Australian Government

Australian Transport Safety Bureau

ATSB RESEARCH AND ANALYSIS REPORT
ROAD SAFETY
CONSULTANT REPORT CR 229

Community Attitudes to Road Safety - Wave 19, 2006

Darren Pennay
Social Research Centre

December 2006

Australian Government

Australian Transport Safety Bureau

ATSB RESEARCH AND ANALYSIS REPORT
ROAD SAFETY
CONSULTANT REPORT CR 229

Community Attitudes to Road Safety - Wave 19, 2006

Darren Pennay
Social Research Centre

December 2006

Published by: Australian Transport Safety Bureau
Postal address: PO Box 967, Civic Square ACT 2608
Office location: 15 Mort Street, Canberra City, Australian Capital Territory
Telephone: 1800 621 372; from overseas + 61 2 6274 6590
Facsimile: 02 6274 6474; from overseas + 61 2 6274 6474
E-mail: atsbinfo@atsb.gov.au
Internet: www.atsb.gov.au

ISBN and formal report title: see 'Document retrieval information' on page iii.

DOCUMENT RETRIEVAL INFORMATION

Report No.	Publication date	No. of pages	ISBN	ISSN
CR 229	**14** December 2006	119	0 642 25545 8	1445-4467

Publication title

Community Attitudes to Road Safety - Wave 19, 2006

Author

Mr Darren Pennay

Organisation that prepared this document

The Social Research Centre
Level 1, 262 Victoria Street

North Melbourne Victoria 3051

Sponsor [Available from]

Australian Transport Safety Bureau
PO Box 967, Civic Square
ACT 2608 Australia
www.atsb.gov.au

Project Officer: Olivia Sherwood

Abstract

This report documents the findings from the Australian Transport Safety Bureau's latest survey of community attitudes to road safety. The nineteenth in a series of national surveys on community attitudes to road safety was conducted in March and April 2006. A total of 1,644 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, drink driving, random breath testing (RBT), mobile phones, fatigue, seat belts.

CONTENTS

EXECUTIVE SUMMARY

This report documents the findings from the Australian Transport Safety Bureau's latest survey of community attitudes to road safety. The 2006 Community Attitudes Survey was the nineteenth in the long running survey program. The main purpose of the research is to monitor attitudes to a variety of road safety issues, evaluate specific road safety countermeasures, suggest new areas for intervention and identify significant differences between jurisdictions.

The in-scope population for the survey was persons aged 15 years and over. Interviewing, using Computer Assisted Telephone Interviewing (CATI) technology, was conducted in March and April 2006. The sample comprised private dwellings across Australia listed in the Electronic White Pages telephone directory. A total of 1,644 interviews were conducted with an average interview length of 17 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 66%.

A summary of the main findings from the 2006 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 continued to identify speed as the factor which most often leads to road crashes. 'First mentions' of speed as a contributing factor in road crashes declined from 40% in 2005 to 35% for the current year. Against this, first mentions increased for 'inattention/lack of concentration' (11% to 18%) and 'driver fatigue' (8% to 11%). First mentions of drink driving as a contributing factor in road crashes remained unchanged at 11%.

When asked to nominate up to three factors that lead to road crashes, 58% of the community mentioned speed, 52% drink driving, 36% inattention/lack of concentration and 30% driver fatigue. The increases in total mentions of inattention/lack of concentration (up from 31% to 36%), drink driving (from 48% to 52%) and driver fatigue (26% to 30%) are all statistically significant.

Looking at community perceptions of these factors back as far as 1993 (see Figures 2.1c and 2.1d), the notable changes include the increased mention being made of driver fatigue as a contributing factor in road crashes (from 19% to 30% over the period, having peaked in at 35% in 1999) and the increased mention being made of inattention/ lack of concentration as a factor contributing to road crashes (up from 22% to 36%).

Alcohol and drink driving

Random breath testing

Community support for random breath testing (RBT) continued to be nearly universal, with 97% agreement with the random breath testing of drivers (82% strongly agreeing and 15% somewhat agreeing).

Some 35% of the community felt the level of RBT had increased in the last two years. While this result was virtually unchanged from 2005 (36%), it was well down on the levels seen in the late 1990s (44% to 46%). Thirteen per cent of the community felt the level of RBT had decreased in the last two years. This was more likely to be the case in the ACT (20%), and NSW and Tasmania (both 19%).

While the overall proportion of the community of the view that the level of RBT activity had increased remained relatively stable, this masks quite large shifts in metropolitan and rural areas. In capital cities, the proportion considering that there had been an increase in RBT activity decreased from 36% in 2005 to 31% for the current period. Outside of capital cities, however, this decline was counteracted by an increase in the proportion who felt RBT activity had increased (from 36% to 42%).This result occurred despite a decline in RBT visibility outside of the capital cities (from 79% to 73%) and in the reported level of having been tested (down from 36% to 26%).

Almost three-quarters of the in-scope population (74%) had seen police conducting random breath testing in the last six months. This result was virtually unchanged from the 2005 result of 76%. In addition, 28% of the community reported having been tested in the previous six months, down from 32% in 2005. Residents of Victoria (36%), heavy vehicle licence holders (38%), and frequent distance drivers (42%) were all more likely to report having been personally tested.

Self-reported drink driving behaviour

The self-reported drink driving behaviour of motorists was similar to 2005 results: 43% of 'active drivers'[1] said they restrict what they drink when driving, 37% said they don't drink at all when driving and 20% said that they don't drink at any time.

The proportion of active drivers that modify their drinking behaviour either by abstaining from alcohol when driving (37%) or restricting what they drink when driving (43%), totals 80% (83% in 2005). The practice of restricting alcohol intake when driving, as opposed to abstaining, was more common among males (52%) than females (35%), a finding consistent with previous years. This approach was also more common among those aged 25 to 59 years than either younger or older drivers. Commuters (54%) and frequent distance drivers (53%) were the most likely of the driver status groups to report restricting what they drink when they are going to drive.

CAS 19 also measured drink driving behaviour by asking a new question of respondents: *'In the past 12 months how likely is it that you may have driven when over the blood alcohol limit?.'* Six per cent of active drivers said it was either very likely (2%) or likely (4%) that they had driven when over the blood alcohol limit in the last 12 months.

Eleven per cent of drivers who 'restrict what they drink when driving' reported being likely to have driven when over the blood alcohol limit at some stage in the last 12 months.

1 Current licence holders who drive a vehicle.

Awareness of standard drinks and alcohol consumption guidelines

The 2006 survey results indicate some erosion in community knowledge regarding the number of standard drinks in everyday volumes of alcohol, and of the alcohol consumption guidelines.

Less than half of the beer drinkers interviewed (46%) accurately identified the number of standard drinks in a stubby/can of full strength beer. The corresponding result in 2005 was 54%.

Nearly one in five (19%) underestimated the volume of alcohol in a stubby/can of full strength beer (15% in 2005), thereby being potentially at risk of consuming more alcohol than they think is the case. Wine drinkers continued to underestimate the number of standard drinks contained in a bottle of wine, with over two-thirds (68%) estimating that there are less than seven standard drinks in a bottle of wine. A typical bottle of wine contains at least seven standard drinks.

Fifty-four per cent of males made a safe assumption regarding the number of standard drinks they can have in the first hour, with 45% correctly identifying two standard drinks in the first hour, and a further 9% of the view that they can have one standard drink or less in the first hour. This result represents a significant decline on the 2005 result of 61% making a safe assumption. By comparison, only 31% of females had accurate knowledge of the number of standard drinks they can have in the first hour and remain under the legal blood alcohol limit. Again, this result was significantly lower than that obtained in 2005, 37%.

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 per cent of males (57% in 2005) and 28% of females (33% in 2005) displayed an accurate knowledge of both parts of these guidelines.

Speed

Speed enforcement

There was a significant decline in the proportion of the population (62%) who considered that the level of speed limit enforcement had increased over the past two years. The current year result continued a decline from the high point of 72% in 2003.

There was a degree of variation across the states and territories in the extent to which respondents thought speed limit enforcement had increased.

The decrease in the proportion of the population of the view that there had been an increase in the amount of speed limit enforcement over the past two years corresponds with decreases in the proportion of respondents who had been booked for speeding in recent times. The proportion of the sample that reported having been booked for speeding in the last two years decreased from 24% in 2005 to 19% in 2006. The proportion that reported having been booked for speeding in the last six months also declined, from 10% to 6%.

A further factor in the decline in the overall proportion of recent drivers reporting having been booked for speeding in the last two years is the decline in the prevalence with which capital city residents had been booked for speeding (down from 27% in 2005 to 20%). Outside of capital cities the decrease was less pronounced (from 19% to 16%) and was not significant.

As was the case in 2005, frequent distance drivers (at 27%) and motorcyclists (28%) were significantly more likely to report having been booked for speeding in the last two years.

Selected attitudes to speeding and speed limit enforcement

Attitudes to speeding have changed considerably over the years. The areas of greatest change are as follows:

- The proportion of the community who agreed that *"it's OK to speed if driving safely"* (26%) was 11% lower in 2006 than it was in 1995.
- There has been a very marked increase over the past decade in community awareness of the link between speeding and road accidents. In 2006, 74% agreed that "*If you increase your driving speed by 10 kilometres per hour you are significantly more likely to be involved in an accident*" compared with 55% in 1995.
- 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 96% in 2004 and has stabilised at 94% in the last two years.

Attitudes to speed limit enforcement have tended to be more stable;

- 59% of the community agreed with the view that speeding fines are mainly intended to raise revenue, a result generally in line with the medium term average back to 1999.
- 83% felt that speed limits are generally set at reasonable levels. This result was unchanged for the past three years.

Those who agreed that speed limits are generally reasonably set were more likely (at 24%) than those who don't (16%) to feel that there should be zero tolerance given to speeding in 100 km/h zones in rural areas.

Perceived acceptable and actual speed tolerances

Twenty-nine per cent of the community believed 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.

Looking at perceptions as to what speed is actually permitted in 60 km/h zones in urban areas, 14% of the community thought that there was zero tolerance of speeds over the limit. A further 50% believed there was an enforcement tolerance of between 1 and 5 km/h, and 18% believed that speeds greater than 65 km/h would be tolerated without a speeding fine being issued. Seven per cent nominated speeds of 70 km/h or higher.

The proportion of the community of the view that they could travel at 65 km/h or more in a 60 km/h urban zone without being booked fell from 45% in 2005 to 40% for the current year. This continued a decline from 56% in 2002. This continuing decline in the proportion of the community of the view that they can travel 65 km/h or more in a 60 km/h urban zone without being booked suggests a perception that the speeding tolerances applied in these areas have been tightened.

The picture is slightly different for 100 km/h speed zones in rural areas. The most common view (held by 32% of the in-scope population) was that 110 km/h was an acceptable speed for someone to drive in a 100 km/h zone in a rural area without being booked. This result, coupled with the fact that a significantly lower proportion of the community supported zero tolerance speed limit enforcement in 100 km/h rural areas (23%) compared with 60 km/h urban areas (29%), reinforces previous survey findings and points to substantively different attitudes to speeding in 100 km/h rural areas and 60 km/h urban areas.

CAS 19 suggests an increase in uncertainty about the actual speed tolerances that apply in 100 km/h rural zones. The proportion of respondents who said they did not know what the actual speeding tolerances were in such zones increased from 12% to 17% in the last 12 months.

Perceptions of levels of speed enforcement and speeding penalties

Overall, 44% of the in-scope population supported an increased amount of speed limit enforcement, 11% supported a decrease and 44% wanted no change. The 2006 results did not differ significantly from those reported in 2005.

More than a quarter of the in-scope population (28%) thought that penalties for exceeding the speed limit should be made more severe, an increase on the 2005 level of 24%. A further 12% believed speeding penalties should be made less severe and 57% opted for no change to the current penalties.

Attitudes to lower speed limits in residential zones

Acceptance of the 50 km/h default speed limit in local streets was virtually unchanged over the past three years – 77% in both 2004 and 2005 and 78% in 2006.

Community views on whether there should be more sub-60 km/h zones also showed very little variation. By and large two-thirds of the community (64% in 2005 and 65% in 2006) considered the current number of sub-60 km/h zones to be about right. Almost one in five (19%) supported the introduction of more sub-60 km/h zones and 16% felt the number of such zones should be decreased.

Self-reported driving behaviour

CAS data suggests a link between attitudes to speeding and self-reported speeding behaviour. Within the context of there being an increased awareness of the dangers associated with speeding, and a broad-based acceptance of sub-60 km/h zones in residential areas, it is interesting to note that the proportion of recent drivers (that is, those currently driving or having driven in the last two years) who reported either ‘always’, ‘nearly always’ or ‘mostly’ driving at 10 km/h over the speed limit (8% in 2006) has halved since the mid 1990s.

Of the various types of licence holders, those with a provisional car licence (at 18%) were the most likely to report regularly travelling 10 km/h or more in excess of the speed limit. This self-reported driving behaviour for provisional licence holders (and those aged 15 to 24 years generally) seems at odds with their having been categorised as having a relatively cautious/conservative attitude to speeding and speed limit enforcement (see Section 4.5.1). This suggests that, for younger drivers, a seemingly greater appreciation of the dangers of speeding is not always reflected in their driving behaviour.

Driver fatigue

The incidence of drivers reporting having ever fallen asleep while driving was 16%. This result was in line with the time series data back to 2001 (with the exception of the 2004 result which showed an incidence of just 10%).

The 2006 survey results revealed that of those who had ever fallen asleep while driving[2], almost half (47%) had done so more than once and 22% on three or more occasions. For 10% of those who had fallen asleep while driving, the most recent episode had resulted in a road accident.

Measures suggested to reduce the likelihood of becoming tired when driving included getting a good night’s sleep before driving (28%), planning for regular/frequent stops (16%), pulling over and getting something to eat or drink (12%), and taking a break every two hours (10%). The overall pattern of responses to this question was similar to that of the 2004 and 2005 surveys.

2 Please note this analysis is based on a relatively small sample size of 246.

Strategies suggested for dealing with the onset of tiredness/fatigue while driving typically included the need to pull over (mentioned by 99% of respondents). Much more frequent mention was made of the need to stop driving than of strategies that involve trying to stay awake while continuing to drive.

Other issues

Compulsory licence carriage

Consistent with the findings of previous surveys, CAS 19 shows that community approval of the compulsory carriage of a licence while driving remained high, at 84%.

Nationally, 78% of people believed it was a legal requirement in their jurisdiction to carry their licence while driving, though only NSW (92%), Tasmania (94%) and the ACT (at 85%) have compulsory licence carriage laws in place (although in the ACT there is a clause to allow for reasonable excuse).

Seat belt wearing

The proportion of people aged 15 years or over that said they always wore a seat belt when travelling in the front seat of a car (97% in 2006) has remained steady, at between 95% and 97%, since 1993. The 2006 result showing that 92% of the general community always wore a seat belt when travelling in the rear seat was the same as 2005, and was the equal highest on record.

Mobile phone usage

CAS 19 shows that 88% of active drivers had a mobile phone (up from 84% in 2005), and 55% reported having used a mobile phone while driving.

There was a significant year-on-year increase in the proportion of active drivers who used their mobile phones in the following ways:

- 52% answered calls while driving (43% in 2005)
- 28% made calls (24% in 2005)
- 21% read text messages (16% in 2005), and
- 13% sent text messages (8% in 2005).

Over the same period the proportion that never answered calls while driving declined from 40% to 36% for the current period.

The CAS 19 questionnaire included new questions aimed at gauging community attitudes in relation to the laws governing mobile phone use while driving. Responses show that 91% approved of the current laws banning the use of a hand-held mobile phone while driving (79% approved strongly). The hypothetical introduction of a new law banning the use of hands-free mobile phones while driving attracted 43% community support. A higher proportion of respondents were opposed to this law (47%) than were in favour of it.

State/Territory and regional comparisons

Factors perceived to contribute to road crashes

Of the four factors mentioned most often as the leading causes of road crashes, (speed, drink driving, inattention/lack of concentration and driver fatigue) there was no significant change in total mentions of speed between 2005 (61%) and 2006 (58%), whereas there was an increase in total mentions made of the other three factors.

While total mentions of speed as a contributing factor in road crashes remained fairly stable at the national level, CAS 19 data continues to show some state/territory variation in the extent to which speed was seen as a contributing factor in road crashes. This ranges from 47% in South Australia (down from 63% in 2005) to 62% in Tasmania (down from 70% in 2005).

While there was a decline in total mentions of speed as a contributing factor in road crashes in these two states, the opposite was true in the Northern Territory, where mentions of speed as a cause of road crashes increased from 50% to 58%.

There was an increase in total mentions of drink driving as a contributing factor in road crashes from 48% in 2005 to 52% in 2006. The states/territories that contributed most to this increase were NSW (up from 38% to 50%) and Tasmania (up from 50% to 56%). While at a national level, speed was the most frequently mentioned cause of road crashes, drink driving was seen as the most frequent cause of road crashes in the Northern Territory (72%), Western Australia (63%) and South Australia (55%).

At the national level, 'inattention/lack of concentration' was the third most frequently mentioned cause of road crashes (at 36%). At a state/territory level, as was the case last year, Northern Territorians were less likely to hold this view (27% in 2005 and 21% in 2006) and Tasmanians more likely to hold this view (48% in 2005 and 57% in 2006). The proportion of Victorians who mentioned 'inattention/lack of concentration' as a factor in road crashes increased significantly from 29% to 42%.

From a regional perspective, the increase in the proportion of the community who mentioned driver fatigue as a contributing factor in road crashes (up from 26% to 30%) was largely attributable to an increase from 25% to 35% in Western Australia and from 19% to 26% in capital city areas.

Alcohol and drink driving

Support for RBT remained extremely high (97% nationally) and no lower than 95% in any state or territory.

The perceived level of RBT activity did vary considerably across states/territories, with only 20% of Tasmanian respondents of the view that RBT activity had increased over the last two years, compared with 59% of those in South Australia (a significant increase on that state's 2005 result of 41%). The proportion of Victorian residents of the view that RBT activity had increased over the past two years fell from 45% in 2005 to 36%. At the national level, 35% thought that the level of RBT had increased.

In terms of RBT visibility, Queenslanders were the least likely to report having seen RBT activity in the last six months (64% compared with 74% nationally) and also the least likely to report having been personally tested (22% compared with 28% nationally). Victorians (81%) and residents of the ACT (81%, up from 59% in 2005) were the most likely to report having seen RBT in operation and Victorians were also significantly more likely to report having been personally tested (36%).

At the overall level, 39% (down from 44% in 2005) 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. Statistically significant differences across the states/territories were evident: in Victoria, 28%

had accurate knowledge of the guidelines relating to both the first and subsequent hours, while in Queensland it was 47%.

When respondents were asked how likely it was that in the last twelve months they had driven when over the blood alcohol limit, the state/territory with the highest reported drink driving prevalence was the Northern Territory. Nine per cent said they were either 'fairly' or 'very' likely to have done so. The 'very likely' proportion in the NT (7%) was significantly higher than that of any other state/territory.

Speed

At the national level, there was a decrease in the proportion of the community that considered that speed limit enforcement had increased (down from 68% to 62%) and a corresponding decrease in the reported prevalence of people having been booked for speeding in either the last two years or the last six months.

There was a significant decline in capital city areas in the proportion who thought that speed limit enforcement had increased (down from 68% to 63%). The proportion who thought that enforcement had increased varied considerably across the states/territories, ranging from 49% in the Northern Territory to 70% in South Australia.

In terms of attitudes to speeding and speed limit enforcement, there was little variation across the states/territories. Those differences which are apparent include:

- South Australians were more likely (68%) and Queenslanders less likely (48%) to be of the view that speeding fines are mainly intended to raise revenue.
- There was a lower appreciation in the Northern Territory of the link between speeding and being involved in a road crash (65% compared with 74% nationally).
- There was a higher appreciation in Victoria of the fact that accident severity increases with speed (98%), compared with NSW (89%).

Demographic comparisons

Factors perceived to contribute to road crashes

As previously mentioned, across the community as a whole, speed was the most commonly mentioned cause of road crashes (58%). While the overall result has relatively stable in recent years, there has been a considerable year-on-year shift in the perceptions of 15 to 24 year olds. For this group, total mentions of speed as a contributing factor in road crashes fell from 57% in 2005 to 47% in 2006. Over the same period, total mentions of drink driving by this group increased from 54% to 62%. Amongst 15 to 24 year olds, drink driving was seen as a more common contributing factor in road crashes than speed.

As was the case in 2005, females were significantly more likely than males to mention speed and drink driving as factors contributing to road crashes.

Alcohol and drink driving

Consistent with the results of this survey in recent years, a significantly higher proportion of males (80%) than females (69%) reported having seen RBT activity in the six months prior to the survey. The same was true of the proportion of males and females who reported having been personally tested in the last six months (35% and 20% respectively). This pattern of response is likely to be associated with the driving patterns of males and females, and is supported by the fact that heavy vehicle licence holders and frequent distance drivers (both predominantly male groups) were also more likely to have seen RBT in operation and to have been personally tested.

When exposure to RBT activity is considered by age group, it appears that those aged 60 years or over, (who tend to spend less time driving), were less likely to have seen RBT activity (59% versus 74% overall) and were also less likely to have been personally tested (18% versus 28% overall). In terms of year-on-year changes, while the proportion of 15 to 24 year olds who had seen RBT in operation remained essentially the same (77% in 2005 and 80% in 2006), the proportion who reported having been tested fell significantly from 28% to 18%.

Looking at drinking behaviour when driving, females (42%) were more likely than males (32%) to say they abstain from drinking when driving. By contrast, males were more likely to claim that, when driving, they restrict how much they drink (52% compared to 35% of females). Similarly, 64% of 15 to 24 year olds said they don't drink when driving (versus 37% overall) while just 21% say they restrict their alcohol consumption when driving (versus 43% overall).

Females were much more likely to say they definitely have not driven over the blood alcohol limit in the last 12 months than males (82% and 63% respectively), as are older drivers (80%).

Speed

As mentioned, there was a significant decline in the proportion of the population of the view that the level of speed limit enforcement had increased over the past two years. The 2006 result was 62%, down from 68% in 2005 and 70% in 2004. Consistent with previous years, people aged 60 years and over (at 53%) were less likely to hold the view that the amount of speed limit enforcement had increased. A significantly higher proportion of males than females reported having been booked for speeding in the last two years (24% versus 14%).

People aged 60 years and over were also the most likely to favour zero tolerance of speeds over the limit in 60 km/h urban zones (41% compared with 29% overall) and in 100 km/h rural areas (40% compared with 23% overall). Males were significantly less likely to favour zero tolerance in 100 km/h rural areas (18%).

In terms of overall attitudes to speeding and speed limit enforcement, a higher proportion of females displayed what has been classified as a cautious/conservative approach to speeding/speed limit enforcement (30%) than was the case for males (17%) (see Section 4.5). The same was true in 2005.

The following sections of this report describe the research that was carried out for the 2006 survey of Community Attitudes to Road Safety 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

1.1 Overview

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

The 2006 survey was the nineteenth 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.

1.2 Survey background

The nineteenth Community Attitudes Survey (CAS) was conducted in March and April 2006 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 1,644 interviews were conducted with an average interview length of 17 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 broad 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 2006 is provided as Appendix 4.

1.3 About this report

1.3.1 Comments on analysis, weighting and statistical testing

This report provides descriptive analysis of the main findings from the 2006 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/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 that used in previous waves of this survey 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 in the tables with a hash (#) symbol. Significance was tested at the 95% confidence interval.

1.3.2 Definitions

A 'driver status' variable was created in 2005 to assist in the interpretation of results from 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' were male and the average age of this group was 42 years. Of those with licences, 30% had a heavy vehicle licence (compared with 13% of all licensed drivers) and 84% were in paid work, with a relatively high proportion of tradespeople (21%) compared to the population overall (9%). Around one in five (18%) had a full motorcycle licence. The frequent distance driver category comprised 18% 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 four days a week[3], and are not frequent distance drivers.

Fifty-seven per cent of 'commuters' were male and the average age of this group was also 42 years. A significantly higher proportion of commuters had a Bachelor Degree or higher level of education (31%) compared with 20% of the survey population overall. Correspondingly, a relatively high proportion of commuters were employed in professional occupations (24%) compared to frequent distance drivers (10%). Commuters comprised 28% of the survey population.

3 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 collected in the survey questionnaire.

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.

Sixty-five per cent of the 'other frequent driver' group was female and the average age of this group was 49 years, with 16% aged 70 years or over, compared with 9% of the survey population. Retirees and persons whose main activities are 'home duties' were over-represented in this driver category, with 39% of this group being retired (compared with 20% overall) and 13% describing their main activity as home duties (compared with 6% overall). 'Other frequent drivers' comprised 31% of the survey population.

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

The average age of less frequent drivers was also 49 years and 61% of this group was female. The less frequent driver category comprised a diverse group of road users. Nearly a quarter (24% compared with 9% overall) were aged 70 years and over, while 20% were learner drivers or provisional licence holders, compared with 7% overall. Less frequent drivers accounted for 12% of the survey population.

Non-drivers:- People who do not drive or ride a motorcycle on the roads at all.

Non-drivers accounted for 11% of the survey population and again, were a very diverse group. Nearly six in ten (58%) were aged 15 to 19 years, with 46% still attending school. Fifty-four per cent were female and 13% had previously held a driver or motorcycle licence.

2 COMMUNITY PERCEPTIONS OF FACTORS CONTRIBUTING TO ROAD CRASHES

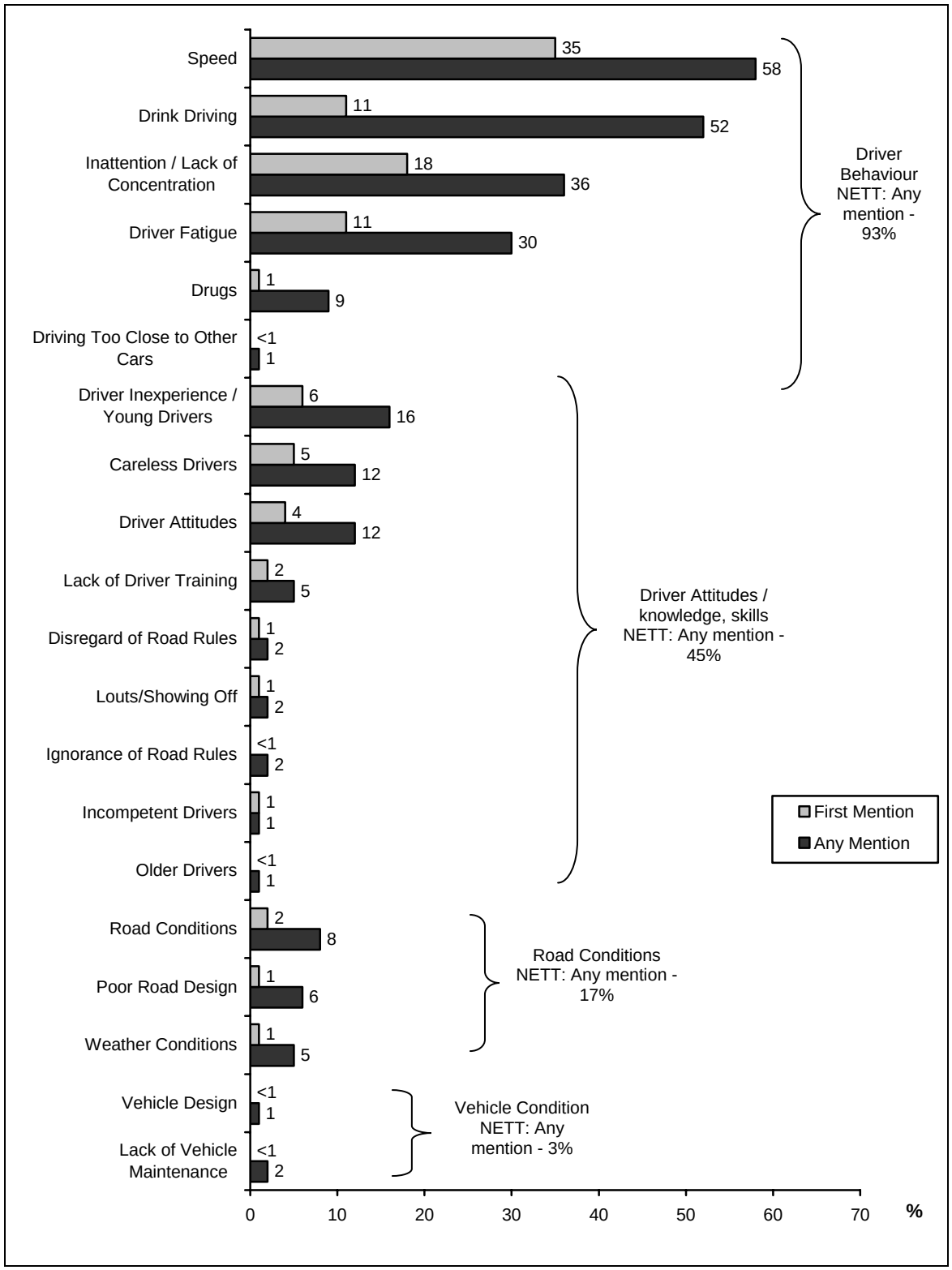
Figure 2.1a (see next page) shows general community perceptions of the factors thought to most often lead to road crashes. Respondents were asked:

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

The most common factors identified by respondents either initially or subsequently were: speed (58%), drink driving (52%), inattention/lack of concentration (36%) and driver fatigue (30%).

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 93% of the general community made some mention of 'driver behaviour' as a contributing factor to road crashes, 45% cited aspects of driver attitudes, knowledge or skills as factors contributing to road crashes, 17% 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=1,644).

Total mentions of speed as a contributing factor in road crashes have remained fairly stable over the past five years, with around six in ten citing speed as the factor most often contributing to road crashes. The proportion of the community who cited speed as their 'first mentioned' factor declined from 40% in 2005 to 35% in 2006.

Drink driving has consistently been the second most commonly mentioned cause of road crashes. There was an increase in total mentions of 'drink driving' as a contributing factor in road crashes between 2005 and 2006, from 48% to 52%.

'Inattention /lack of concentration' was mentioned by over a third of respondents (36%) as a contributing factor in road crashes. This further extends the increase from 27% to 31% between 2004 and 2005, and may be related to increased publicity regarding the use of mobile phones while driving. The proportion that cited 'inattention/lack of concentration' as their first-mentioned factor also increased, from 11% to 18%.

Finally, total mentions of 'driver fatigue' increased from 26% to 30%, with first mentions of this factor also increasing, from 8% to 11%.

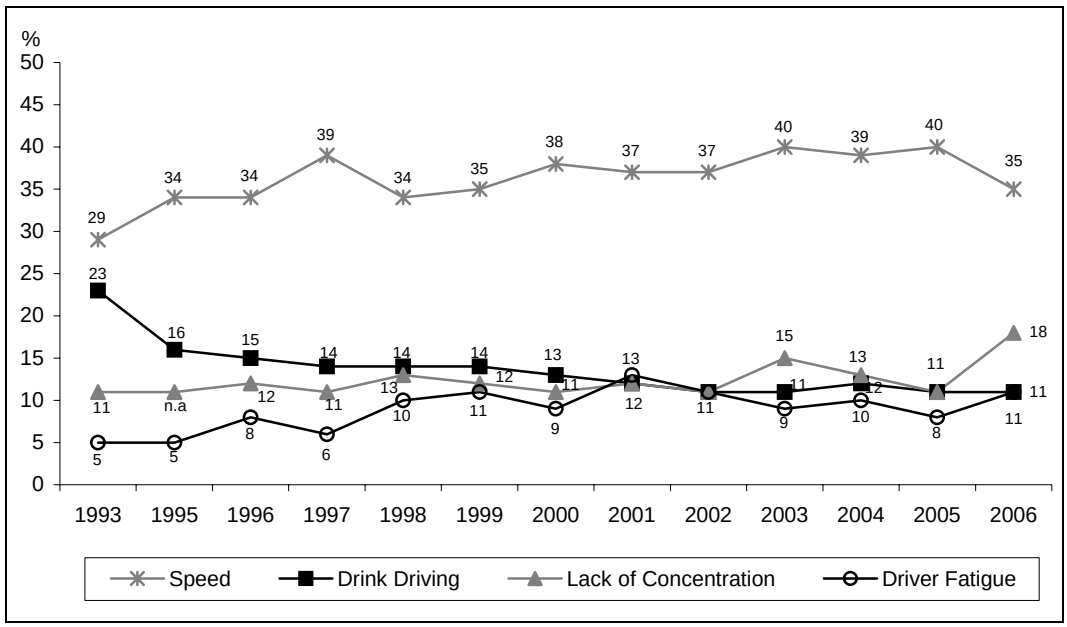
Table 2.1b: Factors thought to most often lead to road crashes: First mentions/total mentions, 2002 – 2006.

	2002 %	2003 %	2004 %	2005 %	2006 %
First mentions					
Speed	37	40	39	40	35#
Inattention/lack of concentration	11	15	13	11	18#
Drink driving	11	11	12	11	11
Driver fatigue	11	9	10	8	11#
Total mentions					
Speed	62	62	59	61	58
Inattention/lack of concentration	26	30	27	31	36#
Drink driving	52	44	50	48	52#
Driver fatigue	33	26	29	26	30#

Base: Total sample (n=1,644).
# Denotes statistically significant difference to 2005 results, at the 95% confidence interval.

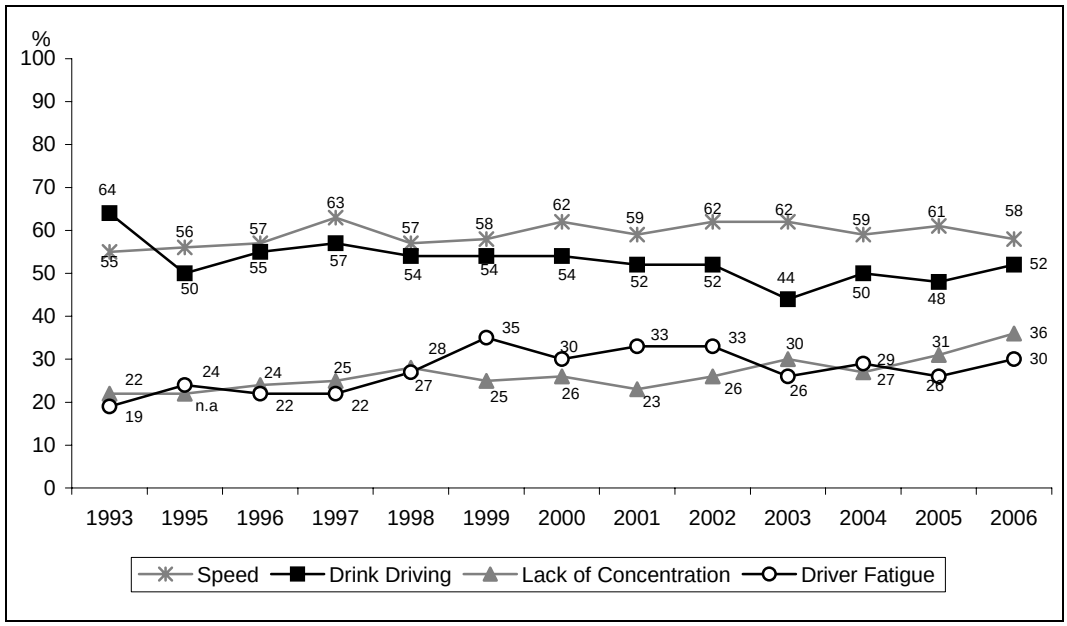
Looking at community perceptions of these factors over the longer term (Figures 2.1c and 2.1d), one of the notable changes over time is the increased awareness of driver fatigue and lack of concentration as factors that contribute to road crashes. Total mentions of driver fatigue increased from 19% to 30% over the period 1993 to 2006 (having peaked at 35% in 1999). Over the same period, total mentions of lack of concentration as a factor contributing to road crashes increased from 22% to 36%.

Figure 2.1c: Factors thought to most often lead to road crashes: First mentions, 1993 to 2006.



Base: Total sample (n=1,644).

Figure 2.1d: Factors thought to most often lead to road crashes: Total mentions, 1993 to 2006.



Base: Total sample (n=1,644).

The increase in the proportion of the community regarding drink driving as a main factor in road crashes (up from 48% to 52%) has come about largely because of a significant increase in the proportion of 15 to 24 year olds holding this view, up from 54% in 2005 to 62% for the current year (see Table 2.1e). As such, among 15 to 24 year olds, drink driving is now seen as a more common contributing factor in road crashes than speed.

At the same time there have been significant increases in total mentions of drink driving in NSW (up from 38% to 50%) and Tasmania (up from 50% to 56%). Females remained significantly more likely than males (56% compared with 47%) to mention drink driving as a contributing factor in road crashes. As was the case in 2005, frequent distance drivers were less likely (at 42%) to mention drink driving as a contributing factor in road crashes and non-drivers more likely (73%).

The salience of speed as a contributing factor in road crashes remained fairly stable at the national level, however, state/territory-level results continued to show some volatility. Total mentions of speed as a contributing factor in road crashes fell in South Australia (from 63% in 2005 to 47% in 2006) and Tasmania (from 70% to 62%). At the same time, in the Northern Territory, mentions of speed as a cause of road crashes increased from 50% to 58%. As with drink driving, females were more likely than males (61% and 54% respectively) to mention speed as a factor in road crashes. However, the gap between males and females has reduced from 14% in 2005 (68% for females and 54% for males) to 7% for the current period.

Looking at the extent to which ‘inattention/lack of concentration’ was seen as a contributing factor in road crashes, consistent with last year, Northern Territorians were less likely to hold this view (27% in 2005 and 21% in 2006) and Tasmanians more likely to hold this view (48% in 2005 and 57% in 2006). The proportion of Victorians who mentioned ‘inattention/lack of concentration’ as a factor in road crashes increased significantly from 29% to 42%.

The increase in the proportion of the community mentioning ‘driver fatigue’ as a contributing factor in road crashes (up from 26% to 30%) is largely attributable to the increased proportion of those aged 60 years and over holding this view (up from 13% to 24%). Other contributing factors are the increase from 25% to 35% in Western Australia and from 19% to 26% in capital city areas.

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=….)**	**%**	**%**	**%**	**%**
	1,644	**58**	**36**	**52**	**30**
Sex					
Male	830	54	33	47	29
Female	814	61	38	56	31
Age group (years)					
15–24	268	47#	32	62#	28
25–39	433	60	35	54	33
40–59	555	62	37	48	33
60+	388	58	37	47	24
State/Territory					
NSW	279	60	29	50	33
VIC	245	58	42	51	29
QLD	216	62	35	47	30
SA	184	47#	40	55	18#
WA	210	53	37	63#	35
TAS	184	62	57#	56	18#
NT	156	58	21#	72#	35
ACT	170	58	32	54	32
Capital city/Other					
Capital city	1094	57	39	52	26
Other location	550	59	30	52	38#
Licences currently held					
Full car licence	1327	61	36	49	31
Heavy vehicle licence	221	59	31	37	31
Full motorcycle licence	181	53	36	41	25
Provisional car licence	57	56	30	50	29
Net: Currently licence holder	1458	60	36	49	31
Driver status					
Frequent distance drivers	276	58	34	42#	29
Commuters	494	59	32	54	35
Other frequent drivers	502	63	39	47	31
Less frequent drivers	186	56	38	54	28
Non-Drivers	186	45	34	73#	21
Been directly involved in a road accident in the last three years					
Yes	254	55	39	50	31
No	1390	59	35	52	30

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

3 ALCOHOL AND DRINK DRIVING

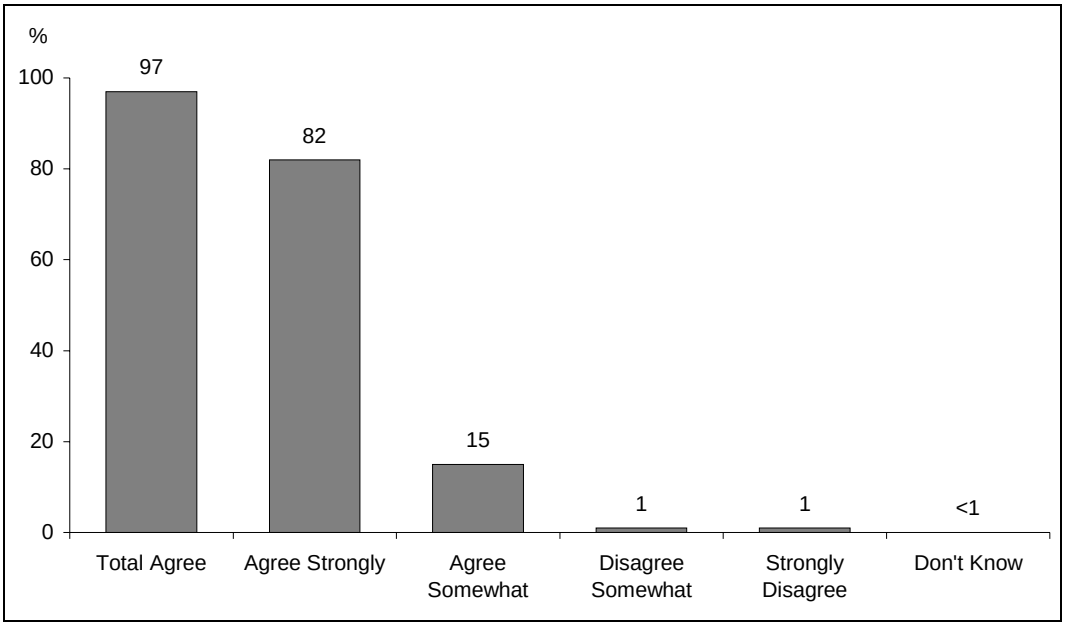
3.1 Support for Random Breath Testing (RBT)

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 97% support for random breath testing (RBT). Overall agreement has not fallen below 96% since 1997. The level of strong community support for RBT has declined slightly from 85% in 2005 to 82% for the current period.

Figure 3.1a: Percentage agreement with random breath testing



Base: Total sample (n=1,644).

The level of agreement with RBT is shown by selected characteristics in Table 3.1b. While there was 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 showed more variation. While overall, 82% of the community strongly supported RBT, the level of strong support was lower among males (78%) than females (86%), and also lower among 15 to 24 year olds (70%) and provisional car licence holders (69%).

The level of 'strong support' for RBT has declined from the 2005 results of 82% among males and from 78% among 15 to 24 year olds.

Table 3.1b: Percentage agreement with random breath testing by selected characteristics.

Selected characteristics	Base (n=)	Total Agree %	Strongly Agree %
Total	**1,644**	**97**	**82**
Sex			
Male	830	96	78
Female	814	99	86
Age group (years)			
15–24	268	96	70#
25–39	433	97	85
40–59	555	97	83
60+	388	99	86
State/Territory			
NSW	279	98	81
VIC	245	97	83
QLD	216	97	83
SA	184	99	83
WA	210	95	80
TAS	184	98	80
NT	156	98	88
ACT	170	97	86
Capital city/Other			
Capital city	1,094	97	81
Other location	550	97	84
Licences currently held			
Full car licence	1,327	97	85
Heavy vehicle licence	221	94	81
Full motorcycle licence	181	94	80
Provisional car licence	57	99	69#
Net: Currently licence holder	1,458	97	83
Driver status			
Frequent distance drivers	186	94#	77
Regular commuters	276	97	85
Other regular drivers	494	99#	84
Less frequent drivers	502	95	83
Non-Drivers	186	98	75
Been directly involved in a road accident in the last three years			
Yes	254	97	79
No	1,390	97	83

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

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?*

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	**35**	**35**	**13**	**17**
Sex				
Male	35	35	14	15
Female	35	35	11	19
Age group (years)				
15–24	40	36	6#	19
25–39	35	38	13	14
40–59	37	36	15	12
60+	29	30	14	28#
State/Territory				
NSW	32	35	19#	14
VIC	36	37	11	17
QLD	35	32	9	24#
SA	59#	24#	6#	11
WA	30	42	6#	22
TAS	20#	41	19#	20
NT	27	50#	12	10
ACT	28	36	20#	16
Capital city/Other				
Capital city	31	36	15	18
Other location	42	33	9	17
Licences currently held				
Full car licence	33	37	14	15
Heavy vehicle licence	42	31	14	13
Full motorcycle licence	38	33	19	11
Provisional car licence	47	27	9	17
Net: Currently licensed	34	37	14	15
Driver status				
Frequent distance drivers	42	35	16	7#
Regular commuters	36	38	15	12#
Other regular drivers	29	37	14	21
Less frequent drivers	35	36	9	21
Non-Drivers	41	22#	4#	33#
Been directly involved in a road accident in the last three years				
Yes	38	35	12	15
No	35	35	13	18

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
#Denotes statistically significant at the 95% confidence interval.

The 2006 survey results show that just over a third of the general community (35%) believed the level of random breath testing being carried out by police over the last two years had increased and another 35% felt it had stayed the same. Only 13% felt as though there had been a decline in RBT activity and 17% didn't know. The total proportion of the in-scope population of the view that there had been an increase in the level of RBT activity over the last two years (35%) has declined gradually since 2002 (39%) and is now 11% below the zenith of 46% recorded back in 1997.

South Australian residents (at 59%) were significantly more likely than residents of any other state or territory to consider that the level of RBT testing had increased over the last two years (a significant increase on 41% in 2005). Victoria was the next highest, with its result of 36% a significant decrease from 45% in 2005.

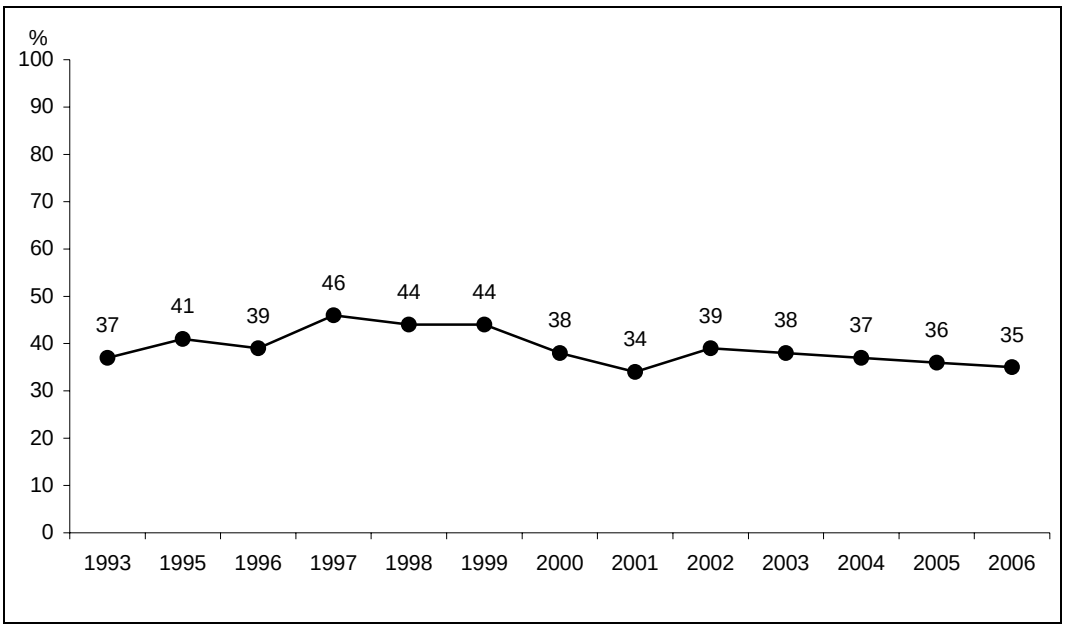
In Tasmania, only 20% felt as though there had been an increase in RBT activity over the past two years.

In the ACT the proportion who thought there had been an increase in RBT activity over the last two years more than doubled between 2005 (13%) and 2006 (28%).

The states/territories with the highest proportion of respondents who felt as though there had been a *decline* in RBT activity were the ACT (20%) and Tasmania and NSW (both 19%).

In capital cities, the proportion who considered that there had been an increase in RBT activity decreased from 36% in 2005 to 31% for the current period. Outside of the capital city areas, the proportion of residents of the view that there had been an increase in RBT activities actually increased from 36% to 42%. This result occurred despite a decline in RBT visibility outside of the capital cities (from 79% to 73%) and in the reported level of having been tested (down from 36% to 26%) (Refer to Table 3.3b).

Figure 3.2b: Perception that level of RBT has increased over the last two years, 1993 to 2006.



Base: Total sample (n=1,644).

3.3 Exposure to RBT activities in the last six months

All respondents were asked;

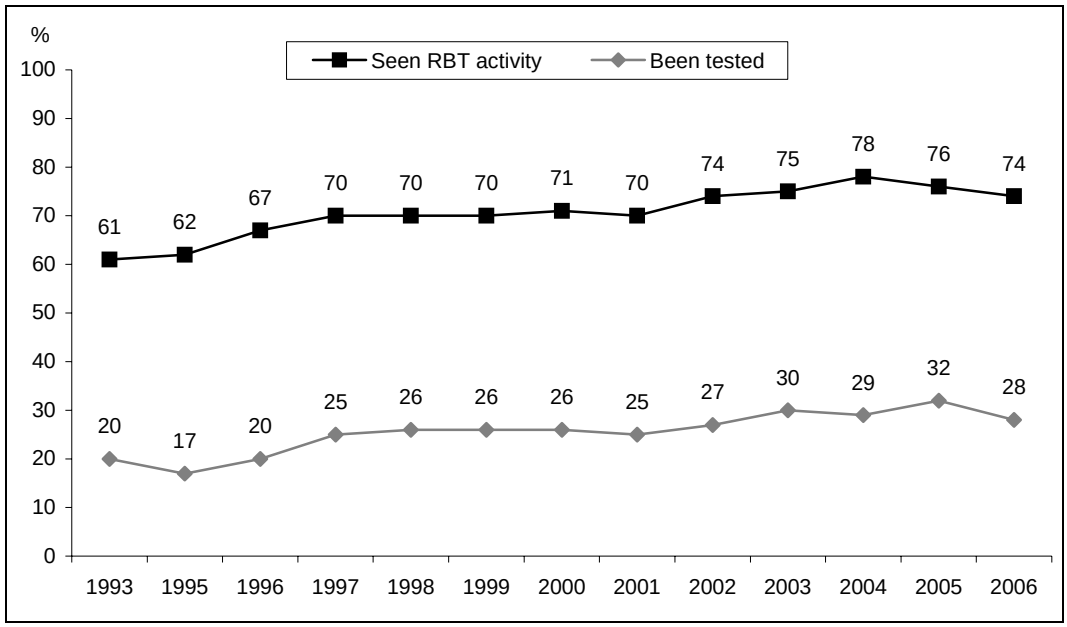
'Have you seen police conducting random breath testing in the last six months?'

and, if yes, *'Have you personally been breath tested in the last six months?'*

Nearly three-quarters of the in-scope population (74%) had seen RBT in operation in the last six months and 28% had been personally tested (a statistically significant decline from 2005 – 32% - but still on a par with recent years).

The result outside of the capital city areas notwithstanding, at the overall level the data suggest a link between exposure to RBT (that is, having seen it in operation and/or been tested) and perceptions regarding the level of RBT activity. Thirty-nine per cent of those who had seen RBT in operation in the last six months, and 47% of those who had personally been tested, were of the view that the level of RBT activity had increased (compared with 35% overall).

Figure 3.3a: Exposure to RBT activity in the last six months, 1993 to 2006.



Base: Total sample (n=1,644).

Table 3.3b examines exposure to RBT activity by population sub-groups.

Queensland had the lowest proportion of residents who reported having seen RBT in operation in the last six months (at 64%) and, correspondingly, the lowest proportion who reported they had been tested (22%). The proportion of South Australians who reported having seen RBT in operation in the last six months fell from 81% in 2005 to 71% for the 2006 survey. The movement in the ACT was in the opposite direction (up from 59% to 81%). The increase in the proportion of ACT residents who had seen RBT in operation corresponds with an increase from 15% to 33% in the proportion who had been personally tested.

The state/territory with the highest proportion of residents who reported having been tested in the last six months is Victoria (36%).

Less frequent drivers were less likely to report either having seen RBT in operation (65% compared with 74% overall) or having been personally tested (12% compared with 28% overall). The same is true of those aged 60 years and over.

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	**74**	**28**
Sex		
Male	80#	35#
Female	69#	20#
Age group (years)		
15–24	80	18#
25–39	76	35#
40–59	80	32
60+	59#	18#
State/Territory		
NSW	78	24
VIC	81	36#
QLD	64#	22
SA	71	24
WA	69	29
TAS	67	25
NT	69	32
ACT	81	33
Capital city/Other		
Capital city	75	28
Other location	73	26
Licences currently held		
Full car licence	75	31
Heavy vehicle licence	82	38#
Full motorcycle licence	78	30
Provisional car licence	85	43#
Net: Currently licensed	75	31
Driver status		
Frequent distance drivers	80	42#
Commuters	77	34
Other frequent drivers	74	29
Less frequent drivers	65#	12#
Non-drivers	70	2#
Directly involved in a road accident in the last three years		
Yes	82	39
No	73	25

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

3.4 Self-reported drink driving behaviour

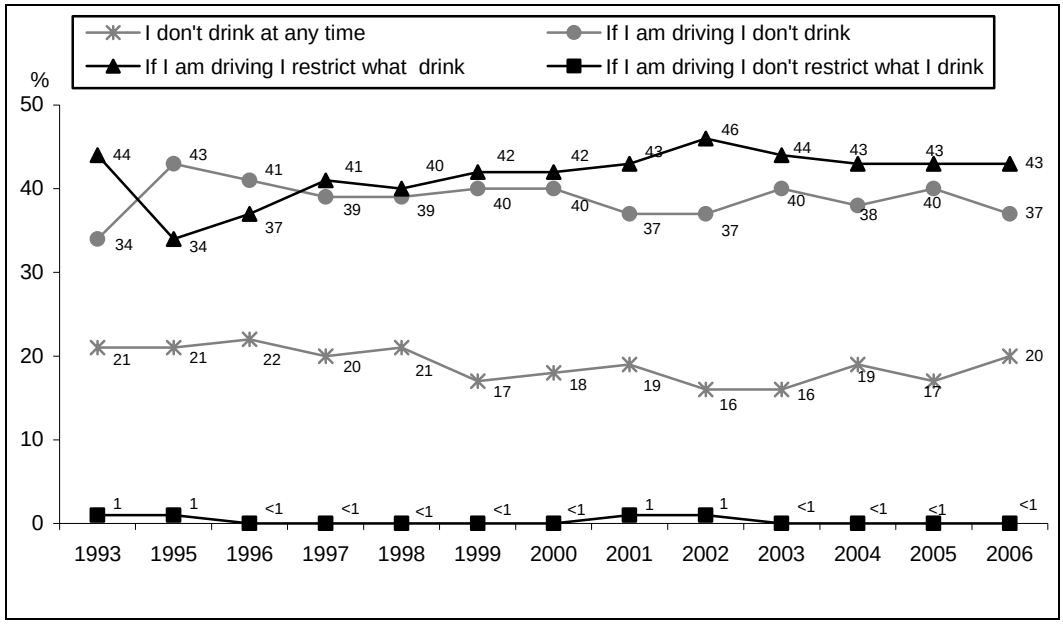
Active drivers, that is, current licence holders who drive at least sometimes, were asked which one of the following statements best described their drink driving behaviour;

- *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 dating back to 1993 are presented in Figure 3.4a.

The proportion of active drivers who are non-drinkers (20% for the current year) has generally been around one in five. For those that drink alcohol, the main drink driving strategies were not drinking at all when they are going to drive (37% of active drivers), or restricting what they drink when they are going to drive (43%).

Figure 3.4a: Self-reported drink driving behaviour, 1993 to 2006.



Base: Active drivers (n=1,442 in 2006).

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' were created 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**	**80**	**20**	**37**	**43**	**<1**
Sex						
Male	47#	84	16	32	52#	1
Female	65#	77	23	42	35#	<1
Age group (years)						
15–24	77#	85	13	64#	21#	2
25–39	51	82	18	34	48	<1
40–59	48#	82	18	31	52#	<1
60+	67	72#	28#	40	33#	0
State/Territory						
NSW	61	79	20	40	39	1
VIC	56	79	20	35	44	<1
QLD	53	81	19	34	47	0
SA	56	82	19	38	44	0
WA	55	83	17	38	45	1
TAS	48	85	16	32	52	0
NT	55	78	22	33	45	0
ACT	55	80	20	35	46	0
Capital city/Other						
Capital city	53	82	18	35	47	<1
Other location	62	78	22	40	38	<1
Licences currently held						
Full car licence	54	80	20	34	45	<1
Heavy vehicle licence	47	82	18	29	53	0
Full motorcycle licence	38#	84	16	22#	62#	0
Provisional car licence	87#	91	9	77#	14#	0
Net: Currently licensed	57	80	20	37	43	<1
Driver status						
Frequent distance drivers	47#	88#	11#	36	53#	1
Commuters	46#	81	19	27#	54#	<1
Other frequent drivers	64	77	22	42	35#	1
Less frequent drivers	78#	74	26	52#	22#	0
Been directly involved in a road accident in the last three years						
Yes	54	84	16	39	45	<1
No	57	79	20	37	43	<1

Base: Active drivers (n=1,442).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

For 2006, the proportion of active drivers who don't drink and drive at all (57%) is the same as in 2005. This group comprised non-drinkers (20%) and those that don't drink at all when driving (37%).

The composition of the 'don't drink and drive' group is mixed. Over three-quarters (77%) of 15 to 24 year olds were in this category, likely a reflection of the lower blood alcohol limit for provisional drivers (as opposed to 0.05 BAC generally), compared with 51% of 25 to 39 year olds, 48% of 40 to 59 year olds and 67% of those aged 60 years or over. The proportion of active drivers in the 'don't drink and drive group' also varied considerably by state/territory, ranging from 61% in NSW to 48% in Tasmania. The proportion of active drivers that don't drink and drive was significantly higher in regional areas (62%) than within capital cities (53%).

The proportion of drivers that don't drink and drive also varied by driver status, with 47% of frequent distance drivers and 46% of commuters reporting that they do not drink at all when driving, compared with 64% of other frequent drivers and 78% of less frequent drivers.

The proportion of active drivers that modify their drinking behaviour either by abstaining from alcohol when driving (37%) or restricting what they drink when driving (43%), totalled 80% (83% in 2005). The practice of restricting alcohol intake when driving, as opposed to abstaining, was more common among males (52%) than females (35%), a finding consistent with previous years. This approach to drink driving was also more common among those aged 25 to 59 years than either younger or older drivers. The practice of restricting alcohol intake when driving also varied by driver status, with commuters (54%) and frequent distance drivers (53%) 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 was examined by type of licence held, the drink driving profile of motorcycle licence holders varied considerably from that of other licence holders. In particular, motorcyclists were significantly less likely not to drink and drive at all (38% compared with 57% overall), significantly less likely to abstain from drinking if they are going to drive (22% compared with 37% 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 (62% compared with 43% overall).

CAS 19 also measured drink driving behaviour by asking a new question of respondents:

> *'In the past 12 months how likely is it that you may have driven when over the blood alcohol limit?'*

The responses to this question are provided in Table 3.4c (next page) and show 6% of active drivers reported being 'likely' (2% 'very likely' and 4% 'fairly likely') to have driven when over the blood alcohol limit in the last 12 months.

The state/territory with the highest reported drink driving prevalence was the Northern Territory (9% overall and 7% very likely). The 'very likely' result for the Northern Territory was significantly higher than any other state/territory).

Eleven per cent of drivers who 'restrict what they drink when driving' reported being likely to have driven when over the blood alcohol limit at some stage in the last 12 months.

Looking at the proportion of the population who said they definitely had not driven over the BAC limit in the last 12 months, females were more likely to be of this view than males (82% and 63% respectively, as were older drivers (80%).

The states/territories with the lowest proportion of drivers of the view that they has definitely not driven over the BAC limit in the last 12 months were South Australia (64%) and Tasmania (63%).

An interesting aside to this data is that a lower proportion of those who reported having been personally tested for RBT in the last six months, were likely to say they definitely had not driven over the limit in the last 12 months (66%).

Table 3.4c: Perceived likelihood of having driven when over the blood alcohol limit in the last 12 months by selected characteristics.

Selected characteristics	Likely[4] to have driven over BAC limit %	Definitely haven't driven over BAC limit %
Total	**6**	**73**
Sex		
Male	9#	63#
Female	3#	82#
Age group (years)		
15–24	7	68
25–39	7	74
40–59	6	68
60+	5	80
State/Territory		
NSW	7	77
VIC	4	71
QLD	7	72
SA	5	64#
WA	5	72
TAS	6	63#
NT	9	70
ACT	4	78
Capital city/Other		
Capital city	5	72
Other location	7	73
Licences currently held		
Full car licence	6	73
Heavy vehicle licence	9	63#
Full motorcycle licence	8	66
Provisional car licence	11	60
Net: Currently licensed	6	73
Driver status		
Frequent distance drivers	8	68
Commuters	9	65#
Other frequent drivers	4	76
Less frequent drivers	1#	88#
Non-drivers		
Directly involved in a road accident in the last three years		
Yes	10	67
No	5	74

Base: Active drivers (n=1,442).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4 This column comprises those who answered either 'very likely' or 'fairly likely'.

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 in everyday volumes of alcohol[5], 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;

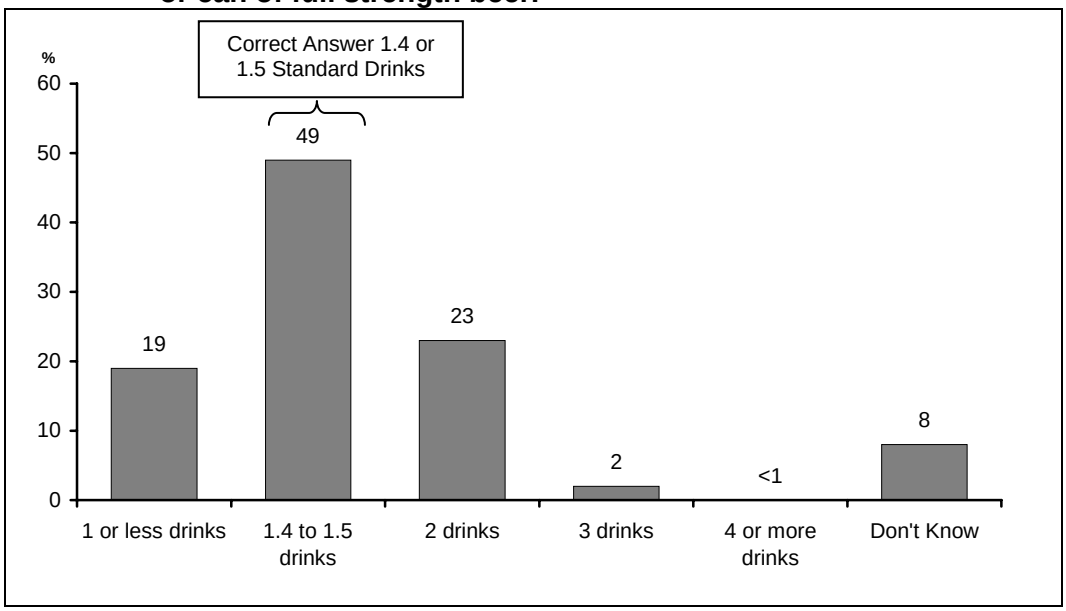
> *'How many standard drinks do you think are contained in a bottle (750 ml) of wine?'*[6]

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 2006 survey results show some erosion in community knowledge regarding the number of standard drinks in everyday volumes of alcohol.

The results from these questions are shown in Figures 3.5a and 3.5b. Nineteen per cent of beer drinkers (15% in 2005) underestimated the alcohol content of a full strength stubby or can of beer. Just less than half (49%) accurately reported the number of standard drinks in a 375 ml stubby or can of full strength beer (54% in 2005), a quarter (25%) overestimated, and 8% simply didn'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=576).

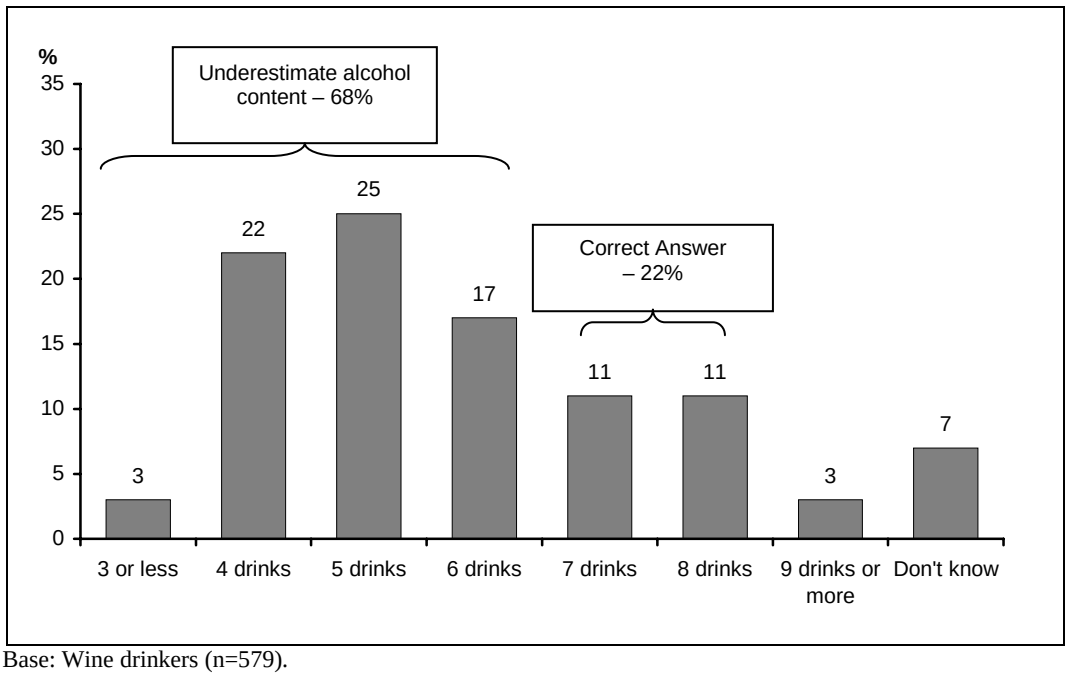
5 According to the Australian alcohol guidelines, a standard drink contains 10 grams (12.5 millilitres) of alcohol. The law requires that the label on every container of an alcoholic drink show how many standard drinks it contains.

6 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 significantly higher among those who restrict what they drink when driving (57%) compared with those who don't drink at all when driving (42%).

The proportion of wine drinkers (see Figure 3.5b) that underestimated the number of standard drinks in a 750ml bottle of wine was 68% (66% in 2005) compared with only 19% for beer drinkers. Similarly, the proportion with reasonably accurate knowledge of the alcohol content of a bottle of wine was 22%[7], compared with 49% of beer drinkers. Of those wine drinkers whose drink driving strategy is to restrict their alcohol intake before driving, the proportion that accurately estimated the number of standard drinks in a 750ml bottle of wine was 27% (not significantly different from the overall result of 22%).

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



Base: Wine drinkers (n=579).

7 A bottle of wine with 12% alcohol content contains 7 standard drinks. A bottle of wine with 13% alcohol content contains 7.7 standard drinks.

3.6 Alcohol consumption guidelines

All respondents were informed that there are guidelines stating that a (male/female) can drink a certain number of 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,

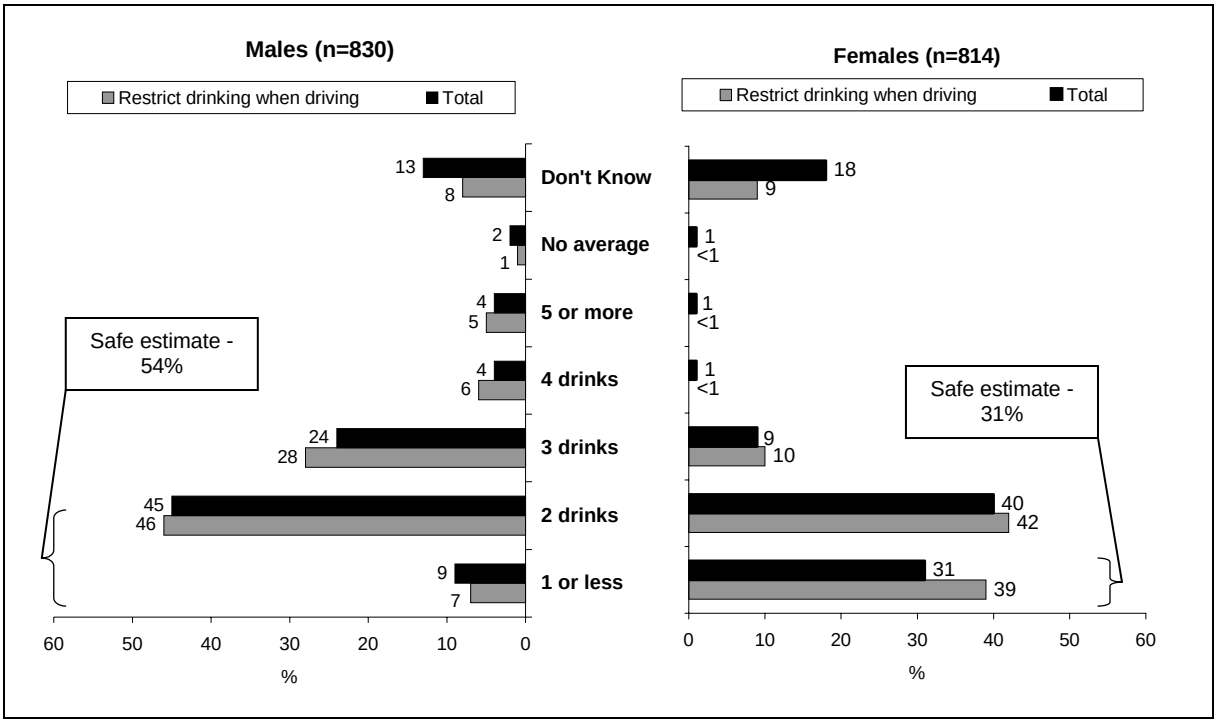
'How many drinks each hour after that will keep you under .05?'

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

The proportion of males and females that made a safe estimate regarding the number of drinks they could have in the first hour and stay under .05 declined significantly between 2005 and 2006. For males the decline was from 61% to 54% and for females from 37% to 31%.

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 had the most accurate knowledge of the blood alcohol guidelines relating to number of standard drinks in the first hour.

The overall decline from 61% to 54% was mainly fuelled by significant declines in NSW (from 68% to 58%), Victoria (from 54% to 43%) and the Northern Territory (from 65% to 45%). The opposite was true in Queensland, where among males the proportion making a safe estimate of the number of drinks that could be consumed in the first hour and remain under .05 increased from 52% to 65%.

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

Selected characteristics	Safe Estimates			Other	
	One or less	Two	Total 'Safe'	Unsafe estimate [(a)]	Don't know
	%	%	%	%	%
Total	**9**	**45**	**54**	**31**	**13**
Age group (years)					
15–24	12	64#	75#	13#	12
25–39	14	52	67#	23	9
40–59	6	39	45	46#	8
60+	6	26#	32#	33	30#
State/Territory					
NSW	10	46	56	31	11
VIC	7	36	43#	38	18
QLD	13	52	65	22	12
SA	7	44	50	32	13
WA	6	50	56	29	13
TAS	4	41	45	42	11
NT	8	36	45	37	16
ACT	16	49	65	25	9
Capital city/Other					
Capital city	10	46	55	29	14
Other location	9	43	51	34	13
Licences currently held					
Full car licence	9	42	51	33	13
Heavy vehicle licence	8	38	46	41#	13
Full motorcycle licence	7	46	53	37	9
Provisional car licence	3	72	75	25	0
Net: Currently licensed	9	44	53	32	13
Driver status					
Frequent distance drivers	13	45	58	32	9
Commuters	10	44	54	36	9
Other frequent drivers	3	42	45	31	20
Less frequent drivers	6	50	56	23	20
Non-Drivers	13	48	61	22	16
Been directly involved in a road accident in the last three years					
Yes	8	50	58	30	8
No	9	44	53	32	14

Base: Males (n=830).
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 – 24%, 4 drinks in the first hour – 4%, 5 drinks in the first hour – 4%.

As was the case for males, 15 to 24 year old females demonstrated higher levels of awareness of the guidelines about alcohol consumption in the first hour, with 48% making a safe estimate. This represents a significant decline from 59% in 2005.

The proportion of females demonstrating an accurate knowledge of the blood alcohol guidelines for the first hour declined in each state/territory. This was most marked in Victoria (from 28% to 16%), in the Northern Territory (from 42% to 29%) and in the ACT (down from 54% to 35%).

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

Selected characteristics	Safe Estimate	Other	
	One or less	Unsafe estimate[(a)]	Don't know
	%	%	%
Total	**31**	**50**	**18**
Age group (years)			
15–24	48#	36#	16
25–39	37	54	9#
40–59	27	55	17
60+	18#	50	30#
State/Territory			
NSW	39	41	19
VIC	16#	66#	17
QLD	37	46	17
SA	26	52	20
WA	34	52	12
TAS	29	49	22
NT	29	55	16
ACT	35	39	26
Capital city/Other			
Capital city	32	50	16
Other location	28	50	20
Licences currently held			
Full car licence	30	53	16
Heavy vehicle licence	35	56	9
Full motorcycle licence	45	31	24
Provisional car licence	48	28	24
Net: Currently licensed	31	52	16
Driver status			
Frequent distance drivers	45	38	16
Commuters	37	50	13
Other frequent drivers	25	58	16
Less frequent drivers	25	46	24
Non-Drivers	32	42	26
Been directly involved in a road accident in the last three years			
Yes	46#	41	13
No	28	52	18

Base: Females (n=814).
Significance testing compares sub-groups to the total population.
#Denotes statistically significant at the 95% confidence interval.
The overall result of 50% 'unsafe' comprises: 2 drinks in the first hour – 40%, 3 drinks in the first hour – 9%, 4 or more drinks in the first hour – 1%.

3.6.2 Subsequent hours

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

Reference to Figure 3.6.2a shows that 79% of males and 73% 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 similar to those reported in 2005. 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, 86% of males and 83% of females were aware that after the first hour, no more than one standard drink could be consumed per hour in order to remain under .05. The corresponding result in 2005 was 87% for both males and females.

There was s significant difference between males and females in terms of their awareness of the blood alcohol guidelines for alcohol consumption after the first hour in the proportion of don't know / can't say responses (15% for males and 24% for females). This discrepancy was also apparent in previous years and is most likely attributable to the relatively high proportion of females who are non-drinkers (23%) or don't drink at all when they are driving (42%). Both of these groups are much more likely to say they 'don't know' about blood alcohol guidelines.

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

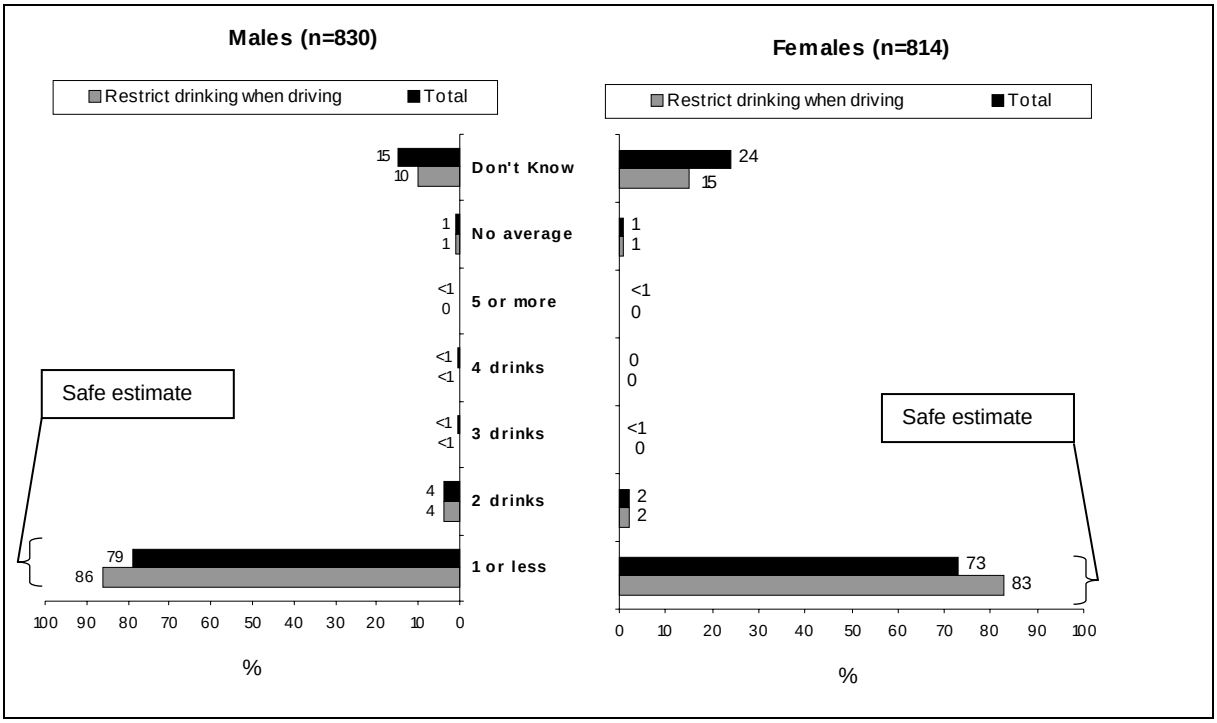


Table 3.6.2b (next page) shows the proportion of males that made safe or unsafe estimates about the amount of alcohol they could drink after the first hour and remain under .05 (overall, 79% made safe estimates – not significantly different from the 2005 result of 81%).

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 had 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	**79**	**5**	**15**
Age group (years)			
15–24	90#	2	8
25–39	85	3	12
40–59	84	6	9
60+	52#	9	35#
State/Territory			
NSW	81	2	17
VIC	75	8	16
QLD	83	5	12
SA	76	7	12
WA	76	10	14
TAS	81	5	13
NT	80	3	15
ACT	82	2	14
Capital city/Other			
Capital city	80	5	14
Other location	77	6	16
Licences currently held			
Full car licence	77	6	16
Heavy vehicle licence	75	8	15
Full motorcycle licence	77	7	16
Provisional car licence	100	0	1
Net: Currently licensed	79	5	15
Driver status			
Frequent distance drivers	82	5	12
Commuters	84	6	10
Other frequent drivers	68	5	25
Less frequent drivers	77	3	19
Non-Drivers	81	5	12
Been directly involved in a road accident in the last three years			
Yes	81	7	10
No	78	5	16

Base: Males (n=830).
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 the number of drinks that can be consumed after the first hour and remain under .05 is provided in Table 3.6.2c (next page). This shows that nearly three-quarters of females (74%) safely assumed that they could have one standard drink per hour or less after the first hour and remain under .05.

The level of accurate knowledge varied considerably across the states/territories, ranging from 57% in South Australia to 81% in Queensland. As was the case for males, female drivers aged 60 years and over were significantly more likely not to know the alcohol consumption guidelines.

At the overall level, 39% (down from 44% in 2005) of the in-scope population made a safe assumption about the number of standard drinks they could have both in the first hour and in subsequent hours. This was the case for 50% of males (down from 57% in 2005) and 28% of females (down from 33% in 2005).

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**	**2**	**24**
Age group (years)			
15–24	82	3	15
25–39	86#	1	13#
40–59	74	2	24
60+	52#	4	44#
State/Territory			
NSW	78	0	22
VIC	70	4	25
QLD	81	0	18
SA	57#	6	37#
WA	67	4	26
TAS	70	4	25
NT	80	5	15
ACT	68	1	31
Capital city/Other			
Capital city	74	3	23
Other location	73	1	25
Licences currently held			
Full car licence	74	2	24
Heavy vehicle licence	88	0	12
Full motorcycle licence	72	0	24
Provisional car licence	70	0	30
Net: Currently licensed	74	2	24
Driver status			
Frequent distance drivers	71	1	29
Commuters	81	1	19
Other frequent drivers	74	2	23
Less frequent drivers	68	2	29
Non-Drivers	67	6	27
Been directly involved in a road accident in the last three years			
Yes	80	3	17
No	72	2	25

Base: Females (n=814).
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%.

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 felt as though a blood alcohol reading of .05 would affect their ability to act safely as a pedestrian remained consistent with previous years (55% in 2006 compared to 57% in 2004 and 2005). A breakdown of the 2006 results is provided in Table 3.7a.

Table 3.7a: Percentage of the view that a blood alcohol reading of .05 would affect their ability to act safely as a pedestrian.

Selected characteristics	Yes, would affect	Would not affect	Don't know
	%	%	%
Total	**55**	**35**	**11**
Sex			
Male	48#	45#	7
Female	62#	25#	14
Age group (years)			
15–24	61	30	9
25–39	55	36	9
40–59	53	40	7
60+	52	28	20#
State/Territory			
NSW	57	35	8
VIC	59	31	10
QLD	48	38	14
SA	54	30	16
WA	51	42	8
TAS	50	37	13
NT	48	41	11
ACT	59	31	10
Capital city/Other			
Capital city	54	36	10
Other location	56	33	11
Licences currently held			
Full car licence	53	37	10
Heavy vehicle licence	45#	51#	5
Full motorcycle licence	49	46#	5
Provisional car licence	66	27	7
Net: Currently licensed	54	36	10
Driver status			
Frequent distance drivers	56	40	5
Commuters	53	41	6
Other frequent drivers	52	35	13
Less frequent drivers	54	26#	21#
Non-Drivers	65	22	13
Been directly involved in a road accident in the last three years			
Yes	57	32	11
No	54	35	11

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4 SPEED

This section explores community perceptions regarding the level of speed limit enforcement, speeding tolerances and attitudes to selected issues regarding speeding. Responses to questions aimed at collecting information on speeding behaviour are also reported.

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.

There was a significant decline in the proportion of the population of the view that the level of speed limit enforcement had increased over the past two years. The 2006 result was 62%, compared with 68% in 2005 and 70% in 2004.

As has been the case in previous years, persons aged 60 years and over (at 53%) were less likely to hold the view that the amount of speed limit enforcement had increased.

There was a degree of variation across the states and territories in the extent to which speed limit enforcement was viewed as having increased. This ranged from 49% in the Northern Territory to 70% in South Australia. The only state/territory for which a significant decline was evident is Western Australia (down from 64% in 2005 to 54% for the current period).

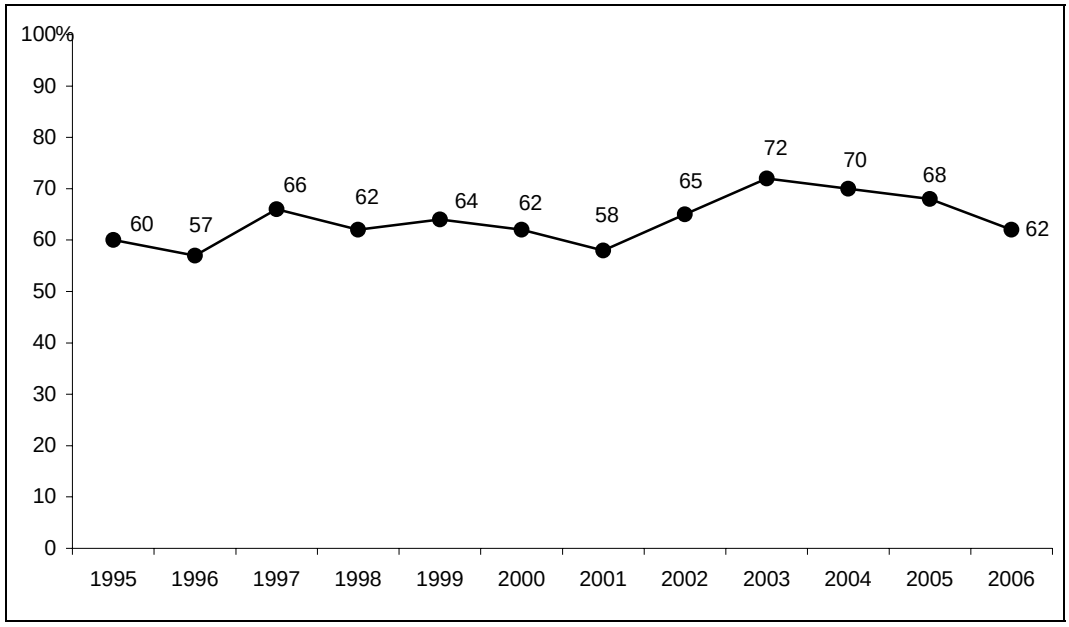
Table 4.1a: Perceptions regarding the level of speed limit enforcement over the last two years by selected characteristics.

Selected characteristics	Increased	Same	Decreased	Don't know
	%	%	%	%
Total	**62**	**28**	**5**	**5**
Sex				
Male	63	27	6	4
Female	62	29	5	5
Age group (years)				
15–24	63	29	4	4
25–39	67	26	3	4
40–59	64	29	5	2
60+	53#	29	10#	9#
State/Territory				
NSW	60	31	6	4
VIC	67	23	6	5
QLD	62	28	4	6
SA	70	22	4	4
WA	54	38#	3	5
TAS	53#	29	12#	6
NT	49#	38#	9	5
ACT	69	22	4	5
Capital city/Other				
Capital city	63	26	5	5
Other location	60	32	5	3
Licences currently held				
Full car licence	62	29	6	4
Heavy vehicle licence	64	28	3	5
Full motorcycle licence	67	23	7	3
Provisional car licence	72	21	0	8
Net: Currently licensed	62	29	5	4
Driver status				
Frequent distance drivers	70	25	3	2
Commuters	62	30	6	2
Other frequent drivers	60	30	5	5
Less frequent drivers	56	28	8	8
Non-Drivers	61	24	4	11
Been directly involved in a road accident in the last three years				
Yes	67	24	6	2
No	61	29	5	5
Been booked for speeding …				
In last six months	74	17	6	3
In last two years	70	23	5	3

Base: Total sample (n=1,644).
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 believed there had 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.

Figure 4.1b: Perception that level of speed limit enforcement has increased over the last two years, 1995 to 2006.



Base: Total sample (n=1,644).

4.2 Incidence of being booked for speeding

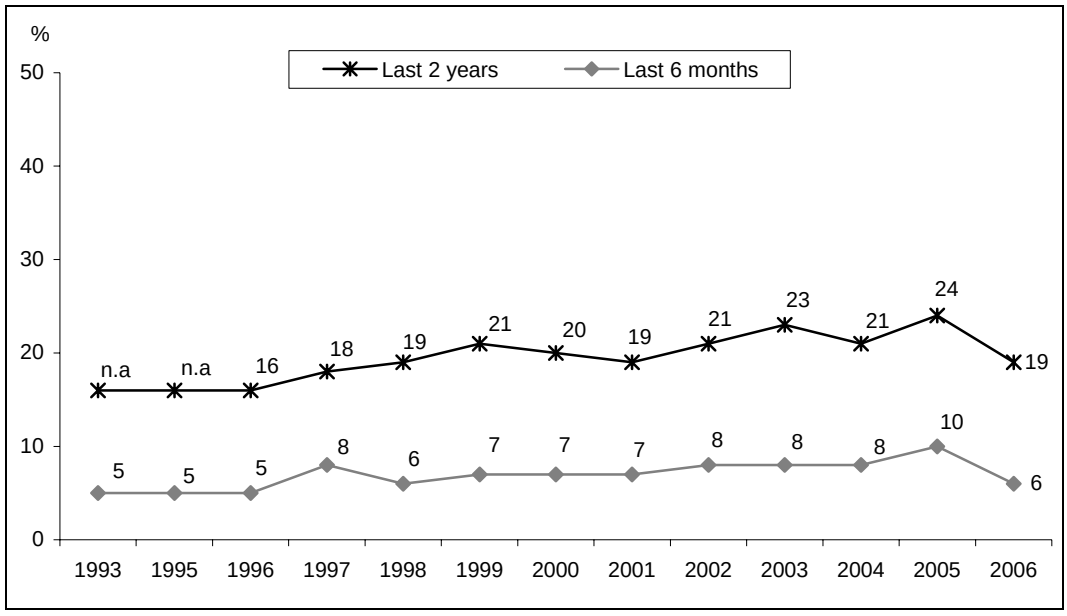
The results presented in Figure 4.2a show the prevalence of being booked for speeding in the last two years and last six months. The following questions were used to obtain this data;

> '*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 decrease in the proportion of the population who felt there had been an increase in the amount of speed limit enforcement over the past two years corresponds with decreases in the proportion of respondents who had been booked for speeding in the last two years.

Figure 4.2a shows a decline from 24% to 19% in the prevalence with which recent drivers reported having been booked for speeding in the last two years. The proportion reporting having been booked for speeding in the last six months fell from 10% in 2005 to 6% in 2006.

Figure 4.2a: Personally booked for speeding in the last 2 years and last 6 months, 1993 to 2006.



Base: Recent drivers (n=1,451). Current drivers and non-current drivers that have driven in the last 2 years.

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 was a significant difference in the prevalence with which males (24%) and females (14%) had been booked for speeding, a finding consistent over time.

The significant decline in the overall proportion of recent drivers reporting having been booked for speeding in the last two years seems largely attributable to the decline in capital cities (down from 27% in 2005 to 20% in 2006). Outside of capital cities the decrease was less pronounced (from 19% to 16%) and not significant.

As was the case in 2005, frequent distance drivers (at 27%) and motorcyclists (28%) were significantly more likely to 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	**19**	**6**
Sex		
Male	24	8
Female	14	4
Age group (years)		
15–24	17	6
25–39	21	5
40–59	21	8
60+	13	5
State/Territory		
NSW	15	4
VIC	23	8
QLD	18	6
SA	20	5
WA	23	7
TAS	22	10
NT	22	8
ACT	17	6
Capital city/Other		
Capital city	20	7
Other location	16	5
Licences currently held		
Full car licence	20	6
Heavy vehicle licence	25	12
Full motorcycle licence	28#	11
Provisional car licence	8	1
Net: Currently licensed	19	6
Driver status		
Frequent distance drivers	27#	12#
Regular commuters	22	5
Other regular drivers	18	5
Less frequent drivers	4#	1#
Non-Drivers	4	3
Been directly involved in a road accident in the last three years		
Yes	27	8
No	17	6

Base: Recent drivers (n=1,451). Current drivers and non-current drivers that have driven in the last 2 years.
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

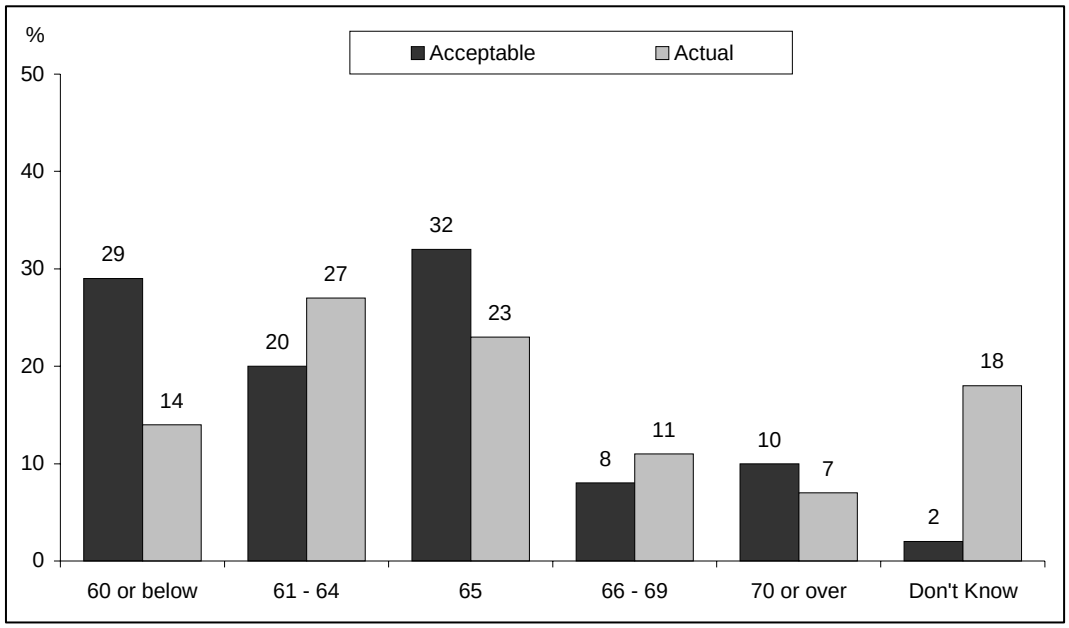
By way of assessing community attitudes to speed limit enforcement in 60 km/h zones in urban areas, respondents were asked:

> *'Thinking about 60 km/h speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?'* (that is, 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 first at the speed people think they should be able to travel in a 60 km/h zone without being booked (that is, acceptable speed tolerances), the most common response was zero tolerance, with 29% of the community of the view that only speeds at or below the 60 km/h limit should be permissible. By extension, however, 69% of the community were of the view that speeds in excess of the 60 km/h limit should be tolerated without penalty. The speeding thresholds that were seen to be acceptable were 61 to 64 km/h (20%), 65 km/h (32%) and greater than 65 km/h (18% - down from 21% in 2005).

Community views regarding the actual speed tolerances enforced in urban 60 km/h zones show that 14% were of the view that a zero tolerance policy is enforced, 27% nominated speeds from 61 to 64km/h as being possible without being fined, 23% felt a speed of 65 km/h would escape penalty, and 18% were of the view that they could travel over 65 km/h in a 60 km/h zone in an urban areas without being fined. Almost one in five drivers (18%) said they didn't know what the actual speed tolerances in urban 60 km/h zones are. This is a significant increase on the 2005 result of 11%, and indicates a degree of uncertainty about the actual speed limits being enforced in these areas.

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



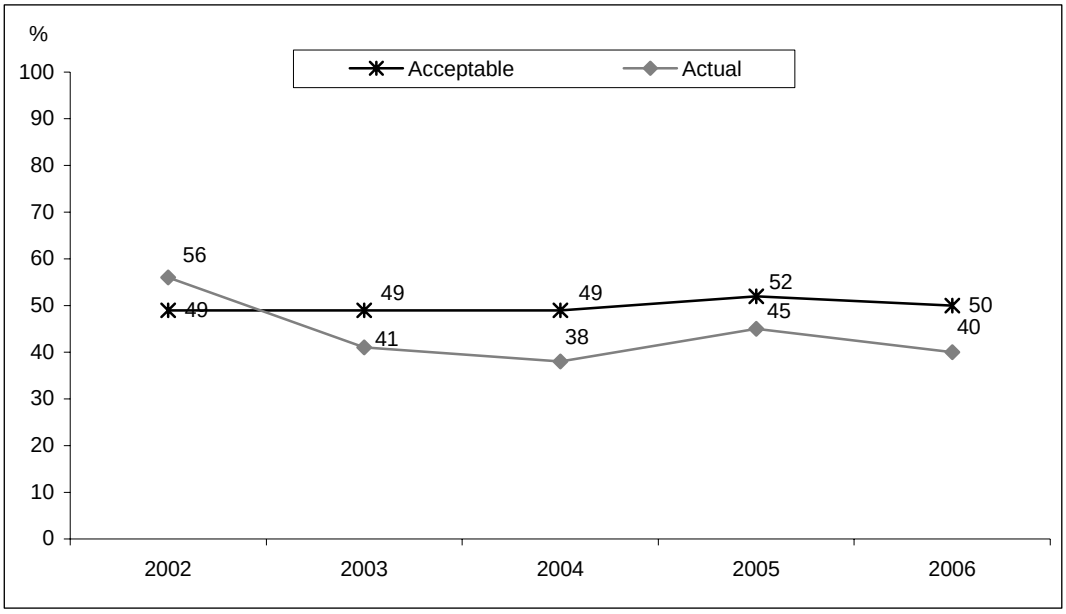
Base: Total sample (n=1,644).

Figure 4.3b provides recent time series data.

The proportion of the community that believed they should be able travel at speeds of 65 km/h or more in 60 km/h urban areas without being booked has been relatively stable over the past few years, at around 50%.

The proportion of the community of the view that they can travel at 65 km/h in a 60 km/h urban zone without being booked has varied somewhat in recent years. The 2006 result (40%) is a significant decline on the 2005 result of 45%, continuing a decline from the 2002 result of 56%. A continuing decline in the proportion of the community of the view that they can travel 65 km/h in a 60 km/h urban zone without being booked would suggest a perception that the speeding tolerances applied in these areas are being reduced.

Figure 4.3b: Perceived acceptable and actual speeding tolerances of 65 km/h or more in 60 km/h urban zones.



Base: Total sample (n=1,644).

Table 4.3c (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 believed that there should be no tolerance of speeding in urban 60 km/h zones, and the proportion that believed there is no tolerance in urban 60 km/h zones.

The median speed people thought should be permissible without being booked was 64 km/h, unchanged from 2004 and 2005. The variation across states/territories was no more than ± 1 km/h. There was also little variation by type of licence held.

The proportion of the population who felt that a zero speeding tolerance *should be* enforced in urban 60 km/h zones was 29%, not significantly lower than the 2005 result of (32%). Northern Territorians (40%) were significantly more likely to support a zero tolerance enforcement regime, whereas South Australians (19%) were significantly less likely to do so. Support for a zero tolerance speed limit enforcement policy in 60 km/h urban zones declined significantly in Queensland (from 42% to 29%), Tasmania (from 38% to 24%) and in South Australia (from 29% to 19%).

Those aged 60 years and over (41%) 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.

When looking at the actual speed tolerances people think are enforced, 14% of the in-scope population were of the view that a no tolerance regime is enforced in urban 60 km/h zones.

Table 4.3c: Median "acceptable" and "actual" speed limits and the proportion citing "no tolerance" speed limit enforcement in 60 km/h zones in urban areas[8].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**64**	**29**	**64**	**14**
Sex				
Male	64	28	64	12
Female	63	31	63	16
Age group (years)				
15–24	64	23	64	12
25–39	64	29	64	8#
40–59	64	25	63	17
60+	62	41#	63	19
State/Territory				
NSW	64	31	64	12
VIC	63	30	62	19
QLD	64	29	64	11
SA	64	19#	64	16
WA	64	32	64	13
TAS	64	24	65	10
NT	63	40#	64	16
ACT	64	32	64	15
Capital city/Other				
Capital city	64	26	64	14
Other location	62	36	63	15
Licences currently held				
Full car licence	64	28	64	14
Heavy vehicle licence	64	28	64	13
Full motorcycle licence	64	34	64	10
Provisional car licence	63	40	63	16
Net: Currently licensed	64	30	64	15
Driver status				
Frequent distance drivers	64	31	63	12
Commuters	64	26	64	14
Other frequent drivers	64	30	63	17
Less frequent drivers	63	36	64	16
Non-Drivers	62	28	63	10
Been directly involved in road accident in last 3 years				
Yes	63	35	64	15
No	64	28	64	14

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population. # Denotes statistically significant at the 95% confidence interval.

8 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.

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 4.3d. The state/territory with the highest degree of uncertainty regarding the actual speed tolerances in 60 km/h urban zones was NSW (24% don't know – up significantly from 13% in 2005). Victoria and Western Australia were the states with the least uncertainty (12% each). Victoria remained the state with the lowest proportion of the in-scope population believing they can travel 65 km/h or more in a 60 km/h zone without being booked (21%). The situation in Victoria with respect to allowable speeding tolerances is somewhat unique, in that a speed camera tolerance of 3 km/h has been widely publicised in the media since 2002, and may still be considered 'common knowledge' amongst some road users.

The result for South Australia, showing that 47% of the community believed they can travel 65 km/h in a 60 km/h urban zone without being booked, was a significant decline on the 2005 result of 59%.

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

		State/Territory							
	Total	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
Speed allowed	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Nothing over 60 km/h	**14**	12	19	11	16	13	10	16	15
61 km/h	**3**	5	3	2	2	6	2	1	1
62 km/h	**7**	6	11	8	4	9	2#	8	7
63 km/h	**14**	6#	32#	9#	11	9#	4#	6#	8#
64 km/h	**3**	1#	3	4	4	3	3	2	3
65 km/h	**23**	23	18	24	27	30	30	30	28
66–69 km/h	**11**	11	2#	18#	14	15	25#	9	9
70 km/h and over	**7**	13#	2#	3#	6	4#	8	10	12
Subtotal 65 km/h or more	**41**	*46*	*21#*	*45*	*47*	*48*	*63#*	*50#*	*50#*
Don't know	**18**	24	12#	21	16	12	16	17	18
Total	**100**	100	100	100	100	100	100	100	100
Base:	**1644**	279	245	216	184	210	184	156	170

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).

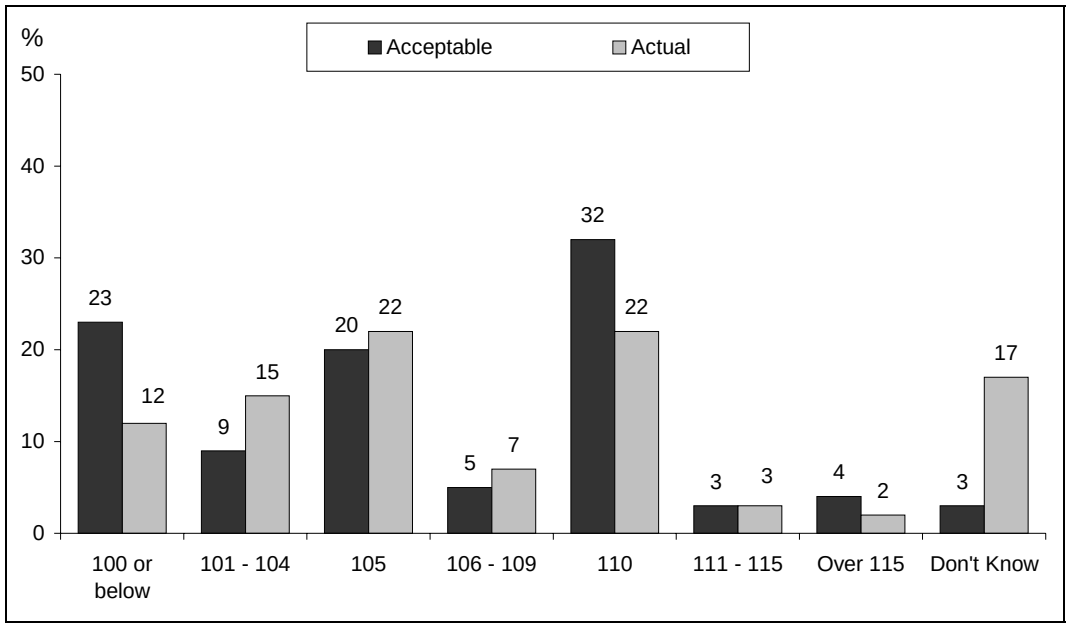
The results from these questions are shown in Figure 4.4a (next page)[9]. Looking first at acceptable speed tolerances, the most common view (held by 32% of the in-scope population) was that 110 km/h is an acceptable speed for someone to drive in a 100 km/h zone in a rural area without being booked. This view, coupled with the fact that a significantly lower proportion of the community supported zero tolerance speed limit enforcement in 100 km/h rural areas (23%) compared with 60 km/h urban areas (29%), reinforces previous survey findings pointing to 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 had two modes, as was the case in 2005. These are 105 km/h and 110 km/h (both at 22%). The proportion of the in-scope population that believe a zero tolerance speeding regime is enforced was 12%, unchanged from the 2005 result.

There seems to be increasing uncertainty about the actual speed tolerances that apply in 100 km/h rural zones. The proportion of respondents who said they didn't know what the actual speeding tolerances are in such zones increased from 12% to 17% in the last 12 months.

9 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.

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



Base: Total sample (n=1,644).

Table 4.4b (next page) 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 first at what people regard as an acceptable speed enforcement regime in rural 100 km/h zones, the median speed people thought it should be permissible to travel without being booked was 105 km/h. The corresponding result in 2005 was 104 km/h. The Northern Territory reported the highest median acceptable speed, at 109km/h.

The proportion of the population who felt that a zero speeding tolerance *should be* enforced in rural 100 km/h zones was 23% (compared with 27% in 2005). As was the case in 2005, persons aged 60 years and over were more likely to support enforcement of a zero tolerance policy (41% in 2005 and 40% in 2006).

The median speed tolerance that people thought was enforced in rural 100 km/h zones was 105 km/h (again a 1 km/h increase over the 2005 result).

Residents of the ACT (5%) were significantly less likely to hold the view that a no tolerance regime is enforced in rural 100 km/h zones.

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 areas10.

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**105**	**23**	**105**	**12**
Male	109	18#	105	11
Female	104	28	104	14
Age Group (years)				
15–24	105	16	105	9
25–39	108	18	105	10
40–59	106	19	105	12
60+	103	40#	104	19#
State/Territory				
NSW	105	21	106	11
VIC	105	24	103	17
QLD	105	23	105	9
SA	105	23	105	15
WA	105	24	105	13
TAS	105	25	108	9
NT	109	25	105	18
ACT	107	18	107	5#
Capital city/Other				
Capital city	105	21	105	12
Other location	104	26	105	14
Licences currently held				
Full car licence	105	22	105	12
Heavy vehicle licence	108	15	105	11
Full motorcycle licence	109	15	108	8
Provisional car licence	109	17	105	18
Net: Currently licensed	105	22	105	13
Driver status				
Frequent distance drivers	108	18	105	11
Commuters	108	18	105	11
Other frequent drivers	105	25	105	14
Less frequent drivers	104	34#	104	17
Non-Drivers	104	27	104	7
Directly involved in accident in last 3 years				
Yes	109	18	105	14
No	105	24	105	12

Base: Total sample (n=1,644).
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 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. This is done by identifying broad community attitudes to speeding and speed limit enforcement and measuring 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).

Just over a quarter of the in-scope sample (26%) agreed with the statement 'I think it is okay to exceed the speed limit if you are driving safely'. This result was on a par with the 2005 result, and consolidates the decline from 33% in 2004. The proportion of the community who considered it 'OK to speed if driving safely' was 11% lower in 2006 than it was in 1995.

Fifty-nine per cent of the community agreed with the view that speeding fines are mainly intended to raise revenue. The 2006 result was slightly higher than the longer term average for this measure dating back to 1999.

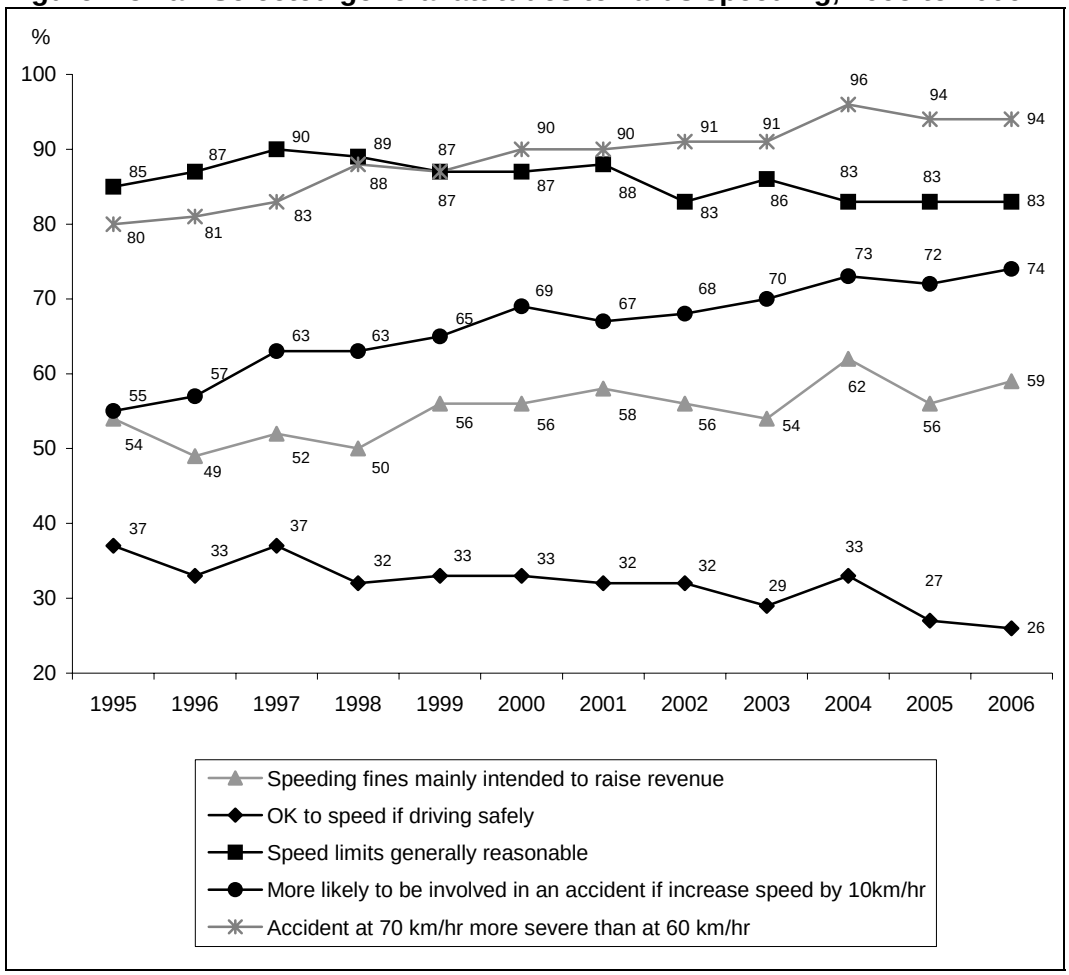
In terms of community perceptions about the relationship between speeding and being involved in an accident, 74% of the community were of the view that the chances of being involved in an accident increase if driving speed increases by 10 km/h. This result confirms a very marked increase in community 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' increased from 80% in 1995 to 96% in 2004 and has stabilised at 94% in the last two years.

The final measure, of community perceptions as to whether or not speed limits are generally set at reasonable levels, has been relatively stable. The result has been unchanged at 83% for the past three years.

Those who agreed that speed limits are generally reasonably set were more likely (at 24%) than those who didn't (16%) to feel that there should be zero tolerance of speeding in 100 km/h zones in rural areas. However, the same was not true with regard to 60 km/h zones in urban areas, with 29% of both those who agree and those who disagree that speed limits are reasonably set, of the view that a zero tolerance policy should be enforced in 60 km/h zones.

Figure 4.5.1a: Selected general attitudes towards speeding, 1995 to 2006.



Base: Total sample (n=1,644).

The extent to which various sections of the community agreed 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 displayed a conservative or cautious attitude to speeding and speed limit enforcement across the five questions. This variable was created by identifying the proportion of the population, and each sub-group, that agreed 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 disagreed 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, females (30%) were significantly more likely than males (17%) to display a conservative/cautious overall attitude to speeding/speed limit enforcement.

The proportion of the community in South Australia classified as having a cautious/conservative approach to speeding and speed limit enforcement declined from 29% to 16% between 2005 and 2006, and was only 8% for South Australian males. In Western Australia the movement was in the opposite direction, with 28% of those interviewed classified as having a cautious/conservative approach to speeding/speed limit enforcement (37% of females) compared with 19% in 2005.

As was the case in 2005, heavy vehicle licence holders and motorcyclists displayed a less conservative/cautious attitude to speeding/speed limit enforcement. For both groups, the main points of differentiation were the relatively high proportion that agree with the statement *"I think it is okay to exceed the speed limit if you are driving safely"* (40% and 37% respectively) and the relatively low proportion that agree with the statement *"If you increase your driving speed by 10 km/h you are significantly more likely to be involved in a car accident"* (64% and 59% respectively), compared with 74% overall.

Of all licence holders, provisional licence holders had the highest proportion (40%, compared to 24% overall) classified as having a conservative/cautious attitude to speeding/speed limit enforcement.

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	TOTAL: Cautious / Conservative attitude to speeding / speed limit enforcement
Total	**59**	**26**	**83**	**74**	**94**	**24**
Sex						
Male	63	34#	78#	67#	92	17#
Female	54	18#	87#	80#	95	30#
Age group (years)						
15–24	54	33	92#	85#	93	30
25–39	58	25	81	73	92	23
40–59	63	26	81	67	95	22
60+	57	23	82	76	95	24
State/Territory						
NSW	59	27	80	67	89#	22
VIC	63	25	83	79	98#	24
QLD	48#	25	88	72	96	29
SA	68#	22	78	80	95	16
WA	58	33	85	80	94	28
TAS	67	24	89	77	94	20
NT	56	26	85	65#	90	22
ACT	50	29	88	71	96	26
Capital city/Other						
Capital city	57	25	81	72	93	25
Other location	61	28	86	76	96	22
Licences currently held						
Full car licence	61	26	80	71	94	22
Heavy vehicle licence	69#	40#	79	64#	95	15#
Full motorcycle licence	64	37#	73#	59#	93	13#
Provisional car licence	40#	34	96#	89#	90	40#
Net: Currently licensed	60	27	82	72	94	23
Driver status						
Frequent distance drivers	69#	38#	75#	62#	93	17
Regular commuters	62	22	82	71	92	20
Other regular drivers	54	28	83	76	96	28
Less frequent drivers	54	17#	85	80	97	28
Non-Drivers	51	23	92#	85	90	29
Directly involved in a road accident in last three years						
Yes	59	31	78	73	93	24
No	58	25	84	74	94	24

Base: Total sample (n=1,644).
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 be 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 4.5.2, show that females (49%) were significantly more likely than males (39%) to consider that the level of speed limit enforcement should be increased. This pattern was consistent with that reported in previous years. Overall, 44% of the in-scope population supported an increased amount of speed limit enforcement, 11% supported a decrease and 44% wanted no change. In 2005, the level of support for increasing the amount of speed limit enforcement was 42%.

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 65%) to support an increase in the level of speed limit enforcement. Support for an increase in the level of speed limit enforcement varied considerably across states/territories, ranging from 34% in Western Australia to 52% in Queensland.

Full motorcycle licence holders (at 18%) were significantly more likely than other drivers to support a decrease in the amount of speed limit enforcement (11%) overall. This result suggests a relationship with the finding that motorcyclists were 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).

More than a quarter of the in-scope population thought that penalties for exceeding the speed limit should be made more severe, the result of 28% a significant increase on the 2005 level of 24%. A further 12% believed speeding penalties should be made less severe, and 57% opted for no change to the current regime. Reference to Table 4.5.2 shows that those aged 60 years and over were the most supportive of increasing the severity of speeding penalties (38%). 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 (41%). Frequent drivers were significantly more likely to support a reduction in current penalties.

Table 4.5.2: 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	**44**	**11**	**44**	**28**	**12**	**57**
Sex						
Male	39	15#	45	23	16	58
Female	49	6#	43	33	8#	56
Age group (years)						
15–24	46	11	41	27	12	61
25–39	40	12	48	26	13	59
40–59	43	10	46	24	15	58
60+	49	10	37	38#	6#	50
State/Territory						
NSW	48	10	41	27	13	57
VIC	38	10	50	23	19#	56
QLD	52#	8	38	38#	5#	53
SA	41	13	43	25	10	64
WA	34#	16#	46	27	11	61
TAS	46	9	44	34	6#	57
NT	41	9	49	30	4#	59
ACT	37	7	54#	23	8	62
Capital city/Other						
Capital city	39	13	46	26	15	56
Other location	53	6	40	32	7	59
Licences currently held						
Full car licence	43	12	44	27	14	57
Heavy vehicle licence	43	11	47	21	15	58
Full motorcycle licence	34	18#	48	19	21#	57
Provisional car licence	42	4	52	38	9	53
Net: Currently licensed	43	11	45	27	13	57
Driver status						
Frequent distance drivers	39	17#	42	20	19#	59
Commuters	42	10	46	24	13	60
Other frequent drivers	43	10	46	33	10	54
Less frequent drivers	53	4#	41	32	8	55
Non-drivers	52	8	37	34	6	57
Directly involved in a road accident in the last 3 years						
Yes	40	16	43	27	15	54
No	45	10	44	28	12	58

Base: Total sample (n=1,644).
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 of 50 km/h in local streets in residential areas. 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?'*

Acceptance of the 50 km/h default speed limit in local streets was virtually unchanged over the past three years – 77% in both 2004 and 2005 and 78% for the current year, (see Table 4.5.3a, next page).

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	**18**	**4**	**78**
Sex			
Male	21	4	74
Female	15	3	82
Age group (years)			
15–24	16	4	80
25–39	21	4	75
40–59	17	3	80
60+	17	4	78
State/Territory			
NSW	18	3	79
VIC	20	4	76
QLD	13	4	83
SA	24	3	73
WA	16	5	80
TAS	12	4	84
NT	25	4	72
ACT	20	3	77
Capital city/Other			
Capital city	20	4	76
Other location	15	3	82
Licences currently held			
Full car licence	20	4	77
Heavy vehicle licence	24	1	75
Full motorcycle licence	18	6	76
Provisional car licence	8	<1	92#
Net: Currently licensed	19	4	77
Driver status			
Frequent distance drivers	20	4	76
Commuters	21	4	75
Other frequent drivers	20	3	77
Less frequent drivers	12	2	86
Non-drivers	8	6	86
Directly involved in a road accident in the last three years			
Yes	19	7	74
No	18	3	79

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Community views on whether there should be more sub-60 km/h zones introduced also showed very little variation from 2005, with 19% supporting the introduction of more sub-60 km/h zones, 16% of the view that the number of sub-60 km/h zones should be decreased and 65% 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**	**16**	**65**
Sex			
Male	18	19	64
Female	20	14	66
Age group (years)			
15–24	15	18	68
25–39	20	19	61
40–59	19	16	65
60+	19	13	68
State/Territory			
NSW	21	18	61
VIC	16	17	67
QLD	22	10#	68
SA	14	29#	57
WA	14	14	72
TAS	23	8#	69
NT	21	12	67
ACT	16	18	66
Capital city/Other			
Capital city	19	18	63
Other location	18	15	68
Licences currently held			
Full car licence	18	18	64
Heavy vehicle licence	15	20	65
Full motorcycle licence	19	13	68
Provisional car licence	15	10	76
Net: Currently licensed	18	17	65
Driver status			
Frequent distance drivers	16	21	63
Regular commuters	21	17	62
Other regular drivers	17	17	66
Less frequent drivers	17	11	72
Non-drivers	23	11	66
Directly involved in a road accident in the last three years			
Yes	17	21	62
No	19	16	66

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.6 Self-reported speeding behaviour

Within the context of there being an increased awareness of the dangers associated with speeding and a broad-based acceptance of sub-60 km/h zones in residential areas, the link between attitudes to speeding and self-reported speeding behaviour are examined in this section.

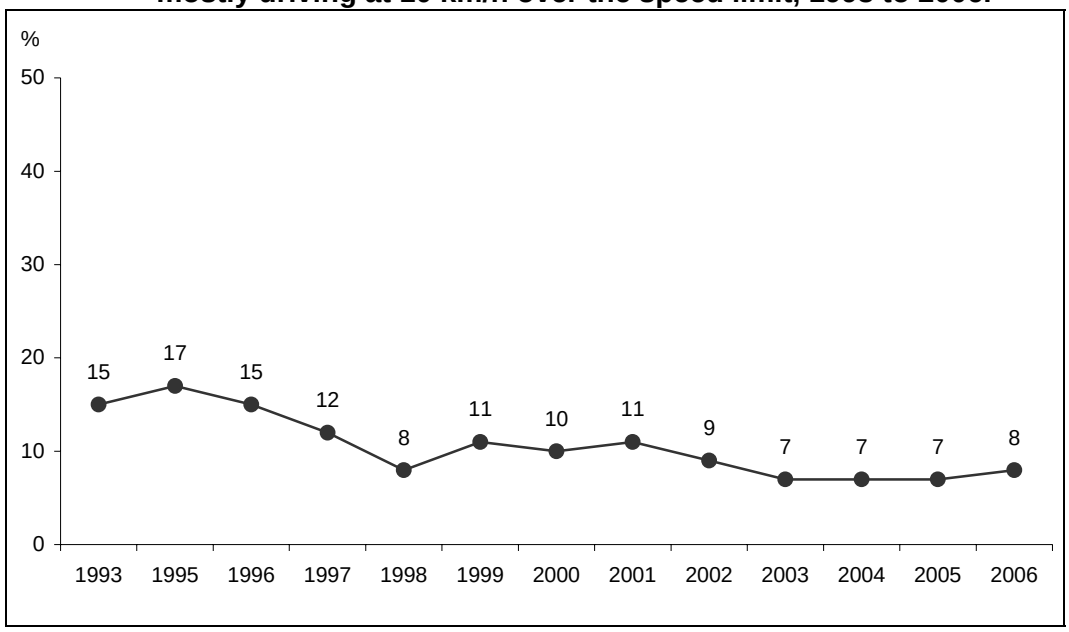
In order to try to identify any changes in driver behaviour, respondents who had driven in the last two years (that is, recent drivers) were asked:

> *'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 is, those currently driving or having driven in the last two years) who reported either 'always', 'nearly always' or 'mostly' driving at 10 km/h over the speed limit is shown in Figure 4.6.1a. The 2006 result of 8% is in line with recent years and has halved since the mid 1990s. The results also showed that 71% of drivers drive at 10 km/h over the speed limit at least occasionally.

Figure 4.6.1a: Percentage of the recent drivers that report always, nearly always or mostly driving at 10 km/h over the speed limit, 1993 to 2006.



Base: Recent drivers (n=1,451).

Reference to the Table below (4.6.1.b, next page) shows the proportion of the recent drivers that regularly travel at 10 km/h or more over the speed limit by selected sub-groups. Females (4%) along with those aged 60 years and over (3%) and drivers in South Australia (2%) were the least likely to report regularly driving 10 km/h or more over the speed limit.

Of the various types of licence holders, those with a provisional car licence (at 18%) were the most likely to report regularly travelling 10 km/h or more in excess of the speed limit.

This self-reported driving behaviour for provisional licence holders (and those aged 15 to 24 years generally) is seemingly at odds with the greater than average proportion having been categorised as having a cautious/conservative attitude to speeding and speed limit enforcement (refer back to Section 4.5.1). This suggests that, for at least some younger drivers, a seemingly greater appreciation of the dangers of speeding is not necessarily reflected in their driving behaviour.

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

Selected characteristics	%
Total	**8**
Sex	
Male	11#
Female	4#
Age group (years)	
15–24	15#
25–39	12
40–59	5
60+	3#
State/Territory	
NSW	12
VIC	6
QLD	5
SA	2#
WA	7
TAS	6
NT	6
ACT	9
Capital City/Other	
Capital city	8
Other location	7
Licences currently held	
Full car licence	8
Heavy vehicle licence	7
Full motorcycle licence	12
Provisional car licence	18#
Net: Currently licensed	8
Driver status	
Frequent distance drivers	11
Commuters	6
Other frequent drivers	10
Less frequent drivers	2#
Non-drivers	0
Been directly involved in a road accident in the last three years	
Yes	11
No	7

Base: Recent drivers (n=1,451).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

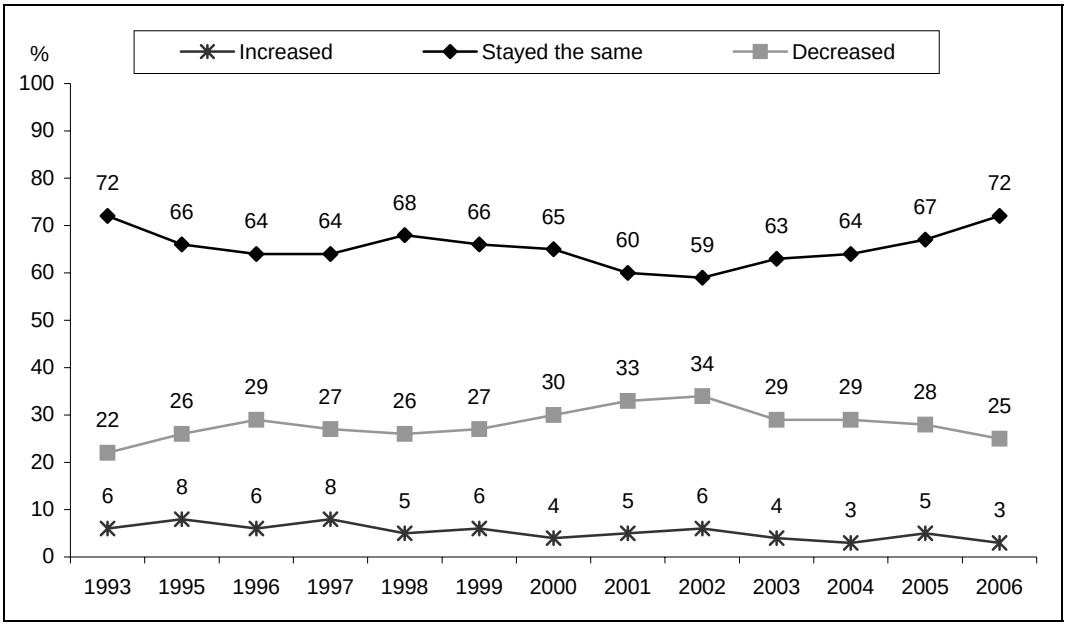
4.6.2 Reported changes in driving speed over the last two years

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 back to 1993

The decline in the proportion of drivers saying their driving speed has decreased (down from 34% in 2002 to 25% for the current period), and the increase in the proportion reporting that their speed has been unchanged (up from 59% to 72% for the corresponding period), indicates a slow-down in the level of perceived speed reduction.

One possible explanation for this is that after a prolonged period of drivers reporting having gradually reduced their speed (1993 to 2002), by 2005 drivers felt that their driving speed had become established at a new (lower) level.

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 to2006.



Base: Recent drivers (n=1,451).

Table 4.6.2b provides a breakdown of this data. Those groups more likely to report an increase in their driving speed over the past two years included 15 to 24 year olds (14%) and provisional licence holders (13%). While this data is consistent with the finding that a higher proportion of young drivers exceeded the speed limit 'most of the time' (refer to previous section) it is possible that changes in speed restrictions in the transition from learners' permits to provisional licences and from provisional licences to full licences also had some bearing on this 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	**3**	**72**	**25**
Sex			
Male	4	71	26
Female	3	74	24
Age group (years)			
15–24	14#	75	12#
25–39	2	74	24
40–59	2	70	28
60+	1	72	27
State/Territory			
NSW	5	74	22
VIC	1	67	32
QLD	2	76	22
SA	2	74	24
WA	5	70	25
TAS	3	67	31
NT	8#	81	12#
ACT	7#	68	25
Capital city/Other			
Capital city	3	71	26
Other location	3	74	23
Licences currently held			
Full car licence	2	72	26
Heavy vehicle licence	1	64	35#
Full motorcycle licence	2	70	29
Provisional car licence	13#	76	11#
Net: Currently licensed	3	72	25
Driver status			
Frequent distance drivers	4	67	29
Regular commuters	3	73	24
Other regular drivers	3	73	24
Less frequent drivers	4	74	22
Non-drivers	3	96	1
Directly involved in a road accident in the last 3 years			
Yes	7#	70	23
No	2	73	25

Base: Recent drivers (n=1,451).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

5 DRIVER FATIGUE

The 2006 survey was the sixth 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

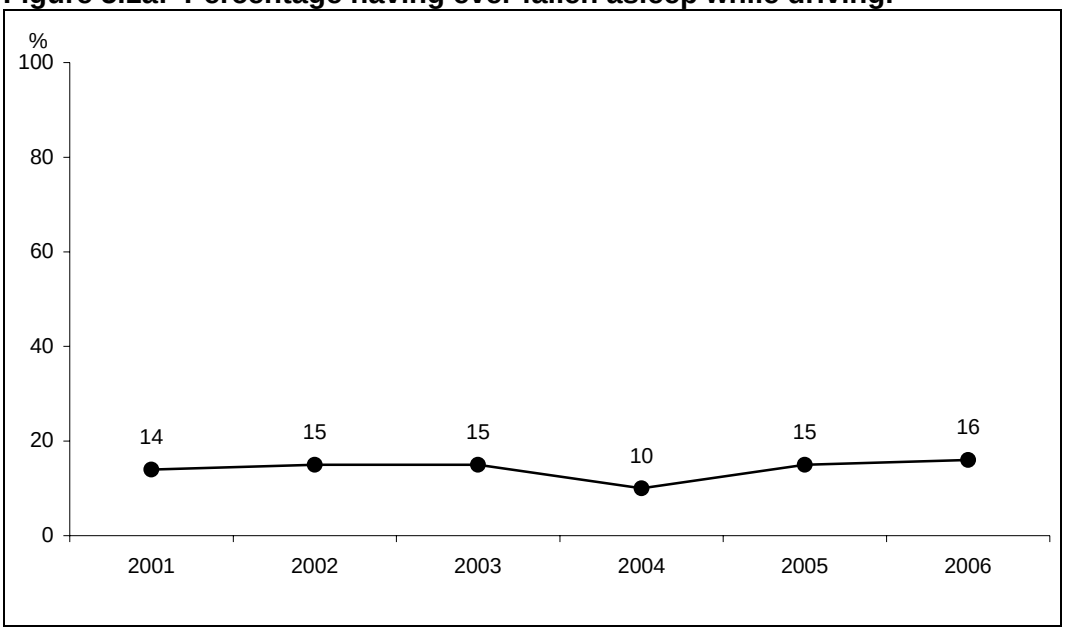
The reported prevalence of drivers ever having fallen asleep while driving was captured by the question;

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

Results for the last six years are shown in Figure 5.1a. Leaving the 2004 result aside, the 2006 result of 16% was generally in line with the established time series.

The 2006 survey showed that of those that had ever fallen asleep while driving,[11] almost half (47%) had done so more than once and 22% had fallen asleep while driving on three or more occasions. For 10% of those who had ever fallen asleep while driving, the most recent episode had resulted in a road accident.

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



Base: Ever held a licence (n=1,494).

A breakdown of the 2006 results by selected population characteristics is provided in Table 5.1b. As was the case in 2004 and 2005, males (23%) were significantly more likely than females (9%) to report having ever fallen asleep while driving. The same is true of frequent distance drivers (23%), those with a heavy vehicle licence (32%) and motorcycle licence (27%). Provisional car licence holders (3%) and 15 to 24 year olds (7%) were significantly less likely to report having ever fallen asleep while driving.

11 Please note this analysis is based on a relatively small sample size of 246.

As reported in 2005, the CAS data suggest a possible link between alcohol consumption and drivers falling asleep at the wheel. Drivers whose drink driving strategy is to restrict what they drink when they are driving were significantly more likely to report having ever fallen asleep while driving (20%) than those drivers who don't drink at all when driving (14%). This is further borne out by the fact that 71% of those who said they were 'very likely' to have driven when over the blood alcohol limit in the 12 months reported having ever fallen asleep while driving.

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

Selected characteristics	%
Total	**16**
Sex	
Male	23#
Female	9#
Age group (years)	
15–24	7#
25–39	12
40–59	19
60+	21
State/Territory	
NSW	16
VIC	13
QLD	19
SA	13
WA	18
TAS	14
NT	22
ACT	17
Capital city/Other	
Capital city	15
Other location	17
Licences currently held	
Full car licence	16
Heavy vehicle licence	32#
Full motorcycle licence	27#
Provisional car licence	3#
Net: Currently licensed	16
Driver status	
Frequent distance drivers	23#
Commuters	14
Other frequent drivers	16
Less frequent drivers	12
Non-drivers	11
Been directly involved in a road accident in the last three years	
Yes	18
No	15

Base: Ever held a licence (n=1,494).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Reference to Table 5.1c shows that 24% of drivers who had fallen asleep while driving had done so in the last two years. This equates to 4% of all current licence holders having fallen asleep at the wheel at some stage in the last two years.

Table 5.1c: Length of time since last fell asleep while driving, 2001 to 2005.

Selected characteristics	2001 n=221 %	2002 n=241 %	2003 N=249 %	2004 n=187 %	2005 n=246 %	2006 n=258 %
Less than 6 months	11	13	16	9	16	13.7
Between 6 and 12 months	4	8	6	3	8	5.6
1 to 2 years	9	11	3	8	8	5
Net: 2 years or less	***24 (3)***	***32 (5)***	***25 (4)***	***20 (2)***	***31 (5)***	***24 (4)***
3 to 5 years	14	16	12	15	12	12
6 to 10 years	19	17	17	12	12	9
More than 10 years	42	36	45	54	44	55[#]

Base: Fallen asleep while driving (n=258).
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 six years is presented. By and large the picture to emerge is in line with what might be expected. Drivers were 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 10% 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 %	2006 %
Duration of trip						
Less than 1 hour	22	35	32	22	33	25
1 – 2 hours	18	13	20	22	17	22
More than 2 hours	58	52	46	56	50	52
Location						
Capital City	13	25	21	9	18	16
Regional City	6	6	9	6	11	8
Country Road	47	36	34	44	26	43
Country Highway	35	33	40	40	45	33
Time of Day						
6:00am – 10:00am	17	17	12	12	9	15
10:00am – 3:00pm	12	19	15	17	15	17
3:00pm – 7:00pm	18	15	21	16	19	20
7:00pm – 12:00am	15	13	16	12	18	23
12:00am – 6:00am	37	36	36	41	37	24

Base: Fallen asleep while driving (n=258).

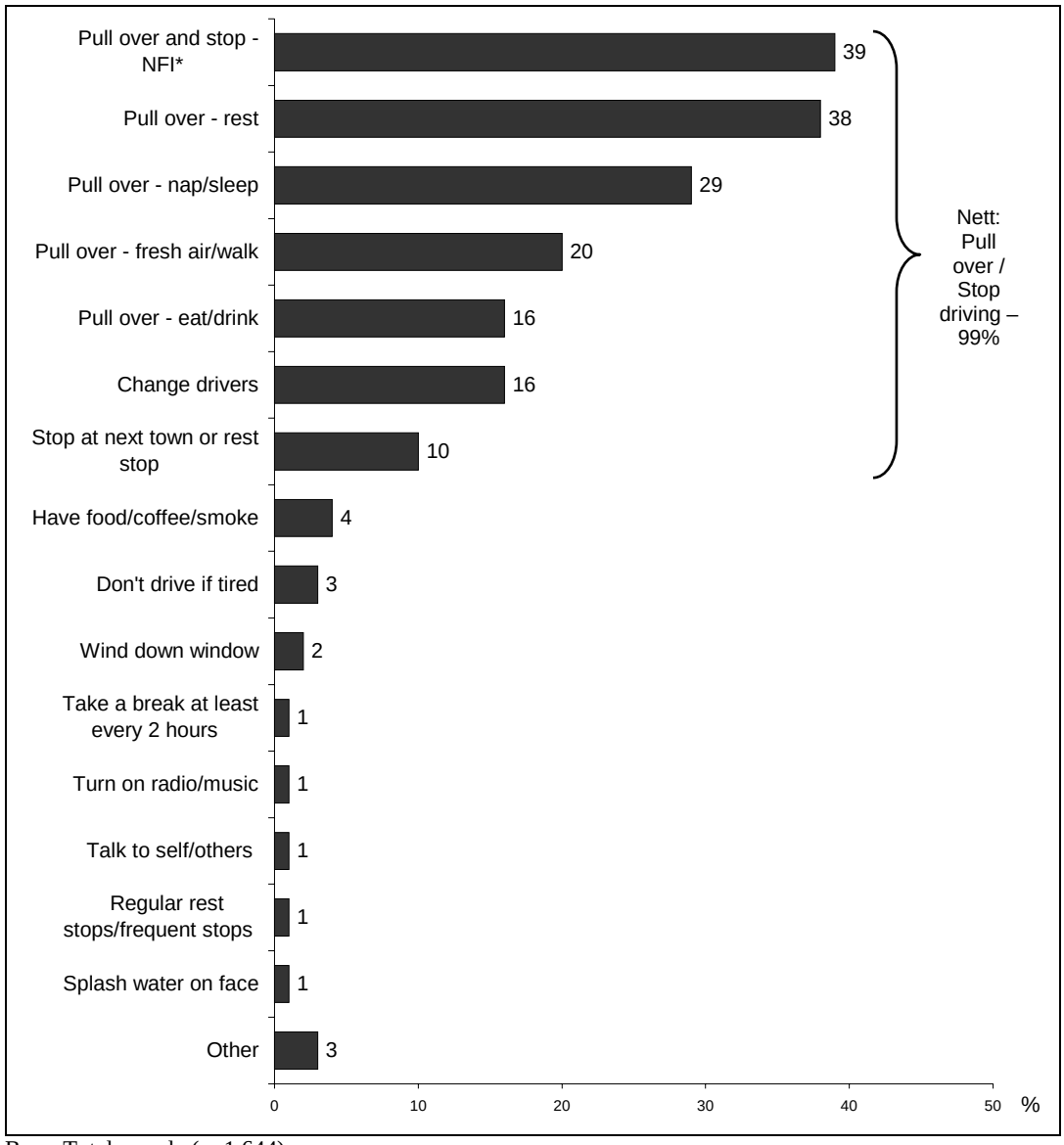
5.2 Awareness of strategies for avoiding and dealing with fatigue

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 shows a total of 99% of respondents mentioned pulling over or stopping driving. Other strategies mentioned by drivers for dealing with fatigue while driving included winding down the window, eating or drinking something, and not driving when tired.

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



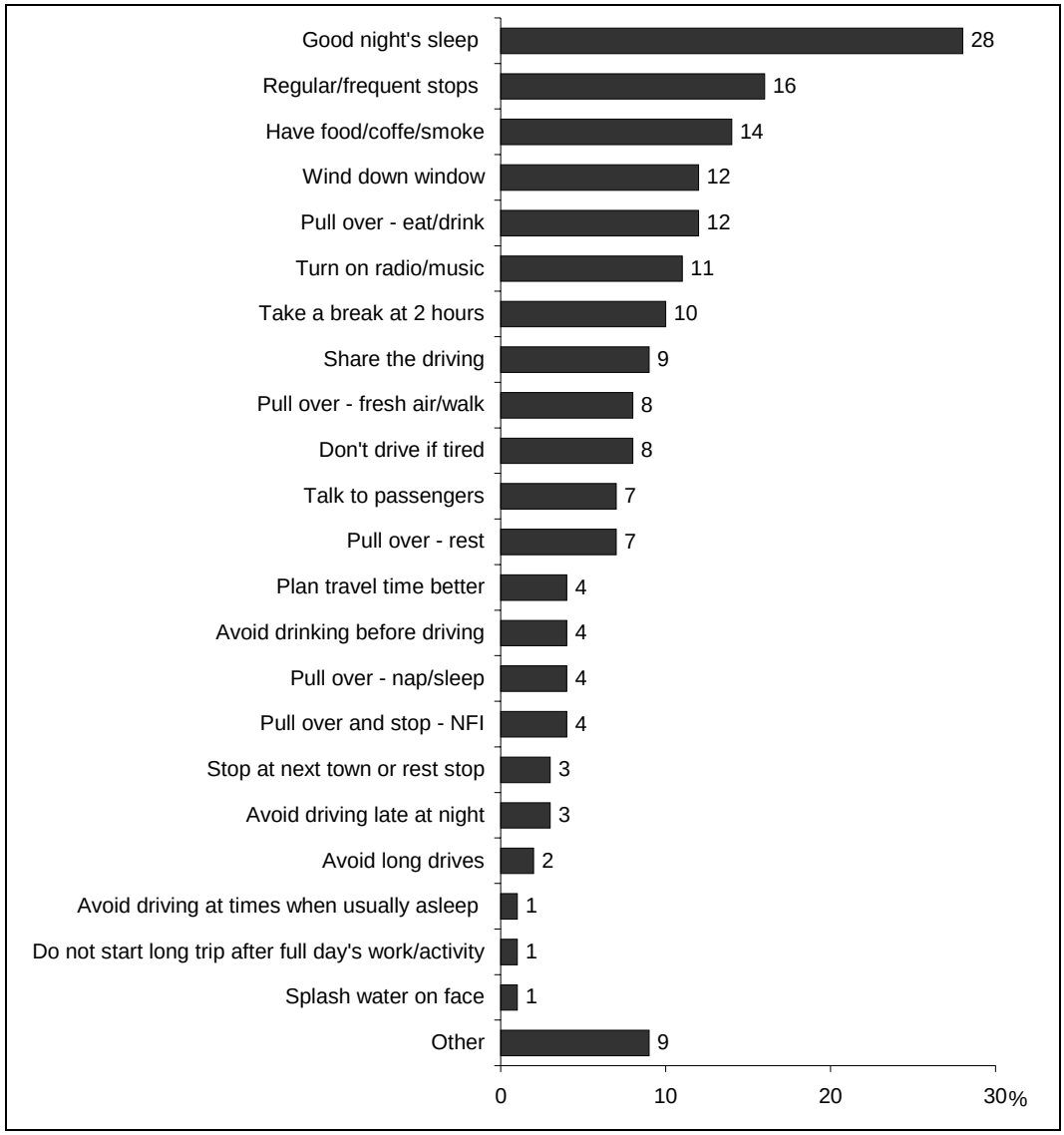
Base: Total sample (n=1,644).
Multiples accepted. * NFI = No Further Information

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?'*

Some of the 'on-target responses'[12] mentioned by respondents included: get a good night's sleep beforehand (28%), plan for regular/frequent stops (16%), take a break every two hours (10%), share the driving (9%) and avoid driving when tired (8%).

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



Base: Total sample (n=1,644).
Multiples accepted.* NFI = No Further Information

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

6 MOBILE PHONES

CAS 19 was the second survey in the series to ask survey participants about their use of mobile phones when 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?'*

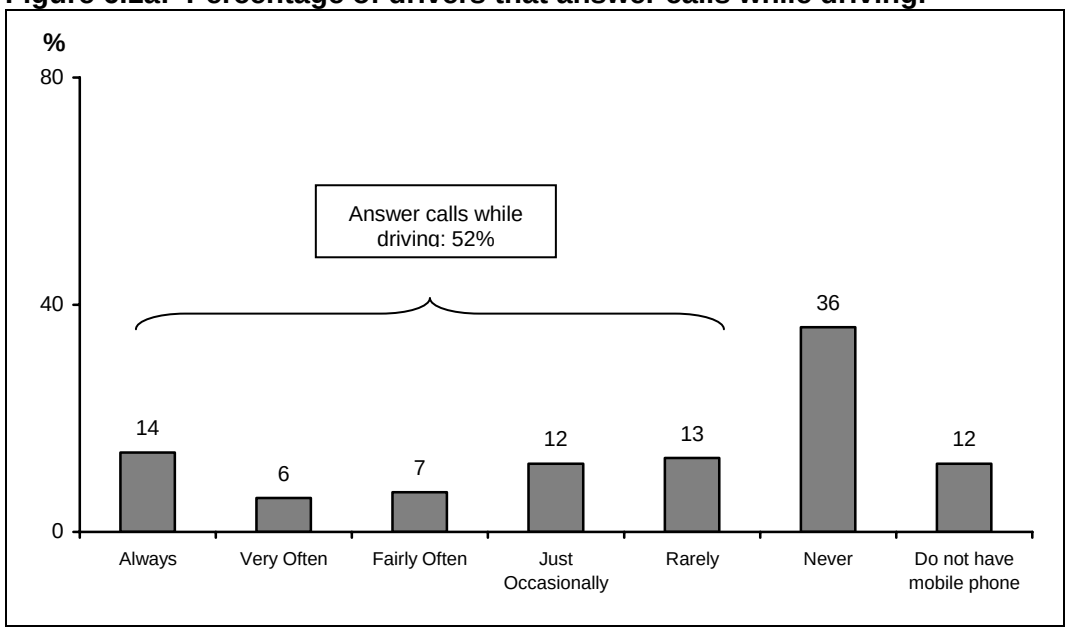
For the purposes of these questions, if interviewers were queried by respondents, they explained that 'while driving' included being stopped at traffic lights.

6.1 Patterns of specific mobile phone usage while driving

Figures 6.1a and 6.1b show the percentage of active drivers that said they answer or make calls while driving, regardless of whether they use a hands-free car kit or not (with 31% of active drivers using a hands-free car kit either sometimes or all of the time)[13].

The proportion that said they never answer calls while driving declined from 40% in 2005 to 36% in 2006.

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

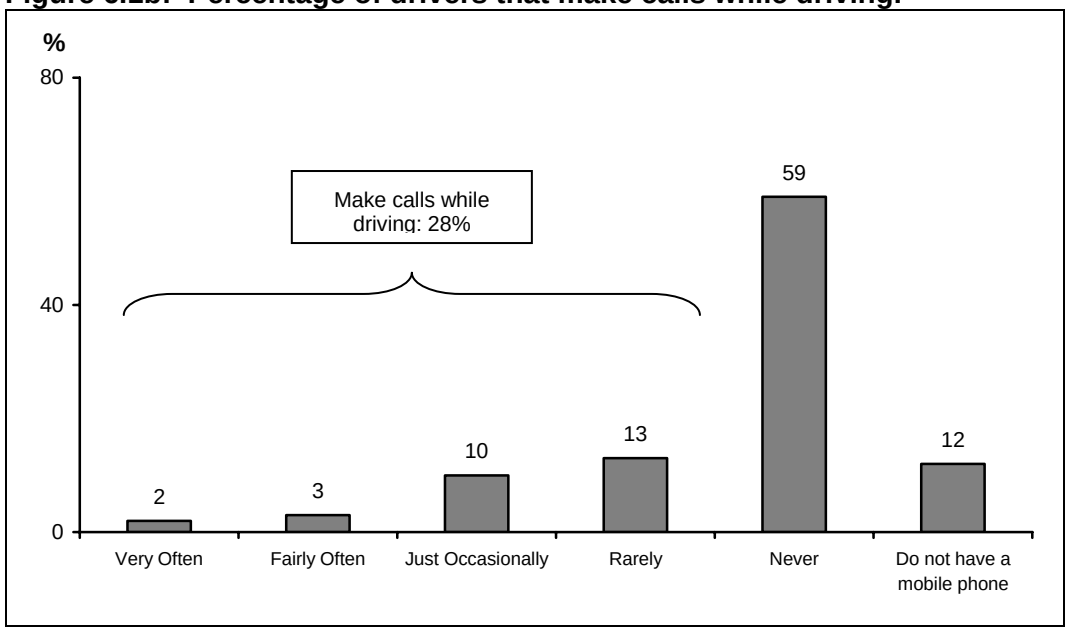


Base: Active drivers (n=1,442).

13 In 2005, 29% of current drivers reported using a hands-free car kit either sometimes or all the time.

More than a quarter of active drivers said they (28%) make calls on their mobile phone while driving. Again this result was higher than that reported in 2005 (24%).

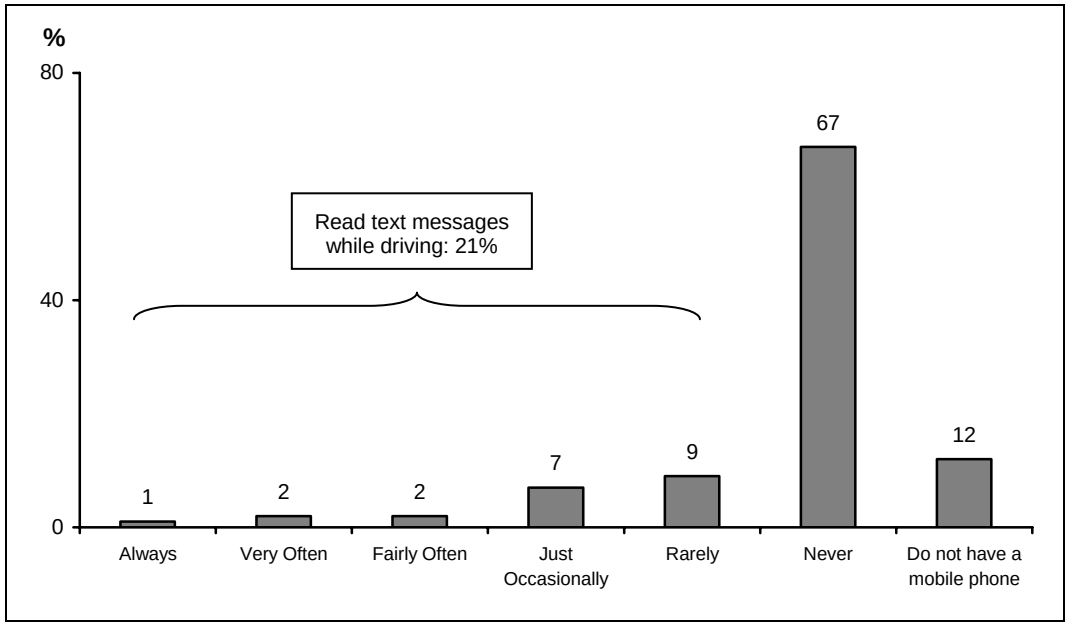
Figure 6.1b: Percentage of drivers that make calls while driving.



Base: Active drivers (n=1,442).

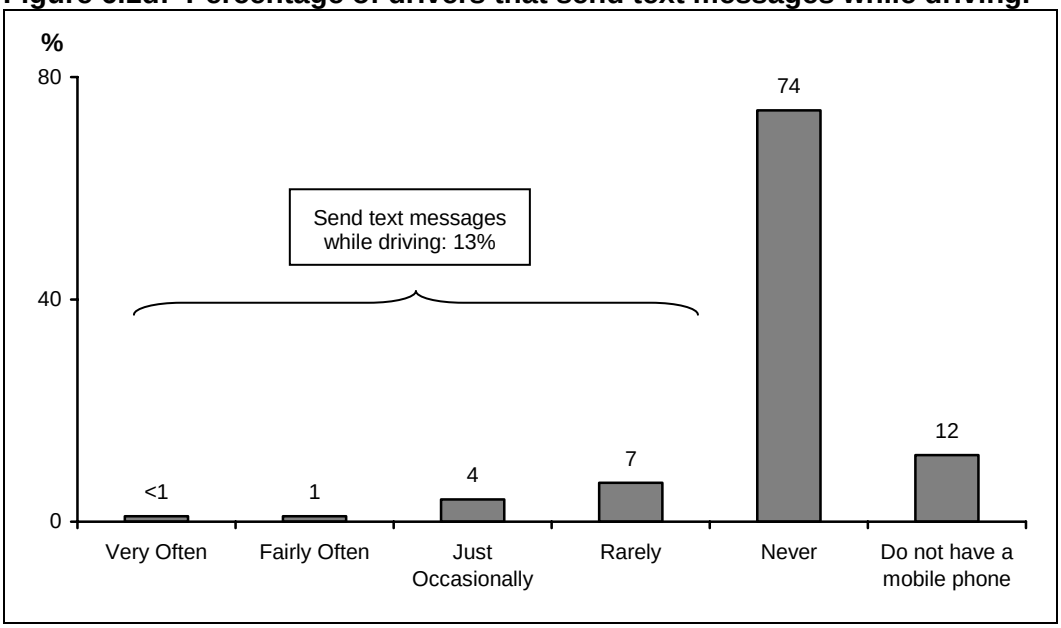
Around one in five active drivers (21%) said they read text messages while driving (up from 16% in 2005) and 13% said they send text messages while driving (up from 8% in 2005).

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



Base: Active drivers (n=1,442).

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



Base: Active drivers (n=1,442).

6.2 Overall use of mobile phone while driving

The data presented in Table 6.2a (next page) shows that 88% of active drivers had a mobile phone and 55% reported having used a mobile phone while driving.

This data shows that male drivers (at 63%) were significantly more likely than female drivers (47%) to use a mobile phone while driving, and that the use of mobile phones while driving generally declined with age (with only 22% of those aged 60 years and over having used a mobile phone while driving).

Usage of mobile phones while driving also varied by state/territory and was significantly lower in South Australia (42%) compared to the national average (55%). The opposite was true in NSW, where use of mobile phones while driving increased from 44% to 60%.

Table 6.2a: Per cent that have mobile phone, and use of phone when driving.

Selected characteristics	Have Mobile Phone %	Use Mobile Phone when driving(a) %
Total	**88**	**55**
Sex		
Male	88	63#
Female	88	47#
Age group (years)		
15–24	98#	69#
25–39	95#	72#
40–59	91	56
60+	68#	22#
State/Territory		
NSW	91	60
VIC	89	51
QLD	87	57
SA	83	42#
WA	86	54
TAS	86	54
NT	90	57
ACT	89	59
Capital city/Other		
Capital city	90	60
Other location	85	46
Licences currently held		
Full car licence	87	55
Heavy vehicle licence	89	54
Full motorcycle licence	91	68#
Provisional car licence	97	67
Net: Currently licensed	88	55
Driver status		
Frequent distance drivers	93	73#
Commuters	91	61
Other frequent drivers	87	49
Less frequent drivers	76#	25
Been directly involved in a road accident in the last three years		
Yes	95#	65#
No	87	53

Base: Active Drivers (n=1,442)
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.

6.3 Attitudes to possible laws regarding mobile phone usage while driving

The CAS 19 questionnaire included two new questions aimed at gauging community attitudes to the current law regarding the use of mobile phones while driving and a hypothetical new law aimed at curbing the use of mobile phones while driving.

With relation to the current law the question was;

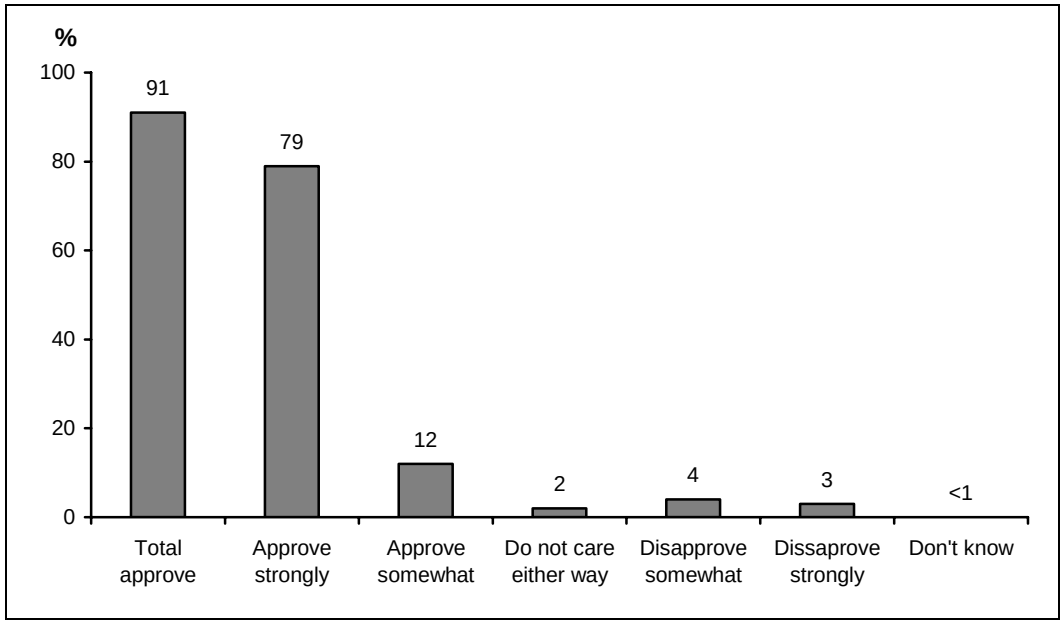
> *'It is illegal throughout Australia to use a HAND HELD mobile phone while driving. How do you feel about this law?*

In relation to the introduction of a hypothetical new law the question was;

> *'It is currently legal in Australia to use a hands-free mobile phone while driving. How would you feel about a law banning the use of hands-free mobile phones while driving?'*

Looking first at the current situation, Figure 6.3a shows that 91% of those aged 15 years and over approved of the current law banning the use of a hand held mobile while driving (79% approve strongly).

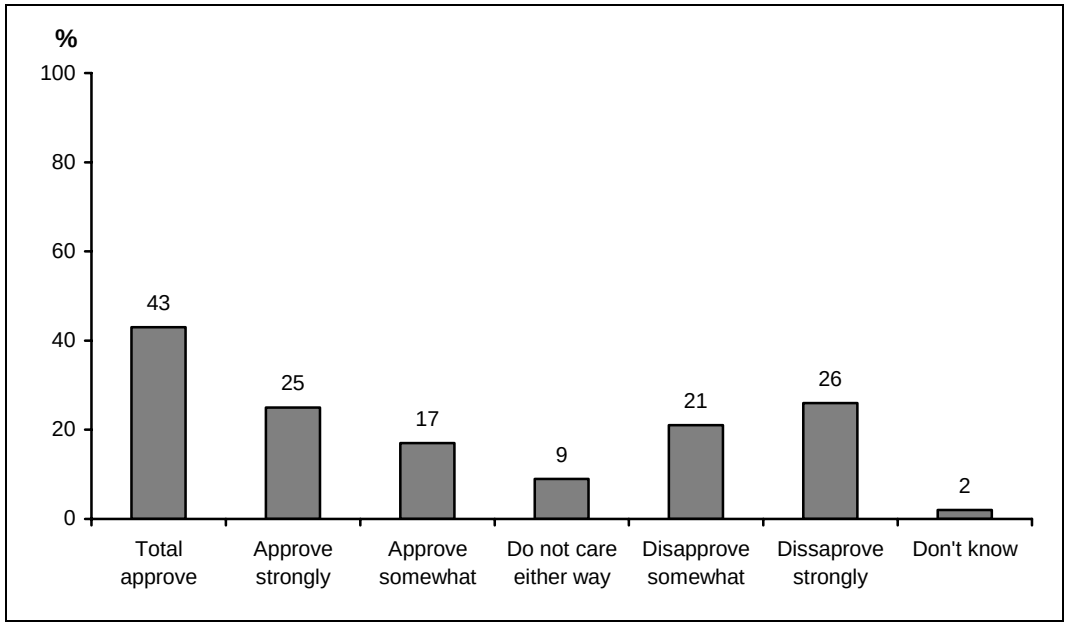
Figure 6.3a: Percentage that approve of the current law banning the use a hand held mobile phone while driving.



Base: Total sample (n=1,644).

The hypothetical introduction of a new law banning the use of hands-free mobile phones while driving attracted 43% community support. A slightly higher proportion of respondents were opposed to this law (47%) than in favour of it, and just under one in ten was ambivalent.

Figure 6.3b: Percentage that approve of a hypothetical new law banning the use hand free mobile phone while driving.



Base: Total sample (n=1,644).

Table 6.3c (next page) provides an analysis of those who approved of the current law and would support the introduction of a new law banning the use of hands-free mobile phones while driving.

This shows that frequent distance drivers were significantly less likely to be in favour of the current law (81%). Support for the introduction of a new law banning the use of hands-free mobile phones while driving increased with age (ranging from 32% among 15 to 24 year olds to 56% among those aged 60 years and over). Provisional licence holders were significantly less likely to support the law (16%).

Table 6.3c: Percentage support for the current law on hand held mobile phone use, while driving and support for a law banning the use of hands-free mobile phones while driving.

Selected characteristics	Approve of current law %	Approve of law banning hands-free use of mobile while driving %
Total	**91**	**43**
Sex		
Male	88	38
Female	94	47
Age group (years)		
15–24	89	32#
25–39	90	34
40–59	91	46
60+	94	56#
State/Territory		
NSW	91	42
VIC	91	43
QLD	91	40
SA	92	42
WA	89	49
TAS	87	43
NT	90	43
ACT	90	38
Capital city/Other		
Capital city	90	42
Other location	92	43
Licences currently held		
Full car licence	91	42
Heavy vehicle licence	89	34
Full motorcycle licence	88	38
Provisional car licence	88	16#
Net: Currently licensed	90	41
Driver status		
Frequent distance drivers	81#	38
Commuters	94	38
Other frequent drivers	92	42
Less frequent drivers	91	49
Non-drivers	93	55#
Been directly involved in a road accident in the last three years		
Yes	88	33
No	91	44

Base: Total sample (n=1,644)
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

7 OTHER SELECTED FINDINGS

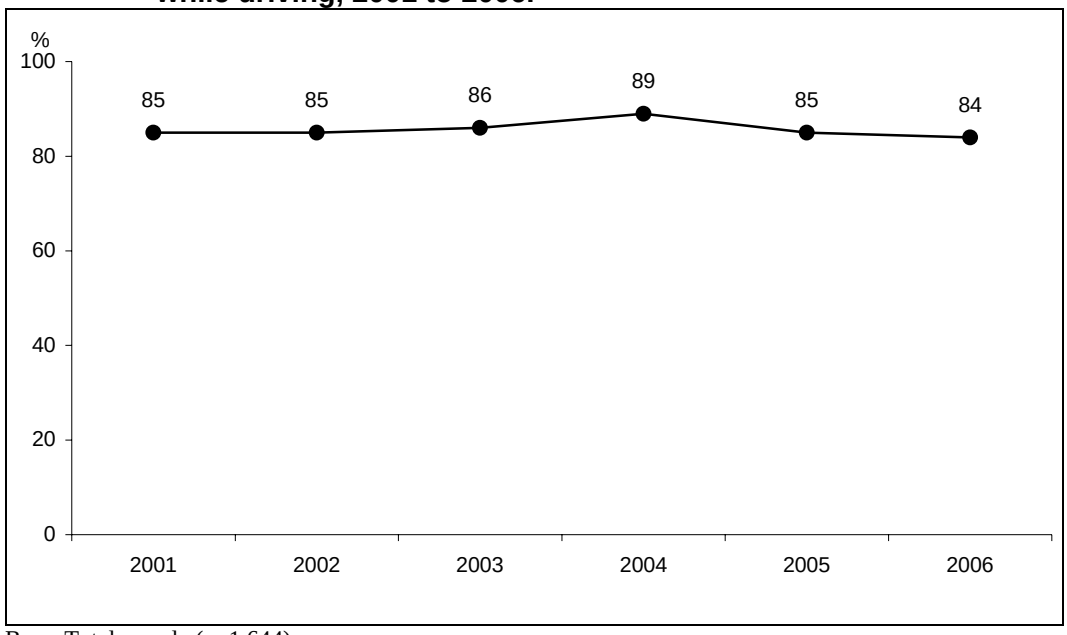
7.1 Legal requirement for drivers to carry their licence

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[14]. 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 who agreed with the compulsory carriage of licences. Generally support for this measure has remained strong between 84% and 89% over the time series. However, the decline in support from 89% in 2004 to the current level of 84% was statistically significant.

Figure 7.1a: Approval of the law requiring a driver's licence to be carried at all times while driving, 2001 to 2006.



Base: Total sample (n=1,644).

[14] 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. Some states have compulsory carriage laws for specific groups only: L- and P- plate drivers (Victoria and SA), and drivers of heavy vehicles (Victoria, SA and NT).

Table 7.1b shows support for compulsory licence carriage was higher among those aged 60 years and over, and less frequent drivers, and lower amongst motorcycle licence holders and residents of the Northern Territory. In NSW the level of support for the compulsory carriage of licences declined from 91% to 85% between 2005 and 2006.

As was the case in 2005, females were significantly more likely than males to support compulsory licence carriage (87% and 81% respectively).

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

Selected characteristics	Approval %
Total	**84**
Sex	
Male	81
Female	87
Age group (years)	
15–24	83
25–39	79
40–59	84
60+	90#
State/Territory	
NSW	85
VIC	87
QLD	82
SA	84
WA	79
TAS	80
NT	75#
ACT	80
Capital city/Other	
Capital city	85
Other location	83
Licences currently held	
Full car licence	83
Heavy vehicle licence	80
Full motorcycle licence	73#
Provisional car licence	89
Net: Currently licensed	83
Driver status	
Frequent distance drivers	79
Regular commuters	83
Other regular drivers	84
Less frequent drivers	92#
Non-drivers	87
Been directly involved in a road accident in the last three years	
Yes	84
No	84

Base: Total sample (n=1,644).
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 responding 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 were in place were NSW, Tasmania and the ACT, it is interesting to note that awareness levels were significantly higher in these states.

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**
	%	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Yes	**78**	92#	85#	58#	67#	56#	94#	67#	85
No	**10**	3#	5#	22#	20#	24#	2#	15	1#
Don't know	**12**	5#	10	20#	13	21#	5#	18#	15
Base: Total sample	1,644	279	245	216	184	210	184	156	170

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

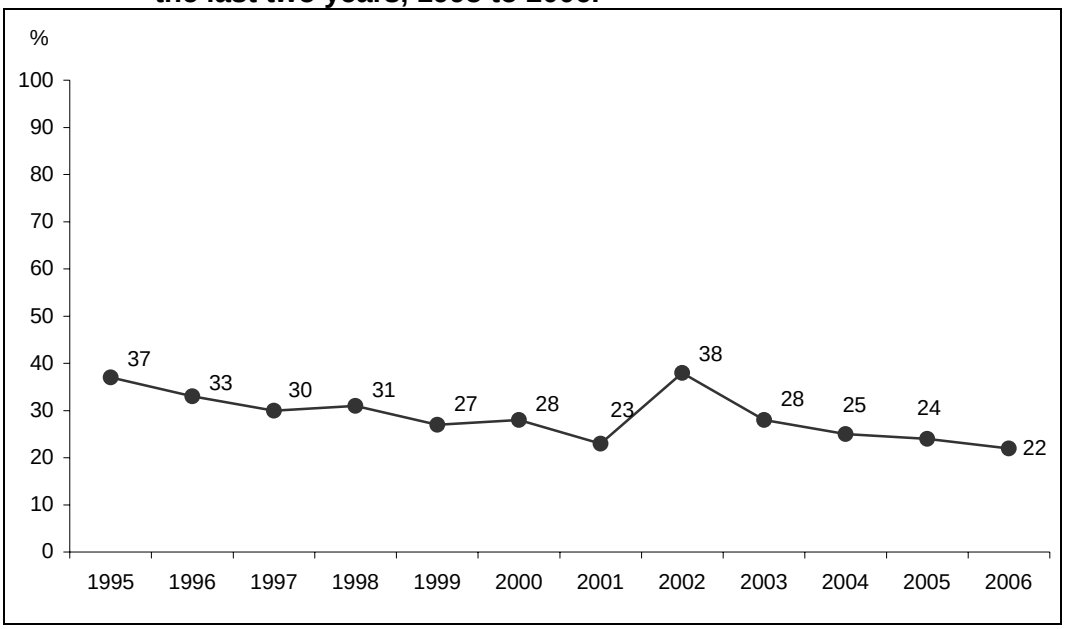
7.2 Perceptions regarding the level of seat belt enforcement

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 was;

> *'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 2006 survey results (Figure 7.2a) showed that under a quarter of the in-scope population (22%) were of the view that the level of enforcement of seat belt laws had increased over the last two years. This result continued the downward trend from the 2002 high point of 38%.

Figure 7.2a: Perception that the level of seat belt enforcement has increased over the last two years, 1995 to 2006.



Base: Total sample (n=1,644).

Table 7.2b shows the prevailing view (held by 48% of the community) was that the level of seat belt enforcement had remained unchanged over the last two years. A further 5% felt as though there had been a decrease in enforcement activity, and a sizeable 25% didn't know. The continuing high proportion of the community that didn't have a view as regarding the level of seat belt enforcement activity suggests that this aspect of road safety enforcement is, perhaps, not particularly prominent.

As was the case in 2004, Victoria was the state with the lowest proportion of residents (15%) of the view that the level of seat belt enforcement activity had increased. The regional variation in this measure was considerable, ranging from 15% in Victoria to 27% in NSW – which again had the highest proportion of residents of the view that seat belt enforcement activity had increased.

Capital city residents continued to be less likely to hold the view that there had been an increase in enforcement activity (19%) compared with those living outside of capital cities (28%).

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	**22**	**48**	**5**	**25**
Sex				
Male	21	49	5	25
Female	23	46	5	26
Age group (years)				
15–24	29	51	7	13#
25–39	23	53	5	19#
40–59	18	49	5	28
60+	22	35#	5	38#
State/Territory				
NSW	27	46	5	23
VIC	15#	53	4	28
QLD	21	42	8	30
SA	25	45	9	21
WA	20	52	4	24
TAS	21	48	8	24
NT	23	51	9	17
ACT	25	48	7	21
Capital city/Other				
Capital city	19	49	6	26
Other location	28#	45	4	23
Licences currently held				
Full car licence	21	48	5	26
Heavy vehicle licence	16	53	5	26
Full motorcycle licence	11#	49	8	33
Provisional car licence	35	44	6	16
Net: Currently licensed	21	48	5	25
Driver status				
Frequent distance drivers	20	50	8	23
Regular commuters	17	56#	5	22
Other regular drivers	25	42	4	29
Less frequent drivers	25	44	6	26
Non-drivers	26	44	6	24
Been directly involved in a road accident in the last three years				
Yes	22	54	3	22
No	22	47	6	26

Base: Total sample (n=1,644).
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

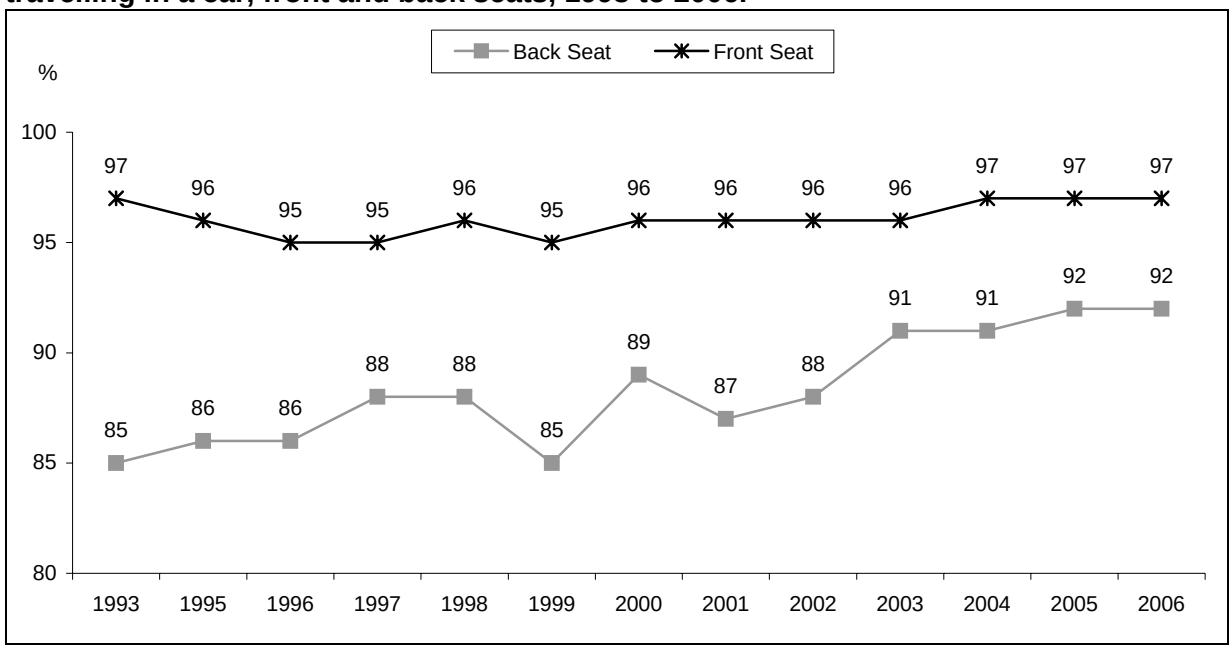
Self-reported seat belt wearing behaviour when travelling in the front and rear seats of cars was ascertained by asking;

> '*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 said they 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 around 5% in recent years. As was the case in 2005, the 2006 result, showing that 92% of the general community said they always wear a seat belt when travelling in the rear seat, continues to be the highest on record.

Figure 7.3a: The proportion of the community that "always" wear seat a belt when travelling in a car, front and back seats, 1993 to 2006.



Base: Total sample (n=1,644).

An analysis of seat belt wearing behaviour by selected characteristics is provided in Table 7.3b. This shows those aged 15 to 24 (93%), residents of the Northern Territory (91%) were significantly less likely to 'always' wear a seat belt in the front seat.

In terms of 'always' wearing a seat belt in the rear seats, males (89%), residents of the Northern Territory (80%), and heavy vehicle licence holders (86%) were significantly less likely to do so.

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	89#
Female	98	96#
Age group (years)		
15–24	93#	90
25–39	96	90
40–59	99	94
60+	97	94
State/Territory		
NSW	97	94
VIC	97	93
QLD	97	88
SA	94	91
WA	99	95
TAS	97	91
NT	91#	80#
ACT	94	89
Capital city/Other		
Capital city	97	93
Other location	96	91
Licences currently held		
Full car licence	97	93
Heavy vehicle licence	94	86#
Full motorcycle licence	95	90
Provisional car licence	94	89
Net: Currently licensed	97	93
Driver status		
Frequent distance drivers	95	89
Regular commuters	98	93
Other regular drivers	97	94
Less frequent drivers	97	94
Non-drivers	94	90
Been directly involved in a road accident in the last three years		
Yes	96	90
No	97	93

Base: Total sample (n=1,644).
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, 2006 survey results show that 53% of motorcycle licence holders (whether Learner's permit, Provisional or Full licence holders) had ridden on the road in the 12 months. Results for the last few years are 55% in 2005, 41% in 2004 and 59% in 2003.[15]

The incidence of having ridden a motorcycle on the road in the last year expressed as a percentage of the survey population is shown in Table 7.4a. Consistent with 2005 results, this data shows that the on-road use of motorcycles is much more common for males (12%) than females (1%), and most common amongst those aged 25 to 39 (10%).

Frequent distance drivers were more likely to have ridden a motorcycle in the last 12 months (at 13%). The state/territory with the highest proportion of motorcyclists was Tasmania, where one in ten persons aged 15 years and over had ridden a motorcycle on the road in the last 12 months. The 2005 result for Tasmania was 6%.

The 2006 results also show that 7% of the sampled population had been a passenger on a motorcycle on the road in the last year.

15 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 2006 was 197.

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

Selected characteristics	%
Total	**6**
Sex	
Male	12#
Female	1#
Age group (years)	
15–24	1#
25–39	10#
40–59	8
60+	2#
State/Territory	
NSW	6
VIC	5
QLD	7
SA	3
WA	9
TAS	10
NT	8
ACT	5
Capital city/Other	
Capital city	5
Other location	8
Driver status	
Frequent distance drivers	13#
Regular commuters	7
Other regular drivers	3
Less frequent drivers	6
Non-drivers	0
Been directly involved in a road accident in the last three years	
Yes	6
No	6

Base: Total sample (n=1,644).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval

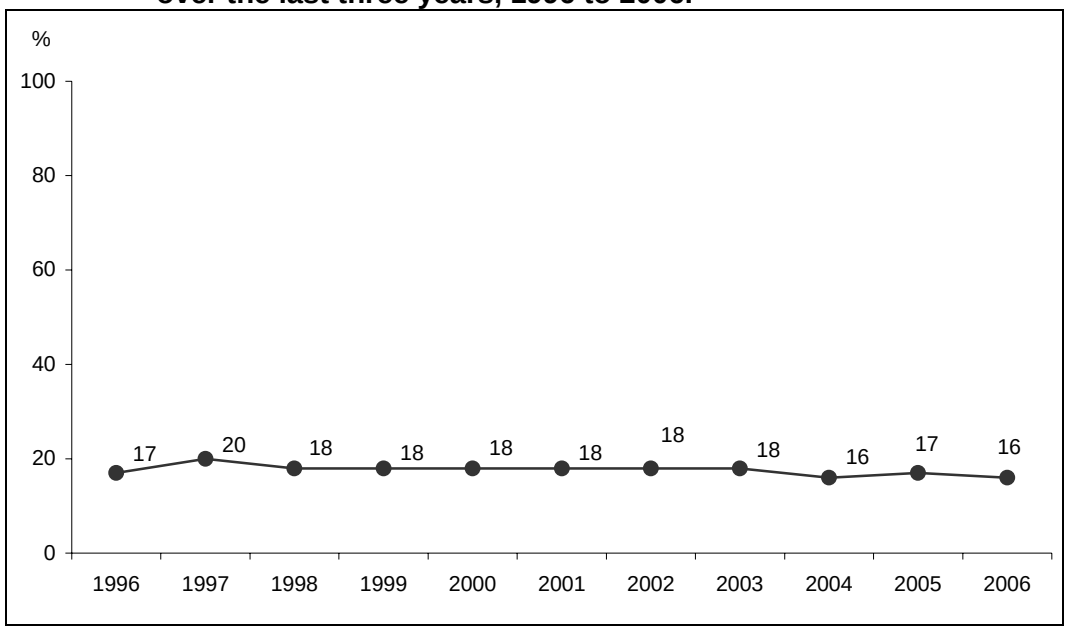
7.5 Involvement in road crashes

Consistent with previous waves of the CAS program, the 2006 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 was;

> *"Thinking about all forms of road use over the last three years, have you been directly involved in a road accident in any of the following ways?*
>
> - *As a motorcycle rider*
> - *As a motorcycle passenger*
> - *As a driver of a vehicle (other than a motorcycle)*
> - *As a passenger in a vehicle*
> - *As a pedestrian*
> - *As a cyclist*
> - *Any other way*

The 2006 survey results (Figure 7.5a) show 16% of the community reported 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.

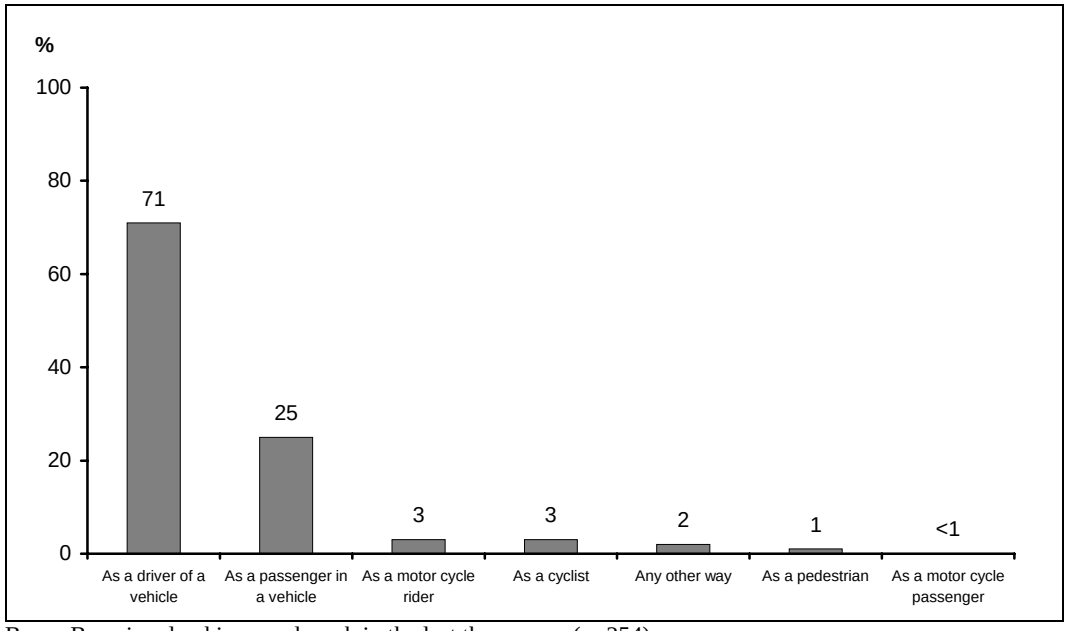
Figure 7.5a: Percentage of the community that has been involved in road crashes over the last three years, 1996 to 2006.



Base: Total sample (n=1,644).

Figure 7.5b provides a breakdown of the types of accidents that members of the community has been involved in over the last three years. Of those involved in accidents, 71% were as drivers of a motor vehicle and 25% as passengers in a motor vehicle. Three per cent of those involved in accidents were riding a motorcycle.

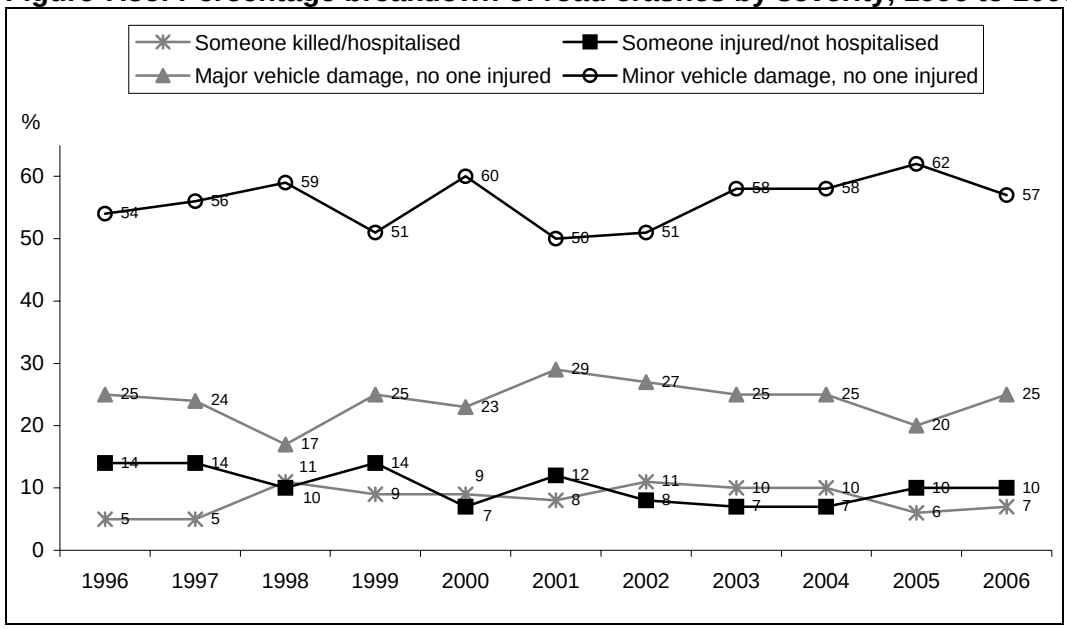
Figure 7.5b: Percentage breakdown of community involvement in road crashes over the last three years by accident type



Base: Been involved in a road crash in the last three years (n=254).
Note: Multiples accepted.

Time series data showing the perceived severity of the respondents' road crashes over the last three years is presented in Figure 7.5c. This breakdown shows the proportion of accidents in which someone was killed or hospitalised (7% in 2006), where someone was injured but not hospitalised (10%), where there was major vehicle damage but no one injured (25%) and where there was minor vehicle damage and no one injured (57%).

Figure 7.5c: Percentage breakdown of road crashes by severity, 1996 to 2006.



Base: Been involved in a road crash in the last three years (n=254).

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, was 15 to 24 year olds (25%). This is also reflected in the high proportion of Provisional licence holders (51%) who reported having been involved in a road crash in the last three years. Of the different types of drivers, commuters – as was the case in 2005 – were the most likely to report having been involved in a road accident in the last three years (22%).

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

Selected characteristics	%
Total	**16**
Sex	
Male	17
Female	15
Age group (years)	
15–24	25#
25–39	18
40–59	13
60+	11
State/Territory	
NSW	18
VIC	17
QLD	15
SA	12
WA	15
TAS	11
NT	17
ACT	19
Capital city/Other	
Capital city	17
Other location	13
Licences currently held	
Full car licence	14
Heavy vehicle licence	13
Full motorcycle licence	13
Provisional car licence	51#
Net: Currently licensed	16
Driver status	
Frequent distance drivers	16
Commuters	22#
Other frequent drivers	13
Less frequent drivers	9
Non-drivers	15

Base: Total sample (n=1,644).
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 for 2005 and 2006. This data is based on weighted survey results and, as such, the age, sex and regional distribution of the sample is held constant.

This information is provided to assist researchers in forming an opinion as to the extent to which variations in the composition of the sample population contribute to variations in the year-on-year results.

Selected demographic characteristics.

Selected driver characteristics	2005 %	2006 %
Total	**100**	**100**
Sex		
Male	49	49
Female	51	51
Age group (years)		
15–24	17	17
25–39	28	28
40–59	34	34
60+	21	21
State/Territory		
NSW	34	34
VIC	25	25
QLD	19	19
SA	8	8
WA	10	10
TAS	2	2
NT	1	1
ACT	2	2
Capital city/Other		
Capital city	64	64
Other location	36	36
Licences currently held		
Full car licence	82	80
Heavy vehicle licence	11	11
Full motorcycle licence	9	11
Provisional car licence	5	4
Net: Currently licence holder	88	89
Driver status		
Frequent distance drivers	17	18
Commuters	33	28[#]
Other frequent drivers	32	31
Less frequent drivers	9	12
Non-Drivers	10	11
Been directly involved in a road accident in the last three years		
Yes	17	16
No	83	84

Selected road usage characteristics[1]

Selected Driver Characteristics	Base (n=)	%
Total	**1,644**	**100**
Ever held a driver or motorcycle licence [2]		
Yes	93	90#
No	7	10
Licences currently held [3]		
Full car licence	82	80
Heavy vehicle licence	12	11
Full motorcycle licence	10	11
Provisional car licence	6	4
Car learner's permit	2	3
Bus licence	1	1
Motorcycle learner's permit	1	1
Taxi/hire car	<1	1
Provisional motorcycle licence	<1	<1
Net: Currently licensed	88	89
Length of time held licence		
Up to 3 years	9	9
3 to 5 years	5	4
6 to 10 years	8	6
Over 10 years	77	81#
Been directly involved in a road accident in the last three years		
Yes	17	16
No	83	84
Main alcoholic beverage		
Beer	32	34
Wine/champagne	35	34
Mixed drinks/spirits/liqueurs	23	23
Do not drink at all	21	17

# Denotes statistically significant at the 95% confidence interval. Year-on-year comparison.
Figures may not add to 100% due to rounding.
1. Base: Current licence holder (n=1,458) unless otherwise specified.
2. Base: Total sample (n=1,644).
3. Adds to over 100% because of multiple responses.

APPENDIX 2: TIME SERIES TABLES

Appendix II: Summary results over time

	CAS 19 (2006) %	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	35	40	39	40	37	37	38	35	34	39	34	
Drink Driving	11	11	12	11	11	12	13	14	14	14	15	
Lack of Concentration	18	12	13	15	11	12	11	12	13	11	12	
Driver Fatigue	11	8	10	9	11	13	9	11	10	6	8	
Carelessness	5	4	7	4	6	6	8	8	8	8	9	
Driver Attitudes	4	7	5	5	6	7	7	6	7	7	5	
Driver Inexperience	6	7	5	5	5	5	5	4	3	4	6	
Road Conditions	2	2	2	2	3	3	1	2	2	2	3	
Lack of Training	2	2	2	0	2	1	2	2	2	2	2	
Road Design	1	2	1	1	1	1	1	1	3	2	1	
Total mentions (unaided, full sample)												**1b**
Speed	58	61	59	62	62	59	62	58	57	63	57	
Drink Driving	52	48	50	44	52	52	54	54	54	57	55	
Driver Fatigue	30	26	29	26	33	33	30	35	27	22	22	
Lack of Concentration	36	31	27	30	26	23	26	25	28	25	24	
Carelessness / Negligence	12	11	17	14	16	17	18	17	19	19	23	
Driver Inexperience	16	21	15	12	14	15	17	15	15	15	14	
Driver Attitudes	12	14	13	12	13	14	18	14	15	18	14	
Road Conditions	8	8	10	7	12	8	7	11	11	9	12	
Drugs (other than alcohol)	9	8	7	<1	8	7	8	7	8	7	6	
Weather	5	4	4	5	6	4	7	7	9	8	6	
Lack of Driver Training	5	6	5	3	6	5	5	5	6	5	6	
Road Design	6	6	5	5	5	4	4	6	8	7	6	
Disregard Rules	2	5	4	4	3	2	4	3	4	4	3	
Lack of Vehicle Maintenance	2	1	3	2	2	2	2	2	5	2	2	
Ignorance of Rules	2	3	3	2	1	2	2	2	3	3	3	
2. Agreement with Random Breath Testing												**2a**
(full sample)												
Total "Agree"	97	98	98	98	97	96	97	96	97	98	n/a	
3. RBT activity												**2b**
(full sample)												
Increased	35	36	37	38	39	34	38	44	44	46	39	
No change	35	39	36	35	33	31	31	36	29	26	24	
Decreased	13	13	13	11	14	16	15	14	12	11	13	
Don't know	17	13	14	16	13	20	16	16	15	17	25	
4. Incidence of past 6 month breath testing												
(current or past licence holders)												
Noticed	74	77	78	75	74	70	71	70	70	70	67	**3a**
Tested	28	34	37	29	27	25	26	26	26	25	20	**3b**

	CAS 19 (2006) %	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) %	
5. As pedestrian, would you be affected by a .05 BAC												
(full sample)												
Yes	55	57	57	57	57	53	53	55	54	47	50	**5**
												Question
6. Attitudes toward drinking and driving												**11**
(current or past licence holders)												
I don't drink at any time	20	17	19	16	16	19	18	17	21	20	22	
If I am driving I don't drink	37	40	38	40	37	37	40	40	39	39	41	
If I am driving I restrict what I drink	43	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	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	n/a	6	7	6	5	8	6	8	6	**13a**
Very likely to Use, If Opportunity	n/a	n/a	n/a	35	34	34	37	28	31	33	29	**13b**
8. Alcohol consumption guidelines												
Males - first hour (all males)												**14a**
One or less	9	12	11	8	8	7	5	7	7	7	10	
Two	45	49	48	47	47	44	43	42	42	38	33	
Three	24	20	23	23	25	22	27	24	25	31	31	
Four or more	8	8	7	8	12	11	11	12	11	12	9	
Don't know	14	9	7	9	8	16	11	13	15	12	17	
Males - after first hour (all males)												**14b**
Less than one	3	3	4	3	2	1	1	2	3	3	3	
One	76	78	80	75	78	74	78	72	75	76	65	
Two	4	5	5	4	5	3	4	6	4	5	6	
Three	<1	1	1	<1	1	1	0	1	1	1	1	
Don't know	15	13	10	16	12	21	14	17	16	16	24	
Females - first hour (all females)												**14a**
One	31	36	34	28	33	30	24	28	29	28	27	
Two	40	40	38	39	41	38	42	40	37	42	36	
Three	9	4	7	6	7	7	7	6	7	6	9	
Four or more	2	<1	2	2	0	nil	nil	2	2	1	1	
Don't know	18	17	17	19	17	24	24	21	24	22	27	
Females - after first hour (all females)												**14b**
Less than one	10	11	9	9	7	4	5	7	6	7	7	
One	64	63	63	60	66	62	58	60	56	63	54	
Two	2	2	3	1	2	2	3	4	2	2	2	
Three	<1	<1	1	<1	0	1	nil	nil	1	nil	nil	
Don't know	24	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	29	31	30	30	31	33	26	34	33	36	
Light beer	15	13	12	13	21	19	21	16	20	22	20	

	CAS 19 (2006)	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)	
	%	%	%	%	%	%	%	%	%	%	%	
Net beer (full or light)	41	40	41	41	46	46	53	42	54	50	49	
Wine	41	44	37	37	39	44	39	33	40	41	41	
Mixed drinks	28	28	26	24	33	32	29	22	28	27	32	
												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	19	15	17	13	21	13	19	19	15	18	15	
One and a half	46	51	49	47	40	49	42	47	45	42	39	
Two	23	21	23	19	26	23	25	22	28	25	32	
Three	2	3	2	2	3	2	3	1	2	3	1	
Four or more	<1	<1	<1	1	2	1	1	1	1	1	nil	
Don't know	7	6	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	3	5	5	4	6	6	5	4	6	5	3	
Four	22	15	19	25	18	19	19	23	18	15	19	
Five	25	25	20	18	20	24	25	22	25	22	23	
Six	17	21	23	18	20	21	21	20	23	22	23	
Seven	11	13	10	10	15	9	10	9	9	6	8	
Eight	11	6	8	8	6	6	6	8	4	10	7	
Nine or more	3	7	6	3	7	5	5	3	5	5	5	
Don't know	7	10	10	8	9	10	9	11	10	13	12	
12. Police speed enforcement												**16**
(full sample)												
Increased	62	68	70	72	65	58	62	64	62	66	57	
No change	28	25	21	19	23	24	24	22	26	22	26	
Decreased	5	5	5	4	8	10	7	8	6	6	6	
Don't know	5	3	4	4	4	8	7	7	6	6	11	
13. Personal driving speed in last 2 years												**19**
(full sample)												
Increased	3	5	3	4	6	5	4	6	5	8	6	
Stayed the Same	72	60	64	63	59	60	65	66	68	64	64	
Decreased	25	25	29	29	34	33	30	27	26	27	29	
14. Frequency of driving 10 km/h over limit												**20**
(driven in past two years)												
Always/most occasions	8	7	7	7	9	11	10	11	8	12	15	
Sometimes	17	17	18	20	20	21	20	20	24	21	21	
Occasionally	47	50	51	51	50	47	49	46	45	43	42	
Never	29	26	25	25	22	19	20	23	23	23	22	
15. Booked for speeding												**18**
(drivers)												
Past 6 months	6	9	8	8	8	7	7	7	6	8	5	
Past 2 years	19	24	21	23	21	19	20	21	19	18	16	

	CAS 19 (2006)	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)	
	%	%	%	%	%	%	%	%	%	%	%	
16. Should lower speed limits – approve												
(full sample)												
To 50 km/hr in residential areas	n/a	n/a	n/a	91	72	73	68	65	62	55	61	**23a**
To 40 km/hr in residential areas	n/a	n/a	n/a	25	28	28	29	30	33	24	31	**23b**
												Question
17. Speed should be allowed to drive in 60 km/h zones												**21a**
(full sample - aided responses)												
60 km/hr	29	32	31	35	49	49	48	44	49	44	44	
61-64 km/hr	20	16	18	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/hr	32	31	33	31	38	37	36	37	31	34	31	
66-69 km/hr	8	10	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/hr	9	9	7	10	9	11	14	14	15	18	19	
75+ km/hr	1	1	<1	n/a	2	1	1	2	2	2	3	
Don't know	2	1	2	2	2	2	1	2	2	2	3	
18. Speed allowed to drive in 60 km/h zones												**21h**
(full sample - unprompted)												
Nil tolerance	14	16	16	15	12	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/hr	27	29	33	26	24	n/a	n/a	n/a	n/a	n/a	n/a	
Net 65-69 km/hr	34	36	20	34	43	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/hr	7	9	7	7	13	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	18	11	13	20	8	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	64	64	64	65	64	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/hr)	65	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												**21b**
(full sample - aided responses)												
Nil tolerance	23	27	27	26	36	34	33	33	36	35	34	
101-104 km/hr	9	5	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/hr	20	19	22	20	20	17	19	16	14	13	12	
106-109 km/hr	5	4	16	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/hr	32	36	30	35	31	37	38	38	37	37	36	
111-115 km/hr	3	4	2	2	3	3	3	4	3	4	5	
Over 115km/hr	4	6	4	4	7	7	6	6	7	7	10	
Don't know	3	1	2	2	2	2	2	3	3	3	3	
20. Speed allowed to drive in 100 km/h zones												**21l**
(full sample - unprompted)												
Nil tolerance	12	12	13	11	10	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/hr	15	14	19	12	11	n/a	n/a	n/a	n/a	n/a	n/a	
Net 105-109 km/hr	29	33	21	29	30	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/hr	27	30	25	28	38	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	17	12	20	20	10	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	105	105	105	105	106	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/hr)	105	105	105		110	n/a	n/a	n/a	n/a	n/a	n/a	

	CAS 19 (2006) %	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
21. Agreement with statements on speed												**22**
(full sample)												
a) Fines for speeding are mainly intended to raise revenue	59	56	62	54	56	58	56	56	50	52	49	
b) It is OK to exceed the speed limit if you are driving safely	26	27	33	29	32	32	33	33	32	37	33	
c) Speed limits are generally set at reasonable levels	83	83	83	86	83	88	87	87	89	90	87	
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	74	72	73	70	68	67	69	65	63	63	57	
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	94	94	96	91	91	90	90	87	88	83	81	
22. Incidence of wearing seat belts												
(full sample)												
Always – front	97	97	97	96	96	96	96	95	96	95	95	**25a**
Always – rear	92	92	91	91	88	87	89	85	88	88	86	**25b**
23. Seat belt enforcement												**26**
(full sample)												
Increased	22	24	25	28	38	23	28	27	31	30	33	
No change	48	47	49	42	43	46	45	47	45	47	36	
Decreased	5	8	5	6	4	7	6	6	5	5	4	
Don't know	25	21	22	24	15	24	21	21	19	19	27	
24. Compulsory licence carriage												**24a**
(full sample)												
Approve strongly	65	59	67	67	67	68	69	68	72	64	68	
Approve somewhat	19	26	22	20	18	18	16	15	15	20	15	
Net "approve"	84	85	89	86	85	86	85	84	87	84	83	
25. Involvement in road accident -												**27**
Past 3 Years												
Involved (total sample)	16	17	16	18	18	18	18	18	18	20	17	
Among those involved……												**28**
Someone killed/hospitalised	7	6	10	10	11	8	9	9	11	5	5	
Someone injured/not hospitalised	10	10	7	7	8	12	7	14	10	14	14	
Major vehicle damage, no one injured	25	20	25	25	27	29	23	25	17	24	25	
Minor vehicle damage, no one injured	57	62	58	58	51	50	60	51	59	56	54	
26. Ever fallen asleep at the wheel												**29**
(full sample)												
Yes	16	14	10	15	15	14	n/a	n/a	n/a	n/a	n/a	

	CAS 19 (2006) %	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
Number of times among those fallen asleep……												**30**
Once	53	52	55	59	63	54	n/a	n/a	n/a	n/a	n/a	
Twice	24	16	16	15	15	27	n/a	n/a	n/a	n/a	n/a	
Three times	8	13	14	7	8	5	n/a	n/a	n/a	n/a	n/a	
More than three times	14	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 19, with particular reference to the sampling methodology, fieldwork procedures, call statistics and response analysis. The approach taken to data processing, the weighting of the survey data and questionnaire design and testing procedures are also covered.

Sampling methodology

The nineteenth Community Attitudes Survey (CAS 19) was conducted in March and April 2006 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 1,644 interviews were conducted with an average interview length of 16 minutes. A disproportionate stratified sampling methodology was utilised to ensure adequate coverage of the population by age and sex, state/territory and by capital city / other locations.

Sampling frame

The sample frame for CAS 19 was developed from the July 2004 issue CD-ROM listing of private household telephone numbers throughout Australia1. In 2006, for the first time, selections from the Electronic White Pages were cleaned using Sensis' MacroMatch service, which backfills the address where the surname and phone number are present, based on the latest on-line version of the White Pages, which is updated daily. This process was expected to improve the proportion of selected households that actually received the approach letter. Only selections with a full address match after MacroMatching were included in the sample.

The 2001 ABS Listing of Capital City Statistical Divisions by Postal Area was used to define the geographic strata used for sampling purposes. As in previous surveys, Canberra and Rest of ACT were treated as a single geographic location for sampling purposes.

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

- a minimum of 1,500 interviews were required to be completed nationally
- the minimum number of interviews to be achieved in each state / territory was set at 150
- the "excess" 300 interviews (that is, the difference between the 8 states / territories by 150 interviews = 1,200 interviews, and the minimum target of 1500 interviews), were distributed across the five most populous states (NSW, Vic, Qld, SA, WA) in proportion to population, and
- the distribution of interviews by age group and gender within each geographic stratum was based on ABS population statistics for persons 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.

[1] 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	25	28	15	82	14	23	26	17	80
Other NSW	94	9	10	15	12	46	8	12	16	12	48
Total NSW	*256*	*23*	*35*	*43*	*27*	*128*	*22*	*35*	*42*	*29*	*128*
Melbourne	165	14	24	27	18	83	15	25	26	16	82
Other Vic	64	4	8	11	8	31	5	7	12	9	33
Total Vic	*229*	*18*	*32*	*38*	*26*	*114*	*20*	*32*	*38*	*25*	*115*
Brisbane	101	10	15	17	8	50	10	13	17	11	51
Other Qld	107	8	15	19	11	53	10	14	19	11	54
Total Qld	*208*	*18*	*30*	*36*	*19*	*103*	*20*	*27*	*36*	*22*	*105*
Adelaide	129	10	16	22	14	62	11	18	23	15	67
Other SA	48	4	6	8	6	24	4	6	7	7	24
Total SA	*177*	*14*	*22*	*30*	*20*	*86*	*15*	*24*	*30*	*22*	*91*
Perth	136	14	16	24	12	66	13	19	25	13	70
Other WA	44	3	7	6	6	22	4	8	6	4	22
Total WA	*180*	*17*	*23*	*30*	*18*	*88*	*17*	*27*	*31*	*17*	*92*
Hobart	63	5	7	11	7	30	6	7	13	7	33
Other Tas	87	6	12	16	10	44	7	11	14	11	43
Total Tas	*150*	*11*	*19*	*27*	*17*	*73*	*13*	*18*	*27*	*18*	*76*
Darwin	85	8	16	14	4	42	8	17	14	4	43
Other NT	65	7	13	11	3	34	7	11	11	2	31
Total NT	*150*	*15*	*29*	*25*	*7*	*76*	*15*	*28*	*25*	*6*	*74*
Total ACT	*150*	*14*	*23*	*26*	*11*	*74*	*15*	*23*	*26*	*12*	*76*
Total	**1500**	**130**	**213**	**255**	**145**	**743**	**137**	**214**	**255**	**151**	**757**
Total %	***100.0%***	***8.7%***	***14.2%***	***17.0%***	***9.7%***	***49.5%***	***9.1%***	***14.3%***	***17.0%***	***10.1%***	***50.5%***

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[2]**:**

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

All primary sample selections were sent a pre-survey letter. Primary sample selections were subjected to intensive follow up and response maximisation procedures.

Towards the end of primary sample fieldwork, an assessment was made of the proportion of available top-up sample that 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.

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

For most locations, where primary sample interviewing had left a shortfall relative to the minimum 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).

Table A3.2 – Selections by geographic strata and sample release phase

Geographic strata	Minimum target interviews	Total selections	Ratio of selections to target	1. Primary sample (letter sent)	Total available top-up sample	2. Initial top up sample	3. Reserve top-up sample	Unused top-up sample
Sydney	162	743	4.6	403	340	292	48	0
Other NSW	94	367	3.9	197	170	119	36	15
Melbourne	165	700	4.2	314	386	343	43	0
Other VIC	64	263	4.1	142	121	121	0	0
Brisbane	101	309	3.1	170	139	139	0	0
Other QLD	107	392	3.7	150	242	196	0	46
Adelaide	129	592	4.6	194	398	298	100	0
Other SA	48	163	3.4	61	102	102	0	0
Perth	136	500	3.7	264	236	130	106	0
Other WA	44	234	5.3	73	161	161	0	0
Hobart	63	233	3.7	154	79	79	0	0
Other Tas	87	380	4.4	165	215	155	0	60
Darwin	85	380	4.5	95	285	247	28	10
Other NT	65	350	5.4	75	275	177	75	23
ACT	150	674	4.5	216	458	239	109	110
Total	**1500**	**6280**	**4.2**	**2673**	**3607**	**2798**	**545**	**264**

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.[3]

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[4] the chance of selection relative to other groups, and males aged 30 plus were given 1.35 times the chance of selection (see discussion of survey weighting procedures following).

[3] Designed by TAVENER Research Company
[4] Two times in 2003 CAS

Call procedures and fieldwork statistics

Call procedures

The call procedures adopted for CAS 19 included:

- eight calls to establish contact with a sampled household
- no limit on the number of calls once contact had been established
- controlling the spread of call attempts such that, subject to other outcomes being achieved, contact attempts were spread over weekdays late afternoon to early evening (4pm to 6pm), weekdays mid to late evening (after 6pm to 8.30pm), weekends (10am to 6pm) and weekday daytime (9am to 4pm, but only if no contact had been established at other times). No calls were attempted outside these times, except by appointment
- differentiating between different types of refusal (household, informant, selected respondent, etc) and different types of appointments (hard appointment with selected respondent, best time to call to catch selected respondent at home, etc.) to inform refusal conversion activity, and
- 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, within the constraints of timely completion of data collection.

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

[5] Covering the major community languages (Italian, Greek, Vietnamese and Mandarin / Cantonese)

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

	All attempts	
Total attempts	18756	100.0%
No answer	6521	34.8%
Answering machine	4543	24.2%
Appointment made	1989	10.6%
Selected respondent unavailable to continue	1755	9.4%
Completed interviews	**1281**	**6.8%**
Engaged	1253	6.7%
Refused, all types	888	4.7%
Telstra message, number disconnected	162	0.9%
Too old/deaf/disabled/health/family reasons	119	0.6%
Fax/Modem	76	0.4%
Residual language difficulty	72	0.4%
Not a residential number	51	0.3%
Away for duration of survey	34	0.2%
Wrong number / respondent not known	7	<0.1%
Claims to have done survey	4	<0.1%
Genuine mid-survey terminations	1	<0.1%
Total numbers initiated	2673	
Average calls per interview	14.6	
Average calls per number initiated	7.0	

As can be seen, the most frequent call outcome was no answer (34.8%), followed by answering machines (24.3%) and appointments (including selected respondent unavailable to continue (20.0%).

An interview was achieved every 14.6 calls and the average number of calls per sample record was 7.0. 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, the final primary sample response rate was 66% (higher than CAS 17, but lower than CAS 16 and 18).

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 sample selected	**2673**	**100.0%**
Ineligible numbers		
Telstra message, number disconnected	162	6.1%
Not a residential number	51	1.9%
Sub total ineligible numbers	*213*	*8.0%*
Eligible numbers (as % sample initiated)	**2460**	**92.0%**
No contact / call cycle dead (no contact after 8 calls)		
No answer	151	5.6%
Fax/Modem	74	2.8%
Engaged	19	0.7%
Answering machine	114	4.3%
Sub total no contact / call cycle dead	*358*	*13.4%*
Out of scope contacts		
Too old/deaf/disabled/health/family reasons	119	4.5%
Away for duration of survey	34	1.3%
Sub total Out of Scope contacts	*153*	*5.7%*
Contacts		
Completed interviews	1281	47.9%
Household refusal	391	14.6%
Respondent refusal	87	3.3%
Residual language difficulty	72	2.7%
Remove number from list	82	3.1%
Selected respondent unavailable to continue	24	0.9%
Wrong number / respondent not known	7	0.3%
Claims to have done survey	4	0.1%
Mid-survey terminations	1	0.0%
Sub total contacts	*1949*	*72.9%*

Analysis of response

Response overview

A total of 1,644 interviews were achieved across the primary and top-up samples. As can be seen in Table A3.5, of all primary sample interviews, 305 (29.5%) were conducted as a result of some form of response maximisation activity (i.e. refusal conversion, language other than English interview or interview at 7th or more call attempt).

Placing additional call attempts was the most productive response maximisation activity, accounting for 80.7% of primary sample interviews achieved from such activities.

Table A3.5 – Summary project statistics

Total interviews achieved	**1644**	100.0%
Primary sample	1281	77.9%
Interviews achieved from refusal conversion activity	72	4.4%
Interviews conducted in a language other than English	1	0.1%
Primary sample interviews achieved at 7thcall or more	305	18.6%
Other primary sample interviews	903	54.9%
Top-up sample	363	22.1%
Total "excess" interviews	144	
Total primary sample interviews in excess of minimum target interviews	124	
Total top up sample interviews in excess of minimum target interviews	20	
Primary sample response rate	66%	

In total, 144 "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.

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 18 tables and data set.

Weighted survey estimates

From CAS 16 onwards, a three-stage weighting procedure was 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 an in-scope female aged 30 years and over, the chance of selecting the male would be 1.35 divided by 2.35 (i.e. 0.575) and the chance of selecting the female would be 1 divided by 2.35 (i.e. 0.42). The weighting adjustment factor applied being the inverse of this adjusted chance of selection.

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

Questionnaire design and testing

The CAS 18 questionnaire was used as a basis for the development of the CAS 19 survey instrument.

New questions relating to the likelihood of having driven when over the blood alcohol limit and the laws concerning mobile phone use while driving in Australia were included in CAS 19.

- Q11a – likelihood of having driven when over the blood alcohol limit in the past 12 months
- Q46a – how you feel about the law which makes it illegal to use a hand held mobile phone while driving
- Q46b – how would you feel about a law banning the use of hands-free mobile phones while driving

There were no issues with these new questions.

The only questionnaire-specific issues arising from the interviewer debriefing were related to the wording of questions about community attitudes to speed limit enforcement. It was felt that the wording of these questions was often confused by respondents and could be improved.

Current: Q.21a/b. (Now thinking about (60 / 100) KILOMETRE PER HOUR speed zones in (URBAN / RURAL) areas, how fast should people be allowed to drive without being booked for speeding?

Suggested: Q.21a/b. Now thinking about (60 / 100) kilometre per hour speed zones in (URBAN / RURAL) areas, how far over the speed limit SHOULD PEOPLE be allowed to drive before they are booked for speeding?

Current: Q.21h/i. Thinking again about (60 / 100) KILOMETRE PER HOUR zones in (URBAN / RURAL) areas, how far OVER THE SPEED LIMIT are people GENERALLY ALLOWED TO DRIVE without being booked for speeding?

Suggested: Q.21h/i. Thinking again about (60 / 100) kilometre per hour zones in (URBAN / RURAL) areas, how far over the speed limit ARE PEOPLE GENERALLY allowed to drive before they are booked for speeding?

No code frames were extended in the 2006 survey.

The final questionnaire is provided at Appendix 4.

APPENDIX 4: SURVEY QUESTIONNAIRE

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 19

Call outcome codes (SMS screen)

1. No answer
2. Answering machine
3. Fax machine / modem
4. Engaged
5. Appointment
6. Stopped interview
7. LOTE – (Cantonese, Mandarin, Italian, Greek, Arabic, Vietnamese) follow up
8. LOTE – (Other languages) no follow up
9. LOTE – (Language unknown) follow up to establish language (CATI to treat as appointment)
10. Named person not known (only applies if calling back to keep an appointment and phone answerer denies knowledge of named person)
11. Telstra message / Disconnected
12. Not a residential number
13. Too old / deaf / disabled/health/family reasons
14. Claims to have done survey
15. Away for duration
16. Other out of scope
17. Terminated during screening / midway (HIDDEN CODE)
18. Over quota
19. (SUPERVISOR USE ONLY) Refused prior (eg. phoned 1800 number to refuse participation after receiving PAL)

*(ALL)

INTRO1 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.

Did you see the letter?

1. Yes – seen letter (GO TO INTRO3)
2. No
3. HH LOTE - Mandarin / Cantonese / Italian / Greek / Arabic / Vietnamese (language follow up) (GO TO ALOTE)
4. HH LOTE – Other language identified (no language follow up) (RECORD ON SMS)
5. HH LOTE – Language not identified (make appointment) (RECORD ON SMS)

*(NOT SEEN LETTER)

INTRO2 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.
(ONLY OFFER TO SEND ANOTHER LETTER IF RESPONDENT WILL NOT ANSWER FURTHER)

1. Continue without re-sending letter
2. Wants letter re-sent (GO TO ALET)
3. Refusal (GO TO RR1)

*(ALL)

INTRO3 Any information you provide will be protected by strict privacy and confidentiality rules. Your answers will be grouped with other peoples 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.

1. Continue (GO TO MON)
2. Arrange callback
3. Refusal (GO TO RR1)

*(WANT TO RECEIVE A COPY OF THE LETTER)

ALET RECORD ADDRESS DETAILS TO SEND COPY OF LETTER

(RECORD NAME AND VERIFY ADDRESS DETAILS FROM SAMPLE / COLLECT ADDRESS DETAILS)
[*PROGRAMMER NOTE RE ALET: WILL NEED TO BE ABLE TO TRACK INTERVIEWS RESULTING FROM SENDING A COPY OF THE LETTER]

*(ALL)

MON This interview may be monitored for quality purposes. Please advise if you don't want this call to be monitored.

1. Monitoring allowed
2. Monitoring not permitted

*(ALL)

S.1 How many people living in your home are aged 15 years and over?

1. One
2. Two or more (Specify) [ALLOWABLE RANGE 2-6]

*(ALL)

S.1a To help me select the person for this interview, I'm going to ask for the name, gender and age of all people aged 15 years and over living in your household (including yourself), starting with the youngest.

1. Continue

*(ALL)

S.1b Could I have (person's) first name?

1. Record name (Specify)
2. Refused
3. (NO MORE PEOPLE AGED 15+)

*(ALL)

S.2 Is (person) male or female?

1. Male
2. Female

*(ALL)

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)

*PERFORM QUOTA CHECK HERE

*(ALL)
S.4 The computer has randomly selected (person). Is (he/she) home now? (NOTE: ONLY PROCEED WITH SELECTED RESPONDENT - DO NOT SUBSTITUTE)

1. Yes – continue with main interview
2. Yes – not available now (make appointment)
3. Yes - Respondent LOTE - Mandarin / Cantonese / Italian / Greek / Arabic / Vietnamese (language follow up (GO TO ALOTE)
4. Yes - Respondent LOTE - Other language identified (no language follow up) (RECORD ON SMS)
5. No – Household refusal (GO TO RR1)
6. No - Respondent refusal (GO TO RR1)

*(REFUSED)
RR1 OK, that's fine, no problem, but could you just tell me the main reason you do not want to participate, because that's important information for us?

1. No comment / just hung up
2. Too busy
3. Not interested
4. Too personal / intrusive
5. Don't like subject matter
6. Letter put me off
7. Don't believe surveys are confidential / privacy concerns
8. Silent number
9. Don't trust surveys / government
10. Never do surveys
11. 15 minutes is too long
12. Get too many calls for surveys / telemarketing
13. Take off list and never call again
14. Too old / frail / deaf / unable to do survey (CODE AS TOO OLD / FRAIL / DEAF)
15. Not a residential number (business, etc) (CODE AS NOT A RESIDENTIAL NUMBER)
16. Language difficulty (CODE AS LANGUAGE DIFFICULTY NO FOLLOW UP)
17. Other (Specify)

*(REFUSED)
RR2 RECORD RE-CONTACT TYPE

1. Definitely don't call back
2. Possible conversion

*(LOTES)
ALOTE RECORD LANGUAGE

1. Mandarin (CODE AS LANGUAGE DIFFICULTY FOLLOW UP)
2. Cantonese (CODE AS LANGUAGE DIFFICULTY FOLLOW UP)
3. Italian (CODE AS LANGUAGE DIFFICULTY FOLLOW UP)
4. Greek (CODE AS LANGUAGE DIFFICULTY FOLLOW UP)
5. Arabic (CODE AS LANGUAGE DIFFICULTY FOLLOW UP)
6. Vietnamese (CODE AS LANGUAGE DIFFICULTY FOLLOW UP)

*(ALL)
Q.1a What factor do you think most often leads to road crashes?
(SINGLE RESPONSE) RECORD OTHER MENTIONS AT NEXT QUESTION

1. Speed/Excessive speed/Inappropriate speed
2. Drink driving
3. Drugs (other than alcohol)
4. Driver attitudes/Impatience/aggressive behaviour / road rage
5. Driver inexperience/Young drivers
6. Older drivers
7. Inattention/Lack of concentration/distracted/driving while on mobile
8. Carelessness/Negligent driving
9. Lack of driver training/Insufficient training
10. Driver fatigue
11. Disregard of road rules (e.g. don't give way / don't keep left)
12. Ignorance of road rules (e.g. doesn't know to give way / doesn't know to keep left)
13. Road design/Poor design/Poor road signs
14. Road conditions/Traffic congestion
15. Weather conditions (e.g wet roads, sunglare)
16. Vehicle design
17. Failing to maintain vehicle/Lack of maintenance
18. Too few police on road/Lack of police enforcement
19. Louts/showing off
20. Driving too close to other cars
21. Incompetent driving nfi
22. Other (Specify)
23. (Don't know/none) (GO TO Q.2)

*(ALL PROVIDED REASON)
Q.1b What other factors lead to road crashes? What else?
ACCEPT MAXIMUM OF TWO RESPONSES.
IF MORE THAN TWO OTHER MENTIONS, ACCEPT FIRST TWO.

1. Speed/Excessive speed/Inappropriate speed
2. Drink driving
3. Drugs (other than alcohol)
4. Driver attitudes/Impatience/aggressive behaviour / road rage
5. Driver inexperience/Young drivers
6. Older drivers
7. Inattention/Lack of concentration/distracted/driving while on mobile
8. Carelessness/Negligent driving
9. Lack of driver training/Insufficient training
10. Driver fatigue
11. Disregard of road rules (e.g. don't give way / don't keep left)
12. Ignorance of road rules (e.g. doesn't know to give way / doesn't know to keep left)
13. Road design/Poor design/Poor road signs
14. Road conditions/Traffic congestion
15. Weather conditions (e.g wet roads, sunglare)
16. Vehicle design
17. Failing to maintain vehicle/Lack of maintenance
18. Too few police on road/Lack of police enforcement
19. Louts/showing off
20. Driving too close to other cars
21. Incompetent driving nfi
22. Other (Specify)
23. (Don't know/none)

DRINK DRIVING SECTION

*(ALL)
Q.2a The next few questions are about random breath testing of drivers. 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)

*(ALL)
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)

*(ALL)
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)

*(SEEN POLICE CONDUCTING RANDOM BREATH TESTING IN THE LAST 6 MONTHS)
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

*(ALL)
Q.5 Do you think that a blood alcohol reading of .05 (point 05) would affect your ability to act safely AS A PEDESTRIAN in any way?
IF "do not drink / only drink at home", SAY: "Do you EXPECT it would affect your ability to act safely as a pedestrian, or not?"

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

*(ALL)
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)

*(HAVE A CURRENT DRIVERS LICENSE OR MOTOR-CYCLE LICENSE OR PERMIT)
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)

*(DRIVE AT LEAST SOMETIMES)
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 (GO TO Q.9)
2. At least once a week (GO TO Q.9)
3. At least once a month (GO TO Q.9)
4. At least once every three months (GO TO Q.9)
5. At least once a year (GO TO Q.9)
6. Less than once a year (GO TO Q.9)

*(DO NOT HAVE A CURRENT DRIVERS LICENSE OR MOTOR-CYCLE LICENSE OR PERMIT)
Q.8 Have you EVER had a driver or motorcycle licence?

1. Yes (GO TO PREQ.11)
2. No (GO TO Q.14a)

*(HAVE A CURRENT DRIVERS LICENSE OR MOTOR-CYCLE LICENSE OR PERMIT)
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

*(HAVE A CURRENT DRIVERS LICENSE OR MOTOR-CYCLE LICENSE OR PERMIT)
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, ELSE GO TO Q.14a)
*(CURRENT LICENCE HOLDER AND DRIVER)
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
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)
6. (Refused)

*PROGRAMMER NOTE - IF CODE 1 OR 2 IN Q11 USE WORDS IN BRACKETS IN Q11a.
*(CURRENT LICENCE HOLDER AND DRIVER)
Q.11a (Please bear with me I have to ask everyone this question) In the past 12 months how likely is it that you may have driven when over the blood alcohol limit. Would you say (READ OUT) … (EXPLAIN IF NECESSARY: The limit that applies to you (i.e. for P Platers .02 or .00)

1. Very likely
2. Fairly likely
3. Fairly unlikely
4. Very unlikely, or
5. Definitely not
6. (Don't know)
7. (Refused)

Q.12a/bDELETED AFTER CAS 9
Q.13a DELETED AFTER CAS 16
Q.13b DELETED AFTER CAS 16

*(ALL)
Q.14a Current guidelines state that a (MAN/WOMAN) can drink so many STANDARD DRINKS in the first hour and then so many each hour after that to stay under .05. (PAUSE)
How many STANDARD DRINKS do they say a (MALE/FEMALE) can have in the first hour TO STAY UNDER .05?
ENCOURAGE BEST ESTIMATE

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)

*(ALL)
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
*(ALL, EXCLUDING THOSE WHO DON'T DRINK AT ANY TIME)
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.
*(DRINKS BEER)
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
*(DRINKS WINE)
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

*(ALL)
Q.16a Now I have a few questions about speed on the road. 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)

*(ALL)
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)

*(ALL)
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

*(CURRENLY HOLDS LICENCE, EVER HELD LICENCE)
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)

*(CURRENLY HOLDS LICENCE, EVER HELD LICENCE, DRIVEN LAST 2 YEARS)
Q.18a Have you personally been booked for speeding in the LAST 2 YEARS?

1. Yes
2. No (GO TO Q.20)

*(BOOKED FOR SPEEDING IN LAST 2 YEARS)
Q.18b And have you personally been booked for speeding in the LAST 6 MONTHS?

1. Yes
2. No

*(CURRENLY HOLDS LICENCE, EVER HELD LICENCE, DRIVEN LAST 2 YEARS)
Q.20 How often do you drive at 10 kilometres per hour 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)

*(ALL)
Q.21a Now thinking about 60 KILOMETRE PER HOUR 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)

*(ALL)

Q.21b Now thinking about 100 KILOMETRE PER HOUR 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

*(ALL)

Q.21(h) Thinking again about 60 KILOMETRE PER HOUR 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)

*(ALL)
Q.21(i) And now thinking again about 100 KILOMETRE PER HOUR 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)

*[ROTATE STATEMENTS]
*(ALL)
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

(STATEMENTS)
a. Fines for speeding are mainly intended to raise revenue
b. I think it is okay to exceed the speed limit if you are driving safely
c. Speed limits are generally set at reasonable levels
d. If you increase your driving speed by 10 kilometres per hour you are significantly more likely to be involved in an accident
e. An accident at 70 kilometres per hour will be a lot more severe than an accident at 60 kilometres per hour

(RESPONSE FRAME)
1. Agree Strongly
2. Agree Somewhat
3. Disagree Somewhat
4. Disagree Strongly
5. (Don’t know)

*(ALL)
Q.23 Over the last few years the speed limit on many streets in residential areas has been reduced to 50 kilometres per hour…
1. Continue

Q.23a DELETED AFTER CAS 16

*(ALL)
Q.23ab Do you think that 50 kilometres per hour in RESIDENTIAL AREAS is too low or too high, or about right?

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

*(ALL)
Q. 23abc Do you think that limits below 60 kilometres per hour 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

*(ALL)
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)

*(ALL)
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
*(CURRENT MOTORCYCLE LICENCE)
Q.24c Have you personally driven a motorcycle on the road in the last year?

1. Yes
2. No

*(ALL)
Q.24d Have you been a passenger on a motorcycle on the road in the last year?

1. Yes
2. No

OCCUPANT RESTRAINT SECTION

*(ALL)
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)

*(ALL, EXCEPT THOSE WHO NEVER TRAVEL BY CAR)
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)

*(ALL)
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

*(ALL)
Q.27 Thinking about all forms of road use over the PAST 3 YEARS, have you been directly involved in a ROAD ACCIDENT in any of the following ways. MULTIPLES ACCEPTED (READ OUT)

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

1. As a motor cycle rider
2. As a motor cycle passenger
3. As a driver of a vehicle (other than a motor cycle)
4. As a passenger in a vehicle
5. As a pedestrian
6. As a cyclist
7. Any other way (Specify)
8. None of the above (GO TO QFATIGUE)

*PROGRAMMER NOTE - IF Q27 IS MULTI 'the most severe of these accidents' OTHERWISE 'this accident' in Q28.
*(INVOLVED IN ACCIDENT PAST 3 YEARS)
Q.28 What was the result of (this accident / the most severe of these accidents) ..... READ OUT SINGLE RESPONSE

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

FATIGUE SECTION (INCLUDED FROM CAS 14)

*(ALL)
Q.FATIGUE 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.

1. Continue

PREQ29 IF Q6=1 OR Q8=1 (CURRENT OR LAPSED LICENCE HOLDER) CONTINUE, ELSE GO TO Q38.
*(CURRENT OR LAPSED LICENCE HOLDER)
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)

*(FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)
Q.30 Would that have been READ OUT

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

*(FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)
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, or
6. More than 10 years ago
7. (Don't know/ can't remember)

*(FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)
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. (Don't know/ Can't recall)

*(FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)
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. (Don't know/ Can't recall)

*(FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)
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)

*(FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)
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)

*(FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)
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)

*(ALL)
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

*(ALL)
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 AND Q7 NOT 6 (CURRENT DRIVER) CONTINUE ELSE GO TO Q46a
*(CURRENT DRIVER)
Q.40 The next few questions are about using mobile phones. Do you own or use a mobile phone?

1. Yes
2. No (GO TO Q46a)
3. (Don't know/Can't say) (GO TO Q46a)

*(CURRENT DRIVER, OWN OR USE A MOBILE PHONE)
Q.41 Do you use a hands-free kit in the car?

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

*(CURRENT DRIVER, OWN OR USE A MOBILE PHONE)
Q.42 How often do you ANSWER YOUR MOBILE PHONE if it rings while you are driving? Would you say … (READ OUT) (PROMPT IF NECESSARY) (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

1. Always
2. Very often
3. Fairly often
4. Just occasionally
5. Rarely, or
6. Never
7. (Don’t know)
8. (Refused)

*(CURRENT DRIVER, OWN OR USE A MOBILE PHONE)
Q.43 How often do you MAKE CALLS on your mobile phone while you are driving? Would you say … (READ OUT) (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

1. Very often
2. Fairly often
3. Just occasionally
4. Rarely, or
5. Never
6. (Don't know)
7. (Refused)

*(CURRENT DRIVER, OWN OR USE A MOBILE PHONE)
Q.44 How often do you READ text messages (SMS) on your mobile phone while you are driving? Would you say …(READ OUT) (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

1. Always
2. Very often
3. Fairly often
4. Just occasionally
5. Rarely, or
6. Never
7. (Don't know)
8. (Refused)

*(CURRENT DRIVER, OWN OR USE A MOBILE PHONE)
Q.45 How often do you **SEND** text messages (SMS) on your mobile phone while you are driving? Would you say … (READ OUT) (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

1. Very often
2. Fairly often
3. Just occasionally
4. Rarely, or
5. Never
6. (Don't know)
7. (Refused)

*(ALL)
Q.46a It is illegal throughout Australia to use a HAND HELD mobile phone while driving. How do you feel about this law? Do you …..
READ OUT

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

*(ALL)
Q.46b It is currently legal in Australia to use a hands free mobile phone while driving. How would you feel about a law banning the use of hands free mobile phones while driving? Do you …..
READ OUT

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

DEMOGRAPHICS

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

1. Continue

*(ALL)
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)

*(WORKING)
D.2 Would that be ... READ OUT

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

*(WORKING)
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)

*(ALL)
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)

*(ALL)
D.5 And may I have your home postcode please?
DISPLAY POSTCODE FROM SAMPLE (IF AVAILABLE).

1. Postcode correct as displayed (ONLY DISPLAY IF POSTCODE AVAILABLE)
2. Postcode incorrect / not displayed (RECORD POSTCODE _____) (ALLOWABLE RANGE 800 TO 8999)
3. Postcode incorrect as displayed, don't know postcode (RECORD LOCALITY_____)
4. Refused

PRED6 IF NUMBER OF PERSONS IN HOUSEHOLD IS TWO OR MORE CONTINUE, ELSE GO TO D8
*(TWO OR MORE PEOPLE IN HOUSEHOLD)
D.6 (Record by observation)

1. Male
2. Female

*(TWO OR MORE PEOPLE IN HOUSEHOLD)
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)

*(ALL)
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)

*(BORN OVERSEAS)
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
5. 1996
6. 1997
7. 1998

8. 1999
9. 2000
10. 2001
11. 2002
12. 2003
13. 2004
14. 2005
15. 2006
99. Not established

*(ALL)
CLOSE. Thank you for taking part in this Survey. Just in case you missed it, my name is (SAY NAME) from the Social Research Centre.

1. Continue

*(ALL)
DLANG RECORD LANGUAGE OF INTERVIEW

1. English
2. Mandarin
3. Cantonese
4. Italian
5. Greek
6. Arabic

*(ALL)
DTYPE RECORD INTERVIEW TYPE

1. Normal interview (English or LOTE)
2. Refusal conversion (called back to convert soft refusal)

ALLTERM (summary of terminations)

*programmer:– please create summary of all terminations

1. Terminated at INTRO2=3 (HOUSEHOLD REFUSAL)
2. Terminated at INTRO3=3 (HOUSEHOLD REFUSAL)
3. Terminated at S4=5 (HOUSEHOLD REFUSAL)
4. Terminated at S4=6 (RESPONDENT REFUSAL)
5. All other terminations (QA0 to end)

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
19 Nelson Drive
DILSTON TAS 7252

Dear Householder

Notice of Important Community Survey

The Australian Transport Safety Bureau (ATSB) 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 ATSB'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 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 Australian Transport Safety Bureau, Canberra, toll-free on 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
March 2006

Messaggio in italiano sul retro
Μήνυμα στα ελληνικά στην πίσω σελίδα
الرسالة باللغة العربية في ظهر الصفحة

背頁有這信息的粵語翻譯
背页有这信息的国语翻译
Tin nhắn bằng (ngôn ngữ) ở sau

15 Mort Street, Canberra City ACT 2601 • PO Box 967, Civic Square ACT 2608 Australia
Telephone: 02 6274 7448 • Facsimile: 02 6274 6474
24 hours: 1800 621 372 • www.atsb.gov.au
ABN 86 267 354 017

Importante Indagine Comunitaria
Σημαντική κοινοτική δημοσκόπηση
استقصاء جماهيري مهم
重要的社區調查
重要的社区调查
Bản Điều Tra Nhóm Cộng Đồng Quan Trọng

ITALIANO

Il governo australiano ha intrapreso una importante ricerca e gradirebbe la sua assistenza. Le informazioni ottenute tramite questa indagine aiuteranno il governo a formulare programmi di sicurezza stradale per ridurre il numero delle fatalitá e delle lesioni gravi sulle strade australiane.

Il suo gruppo familiare é stato scelto a caso per l'ndagine e le saremmo estremamente grati se potessimo fare un colloquio telefonico di 10-15 minuti con un membro della famiglia che abbia almeno 15 anni di etá.

Tutte le informazioni saranno trattate con la massima riservatezza. Se preferisce che il colloquio avvenga in italiano, la preghiamo di fornire i dettagli in fondo a questo modulo e di spedirlo all'indirizzo indicato (senza francobollo).

粵語

澳洲政府現正進行一個重要的研究調查,希望你能幫助。這份調查的資料將會有助於政府制訂道路安全計劃,以減少澳洲道路的傷亡人數。

你的家庭被隨機抽樣挑出,參加該研究調查。我們很希望跟你家中15歲或以上的成員進行一個10至15分鐘的電話訪問。

所得的所有的資料會絕對保密。如果你想以粵語接受訪問,請在這表格的底部填上你的詳細資料,然後寄到已提供的地址(毋須郵票)。

ΕΛΛΗΝΙΚΑ

Η Αυστραλιανή κυβέρνηση διεξάγει μια σημαντική μελέτη και θα εκτιμούσαμε ιδιαίτερα τη βοήθειά σας. Οι πληροφορίες από τη δημοσκόπηση αυτή θα βοηθήσουν την κυβέρνηση στην ανάπτυξη προγραμμάτων οδικής ασφάλειας για να μειωθεί ο αριθμός θανάτων και σοβαρών τραυματισμών στους δρόμους της Αυστραλίας.

Η επιλογή του νοικοκυριού σας για συμμετοχή στην μελέτη έγινε τυχαία και θα σας ήμασταν ευγνώμονες αν μπορέσουμε να διεξάγουμε μια τηλεφωνική συνέντευξη διάρκειας 10-15 λεπτών για να μιλήσουμε με κάποιον, ηλικίας τουλάχιστον 15 ετών, από το σπίτι σας.

Θα τηρηθεί αυστηρότατη εχεμύθεια για όλες τις πληροφορίες. Αν θα προτιμούσατε η συνέντευξη να γίνει στα ελληνικά, παρακαλούμε να συμπληρώσετε τα στοιχεία σας στο κάτω μέρος του παρόντος εντύπου και να το ταχυδρομήσετε στη διεύθυνση που σας δίνουμε (δεν απαιτείται γραμματόσημο).

国语

澳大利亚政府现正进行一个重要的研究调查，希望您能帮助。这份调查的信息将会有助于政府制订道路安全计划，以减少澳大利亚道路的伤亡人数。

您的家庭被随机抽样挑出，参加该研究调查。我们很希望跟您家中15岁或以上的成员进行一个10至15分钟的电话访问。

所得的所有的信息会绝对保密。如果您想以国语接受访问，请在这表格的底部填上您的详细资料，然后寄到已提供的地址(毋须邮票)。

عربـــي

تقوم الحكومة الأسترالية في الوقت الحالي بعمل دراسة على قدر كبير من الأهمية، ونحن نقدر لك مساعدتك في هذا الأمر. المعلومات التي سنحصل عليها من هذا الاستقصاء سوف تساعد الحكومة في تطوير برامج لسلامة الطرق من أجل خفض عدد الضحايا المتوفين والمصابين إصابات خطيرة على الطرق الأسترالية.

تم اختيار منزلك للمشاركة في الدراسة بصورة عشوائية، وسوف نكون في غاية الشكر إن أمكن أن نتصل بسيادتكم للتحدث هاتفيًا في مكالمة لن تستغرق سوى ١٠ - ١٥ دقيقة مع أحد أفراد المنزل الذين يزيد عمرهم على ١٥ سنة.

يتم التعامل مع جميع المعلومات بسرية تامة. إذا كنت تفضل إجراء المكالمة باللغة العربية، فيرجى ملء المعلومات المطلوبة في نهاية هذه الاستمارة وإرسالها إلى العنوان المرفق (دون حاجة لطابع بريد).

VIỆT NAM

Chính Phủ Úc đang đảm trách một nghiên cứu quan trọng và sẽ đánh giá cao trợ giúp của bạn. Thông tin từ bản điều tra này sẽ giúp Chính Phủ phát triển các chương trình an toàn đường giao thông để giảm số người tử vong và thương tích nặng trên các đường giao thông của Úc.

Gia đình bạn được chọn lựa ngẫu nhiên cho nghiên cứu và chúng tôi sẽ rất cám ơn nếu chúng tôi có thể tiến hành một cuộc phỏng vấn khoảng 10-15 phút qua điện thoại để nói chuyện với một thành viên nào đó ít nhất là 15 tuổi trong gia đình bạn.

Mọi thông tin được xử lí hết sức bí mật. Nếu bạn muốn được phỏng vấn bằng (ngôn ngữ) thì hãy hoàn thành các chi tiết ở cuối mẫu đơn này và gửi theo đường bưu điện tới địa chỉ được cung cấp (không cần dán tem).

Contrassegnare la casella (✓)
Τσεκάρετε το αντίστοιχο τετράγωνο (✓)
ضع علامة صح (✓) في المربع
請在方格打勾(✓)
请在方格打勾(✓)
Đánh vào ô (✓)

☐ Preferisco fare il colloquio in italiano
☐ Προτιμώ να ολοκληρώσω τη συνέντευξη στα ελληνικά
☐ أفضل إجراء المكالمة باللغة العربية
☐ 希望以粵語進行訪問
☐ 希望以国语进行访问
☐ Muốn hoàn thành phỏng vấn bằng (ngôn ngữ)

Il mio nome é: _____
Ονομάζομαι: _____
_____ رقم الهاتف: _____
我的姓名是: _____
我的姓名是: _____
Tên tôi là: _____

Numero di telefono: ( ) _____
Αριθμός τηλεφώνου: ( ) _____
_____ الاسم: _____
電話號碼: ( ) _____
电话号码: ( ) _____
Số điện thoại: ( ) _____

Send to: The Social Research Centre
Reply Paid 83723
NORTH MELBOURNE VIC 3051
No stamp is required if address is hand written