cannot be captured in the current questionnaire format, and
- Q19 (in the last two years, has your driving speed, generally increased, stayed the same or decreased) – respondents felt the need to "justify" an "increase", for example, "I now travel to work on the freeway"

No code frames were extended in the 2005 survey.

The final questionnaire is provided at Appendix 4.

Appendix 4: Survey questionnaire

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 18

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.	Person's 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 <u>EXPECT</u> it would affect your ability to act safely as a pedestrian, or not?"
1. Yes, would affect
2. Would not affect
3. (Don't know)

Q.6 Do you personally have a current driver's licence or motor-cycle licence or permit?
1. Yes
2. No GO TO Q.8

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

Q.32 Thinking about the last time this happened, what kind of trip were you taking?
Was it...READ OUT
1. A short trip of no more than an hour
2. A trip of 1-2 hours
3. A trip of more than 2 hours (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
13. Regular rest stops/frequent stops on a long trip
14. Take a break at least every 2 hours
15. Avoid long drives
16. Avoid driving late or night/between midnight and dawn
17. Better planning of travel time/non peak hour
18. Avoid drinking before driving
19. Don't drive if tired
20. 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

MOBILE PHONE USE

PREQ40 IF Q6=1 OR Q7 NOT 6 (CURRENT DRIVER) CONTINUE ELSE GO TO DEMOGRAPHICS INTRO)

Q40 The next few questions are about using mobile telephones. Do you own or use a mobile phone?

1. Yes
2. No (GO TO DEMOGRAPHICS INTRO)
3. (Don't know/Can't say) (GO TO DEMOGRAPHICS INTRO)

Q41 Do you use a hands-free kit in the car?

1. Yes
2. Sometimes
3. No
4. (Don't know/Can't say)

Q42 Do you **answer your mobile phone** if it rings while you are driving? (PROMPT IF NECESSARY) (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

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

Q43 Do you **MAKE CALLS** on your mobile phone while you are driving? (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

1. Very often
2. Often / many times
3. Sometimes
4. Occasionally
5. Once or twice
6. Never
7. (Refused)

Q44 Do you **read** text messages (SMS) on your mobile phone while you are driving? (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

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

Q45 Do you **SEND** text messages (SMS) on your mobile phone while you are driving? (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

1. Very often
2. Often / many times
3. Sometimes
4. Occasionally
5. Once or twice
6. Never
7. (Refused)

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
18. 2005
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 AMSRS 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 5: Letter to households

Australian Government

Australian Transport Safety Bureau

«The_Householder»«Name2»
«Street_Address»
«Suburb» «State» «Postcode»

Dear Householder

Notice of Important Community Survey

The Australian Government is planning to conduct a national telephone survey on a range of important road safety issues.

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

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

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

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

The telephone number listed for this household is «Phone». If this is not your number, please call *The Social Research Centre* toll free on 1800 023 040 and provide your correct phone number.

Should you wish to confirm anything about this survey, please call the Project Manager Olivia Sherwood at the Australian Transport Safety Bureau, Canberra on (02) 6274 7249 or you may call the ATSB's toll free number 1800 026 349.

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

Yours sincerely

Kym Bills
Executive Director
11th March 2005

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