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Community Attitudes to Road Safety – 2008 survey report

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Abstract

This report documents the findings from the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government's 2008 survey of community attitudes to road safety. The twentieth in a series of national surveys on community attitudes to road safety was conducted in April and May 2008. A total of 1,592 interviews were conducted with persons aged 15 years and over. The issues examined include: perceived causes of road crashes, exposure and attitudes to random breath testing, attitudes to speed, perceptions of police enforcement, mobile phone use while driving, reported usage of seat belts, involvement in road crashes, and experience of fatigue while driving.

Keywords

Community attitudes, enforcement, perceptions, road safety, speed, survey, alcohol, random breath testing (RBT), mobile phones, fatigue, seat belts.

Notes

(1) Road safety reports are disseminated in the interest of information exchange.
(2) The views expressed are those of the author(s) and do not necessarily represent those of the Australian Government or the Department of Infrastructure, Transport, Regional Development and Local Government.

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EXECUTIVE SUMMARY

This report documents the findings from the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government's 2008 survey of community attitudes to road safety. The 2008 survey is the twentieth in the long–running Community Attitudes 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 is persons aged 15 years and over. Interviews were conducted in April and May 2008 using Computer Assisted Telephone Interviewing (CATI) technology, and a Random Digit Dialling (RDD) sampling frame was used for the first time. A total of 1,592 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 51%.

A summary of the main findings from the 2008 survey, along with a description of emerging trends and patterns, is provided below. More detailed results are provided in the main body of this report.

Main findings

Factors perceived to contribute to road crashes

The Australian community continues to identify speed as the factor which most often leads to road crashes. When asked to nominate the factor that most often leads to road crashes, 39% mention speed, 14% inattention/lack of concentration, 11% drink driving and 7% driver fatigue.

When asked to nominate up to three factors that lead to road crashes, speed is mentioned by 60% of respondents (similar to the 2006 result of 58%). Over this same period, however, there has been a decrease in the extent to which the other main factors are seen as contributing to road crashes. Total mentions of drink driving are down from 52% to 48%, inattention/lack of concentration down from 36% to 27% and driver fatigue down from 30% to 20%.

Looking at these factors over the longer term, it seems that drink driving is not as prominent in community perceptions of the main causes of road crashes as it was several years ago.

Alcohol and drink driving

Random breath testing

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

Almost a third (32%) of the community feel the level of RBT has increased in the last two years. This result continues a gradual decline since 2002 (39%) and is well down on the levels seen in the late 1990s (44% to 46%).

Three-quarters of the in-scope population (75%) had seen police conducting random breath tests in the last six months (virtually unchanged from the 2005 result of 74%). In addition, 27% of the community report having been tested in the previous six months, again virtually unchanged from the

2006 result of 28%. Residents of Victoria (37%), and more frequent road users such as heavy vehicle licence holders (50%) and frequent distance drivers (45%), are more likely to report having been personally tested.

Self-reported drink driving behaviour

The self-reported drink driving behaviour of motorists is similar to 2006 results, with 43% of 'active drivers'[1] saying they restrict what they drink when driving, 38% saying they don't drink at all when driving and 20% saying that they don't drink at any time.

Most (80%) 'active drivers' modify their drinking behaviour when driving, either by abstaining from alcohol (38% of all active drivers) or restricting what they drink (43%)[2]. The practice of restricting alcohol intake when driving, as opposed to abstaining, is more common among males (52%) than females (34%), a finding consistent with previous years. This approach to drink driving is also more common among those aged 25 to 59 years than either younger or older drivers. Holders of heavy vehicle licences (59%) are more likely than holders of other licences to restrict what they drink, rather than abstaining. The same is also true for 'commuters'[3] (54%) relative to other categories of drivers.

Five per cent of active drivers said it was either very likely (1%) or fairly likely (3%)[4] that they had driven when over the blood alcohol limit in the last 12 months. The corresponding result in 2006 was 6%.

Awareness of standard drinks and alcohol consumption guidelines

After reporting a decrease in community knowledge regarding the number of standard drinks in everyday volumes of alcohol in 2006 relative to 2005, the current year results have rebounded. This suggests that the 2006 decline was temporary rather than a change in underlying community knowledge in this area.

The proportion of beer drinkers able to accurately identify the number of standard drinks in a stubby/can of full strength beer[5] has rebounded from 46% in 2006 to 54% in 2008 (the same as reported in 2005). The proportion that underestimates the volume of alcohol in a stubby/can of full strength beer, thereby being at greater risk of over-consumption, has also returned to 2005 levels (15%) down from 19% in 2006.

A similar improvement is also evident among wine drinkers. The proportion of wine drinkers now able to correctly nominate the number of standard drinks in a 750ml bottle of wine[6] is 27%, up from 22% in 2006. This has been accompanied by a decrease in the proportion of wine drinkers who underestimate the alcohol content of a bottle of wine (down from 66% in 2006 to 60% for the current period).

Fifty–eight per cent of males made a safe assumption regarding the number of standard drinks they can have in the first hour, with 48% correctly identifying two standard drinks and a further 10% of the view that they can have one standard drink or less in the first hour. By comparison, only 33% of females have accurate knowledge of the number of standard drinks they can have in the first hour and remain under the legal blood alcohol limit.

1 Current licence holders who drive a vehicle.

2 Does not add due to rounding.

3 Employed persons working more than 20 hours a week who drive a motor vehicle or ride a motorcycle on the roads at least 4 days a week.

4 Does not add due to rounding.

5 1.4 or 1.5 standard drinks

6 Between 7 and 8 standard drinks

The published guidelines stipulate that to remain under the 0.05 blood alcohol content limit, men should limit their consumption of alcohol to two standard drinks in the first hour and one standard drink in each hour after that, while women should consume no more than one standard drink in each hour. Fifty-three per cent of males (57% in 2005 and 50% in 2006) and 28% of females (33% in 2005 and 28% in 2006) made a safe assumption about both parts of these guidelines.

Speed

Speed enforcement

Sixty per cent of respondents are of the view that the level of speed limit enforcement has increased in the last two years, 28% feel it has stayed the same and just 7% feel the amount of speed limit enforcement has decreased. One in twenty (5%) don't know. The current year result, while not substantially different from that reported in 2006, continues a decline from the high of 2003, where 72% of the community thought there had been an increase.

The incidence of drivers having been booked for speeding in the last two years (20%) and the last six months (8%) is little changed from 2006. As has been the case in previous years, those who use the road more frequently, such as frequent distance drivers, tend to have a higher prevalence of being booked for speeding in recent times (32% having been booked in the last two years and 14% in the last six months).

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:

- Having remained steady at between 26% and 28% over the last few years, the proportion of the community in 2008 who consider *"it is okay to exceed the speed limit if you are driving safely"* (28%) is 9% lower 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 2008, 71% agreed that "*If you increase your driving speed by 10 kilometres per hour you are significantly more likely to be involved in an accident*". This compares 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"* increased from 80% in 1995 to 96% in 2004 and has stabilised at between 93% and 94% ever since.

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

- Fifty-five per cent of the community agree 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.
- Eighty-four per cent feel that speed limits are generally set at reasonable levels. This result has been virtually unchanged in recent times.

Perceived acceptable and actual speed tolerances

Thirty-eight per cent of respondents think that people should be booked if they exceed the speed limit by any margin in urban 60 km/h zones. This represents a fairly substantial change in attitudes since 2006, when just 29% of the community supported a zero tolerance approach. This change has come about without any substantial change in views regarding how speed limits are actually enforced in these areas. In a related finding, the proportion of the community that nominate speeds of at least 65 km/h when asked how fast they should be allowed to drive in an urban 60 km/h zone without being booked has fallen from 50% in 2006 to 46% for the current period.

The situation is similar regarding rural 100 km/h zones, with an increase from 23% in 2006 to 29% in 2008 of the population of the view that no speed in excess of 100 km/h is acceptable. This increase has occurred despite the fact that the most commonly mentioned acceptable speed in rural 100 km/h zones remains 110 km/h (34% in 2008 and 32% in 2006).

Perceptions of levels of speed enforcement and speeding penalties

Overall, 46% of the in-scope population support an increased amount of speed limit enforcement, 10% support a decrease and 42% want no change. The 2008 results do not differ significantly from those reported in 2005 or 2006.

There is growing support in the general community for making the penalties for exceeding the speed limit more severe. The current year result (31% in favour of harsher penalties) confirms an upward trend from 28% in 2006 and 24% in 2005. A further 11% believe speeding penalties should be made less severe and 52% opt 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 residential streets is virtually unchanged over the past four surveys – 77% in 2004 and 2005, 78% in 2006 and 79% for the current year.

Community views on whether there should be more sub-60 km/h zones introduced have also remained relatively stable (19% support in 2006 increasing to 21% for the current period). Two-thirds of the in-scope population (66%) support the status quo and 13% feel as though the number of sub-60 km/h zones should be reduced.

Self–reported driving behaviour

CAS data suggests a link between attitudes to speeding and self-reported speeding behaviour. Within the context of an increase in the level of awareness of the dangers associated with speeding, increased support for zero tolerance speed limit enforcement 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 who report either ‘always’, ‘nearly always’ or ‘mostly’ driving at 10 km/h over the speed limit (6% in 2008) has more than halved from the mid 1990’s peak of 17% in 1995.

Driver fatigue

The incidence of drivers reporting having ever fallen asleep while driving is 17%. This result is 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 2008 survey suggests a degree of recidivism. Of those that have ever fallen asleep while driving[7], almost half (47%) have done so more than once and 28% on three or more occasions. For 8% 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[8]: getting a good night's sleep beforehand (24%), planning for regular/frequent stops (15%), taking a break every two hours (12%), avoiding driving when tired (8%) and sharing the driving (6%). The overall pattern of responses to this question is similar to that of previous years.

Strategies for dealing with tiredness/fatigue which occurs while driving typically include pulling over (mentioned by 95% of respondents). Much more frequent mention was made of the need to stop driving than strategies that involving trying to stay awake while continuing to drive.

Other issues

Compulsory licence carriage

Consistent with the findings of previous surveys, CAS 20 shows community approval of the compulsory carriage of a licence while driving remains high, at 84%.

Nationally, 78% of people believe it is a legal requirement in their jurisdiction to carry their licence while driving, though only NSW (92%), Tasmania (94%) and the ACT (at 83%) have compulsory licence carriage laws in place.

Seat belt wearing

Over 1 in 5 respondents (22%) think that the level of enforcement of compulsory seat belt wearing has increased over the last two years, 45% think it is unchanged, 7% feel as though there has been a decrease and 25% don't know. The proportion of the view that there has been an increase in the enforcement of seat belt wearing is unchanged from 2006 but substantially below the 2002 high point of 38%.

The proportion of people aged 15 years and over that always wear a seat belt when travelling in the front seat of a car (97% in 2008) 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 percentage points in 1993 to 4 percentage points for the current period.

Mobile phone usage

CAS 20 is the third survey in the series that asks about the use of mobile phones when driving. The data shows an upward trend in usage. Nine in ten active drivers (91%) now have a mobile phone and 61% report having used a mobile phone while driving (up from 55% in 2006 and 47% in 2005).

There has been a significant year-on-year increase in the proportion of active drivers using their mobile phones in the following ways:

- 56% answered calls while driving (52% in 2006 and 43% in 2005)
- 32% made calls (28% in 2006 and 24% in 2005), and

7 Please note this analysis is based on a relatively small sample size of 260.

8 Note that multiple responses were accepted

- 28% read text messages (16% in 2005 and 21% in 2006).

The proportion who sent text messages while driving (currently 14%) did not change significantly from 2005 (13%) but is still higher than when this measure was first included in the survey (8% in 2005).

The last two surveys have included questions measuring attitudes in relation to the laws governing mobile phone use while driving. Responses show that 90% approve of the current laws banning the use of a hand-held mobile phone while driving (78% approve strongly). The hypothetical introduction of a new law banning the use of hands-free mobile phones while driving attracted 42% community support. A slightly higher proportion of respondents were opposed to this law (45%) than were in favour of it.

State/Territory and regional comparisons

Factors perceived to contribute to road crashes

There is a degree of variability across the states and territories and across capital city/non-capital city locations when it comes to views about the leading causes of road crashes. While at the national level total mentions of speed as a contributing factor in road crashes remains fairly stable (at around 60%), this ranges from 48% in the Northern Territory to 62% in Victoria and Tasmania. In terms of year-on-year change at the state/territory level, South Australia is the only state that saw a significant change in perceptions of speed as a contributing factor in road crashes (increasing from 47% in 2006 to 59% for the current period).

Perceptions of drink driving as a contributing factor in road crashes (48% nationally) tend to be more uniform across the states/territories, apart from in the Northern Territory (68%) where drink driving tends to be the dominant perceived cause of road crashes. The 2008 result for the ACT (39% nominating drink driving as a contributing factor in road crashes) is a significant decrease from 54% in 2006. Western Australia also saw a significant decline from 63% in 2006 to 50%.

The decrease in the nomination of ‘inattention/lack of concentration’ as a contributing factor in road crashes (down from 36% to 27%) seems mainly attributable to substantial declines in Victoria (down for 42% to 23%), Queensland (down from 35% to 25%) and Tasmania (down from 57% to 44%). Year-on-year comparisons also reveal that this decline in the extent to which ‘inattention / lack of concentration’ is nominated as a contributing factor to road crashes is more evident in capital cities (down from 39% to 28%) than other locations (30% in 2006 and 26% in 2008).

The marked decrease in the proportion of the community mentioning ‘driver fatigue’ as a contributing factor in road crashes (down from 30% to 20%) is again more strongly linked to a decrease in capital cities (down from 26% to 14%) and considerable variation in the results across states/territories: NSW down from 33% to 18%, Victoria 29% to 19%, Western Australia 33% to 20% and the ACT 32% to 20%.

Alcohol and drink driving

Support for RBT remains extremely high at 98% nationally and no lower than 96% in any state or territory. The level of ‘strong’ support does, however, show more variation, ranging from 77% in Western Australia to 89% in the Northern Territory.

The perceived level of RBT activity also varies considerably across the states/territories. By way of example, only 17% of ACT respondents are of the view that RBT activity has increased over the last two years compared with 32% nationally. Almost a quarter of residents of the ACT and the Northern

Territory (23% and 24%, respectively) are of the view that the level of RBT activity has decreased over the last two years. At the other end of the scale only 8% of South Australians share this view.

In terms of RBT visibility, Queenslanders were the least likely to report having seen RBT in operation in the last six months (67% compared with 75% nationally) and NSW residents the most likely (81%). South Australians were the least likely to report having been personally tested in the last six months (19% compared with 27% nationally) and Victorians the most likely (37%).

At the overall level, 40% 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, with 30% of Victorians displaying accurate knowledge of the guidelines compared with 50% of ACT residents and 52% of Western Australians.

In terms of the drink driving strategies adopted by drivers, the proportion of recent drivers that do not drink and drive at all[9] shows some variation across the states and territories. The level of abstinence from drinking when driving ranges from 44% in the Northern Territory (where the preferred strategy is to restrict what one drinks when intending to drive) to 66% in Queensland.

There were no significant differences across the states and territories in the proportion of respondents who reported being either 'fairly' or 'very' likely to have driven over the BAC limit in the last 12 months (5% nationally).

Speed

There is some variation in perceptions regarding the amount of speed limit enforcement across the states/territories. The perception that there has been an increase in speed limit enforcement in the last two years (60% nationally) is most widely held in Queensland (68%) and least common in Western Australia and Tasmania (both 47%).

In terms of attitudes to speeding and speed limit enforcement, there is little variation across the states/territories, but some differences do exist:

- ACT residents are more likely (at 38%) and Tasmanian residents less likely (19%) to be of the view that it is 'okay to exceed the speed limit if you are driving safely', and
- There is lower acceptance in the Northern Territory of the link between speeding and being involved in a road crash (62% agreed that 'if you increase your driving speed by 10 km/h you are significantly more likely to be involved in an accident', compared with 71% nationally).
- Although attitudes on acceptable speeds in urban 60 km/h zones and rural 100 km/h zones vary little by state/territory, Tasmanians (at 39% compared with 29% overall) are the most likely to hold the view that drivers should be fined if they exceed the speed limit at all in rural 100 km/h zones.
- Attitudes to the 50 km/h speed limits in residential areas are also prone to some state/territory variation. Nearly a quarter of Western Australians (23%) of the view that the 50 km/h limit in residential areas is too low (compared with the national result of 17%). By way of contrast, only 9% of Tasmanian residents think the 50 km/h limit in residential areas is too low.
- To the extent that these attitudes may be reflected in driving behaviour, it is interesting to note that 10% of Western Australians report 'always, nearly always or mostly' driving at 10 km/h over the speed limit. This is significantly higher than the national result of 6%.

9 Comprising those who don't drink at all and those who don't drink when they are driving

Demographic comparisons

Factors perceived to contribute to road crashes

There is some variation across the population as to the relative importance of different factors in contributing to road crashes. For example, while 60% of the community as a whole nominate speed as the factor that most often causes road crashes, 15 to 24 year olds are more likely to nominate drink driving (66%) than speed (52%). There is also some variation by gender, with females being significantly more likely than males to nominate speed (63% compared with 57%) and drink driving (50% compared with 45%).

Alcohol and drink driving

Consistent with the results of recent years, a significantly higher proportion of males (33%) than females (22%) report having been subject to RBT in the last six months. This result 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) also report being 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), are less likely to have seen RBT activity (62% versus 75% overall) and are also less likely to have been tested (21% versus 27% overall).

With respect to drink driving behaviour, females (42%) are more likely than males (33%) to say they abstain from drinking when driving. Female drivers are also more likely not to drink at any time, whether driving or not (24% compared to 15%). By contrast, males are more likely to claim that, when driving, they restrict how much they drink (52% compared to 34% of females). Similarly, 54% of 15 to 24 year olds say they don't drink when driving compared with 38% nationally. A further 28% of 15 to 24 years olds say that they never drink whether they are driving or not, compared to 20% of the whole community.

Fifty-three per cent of males and 28% of females make a safe assumption about the number of standard drinks they can have in both the first hour and subsequent hours. A likely reason for this difference is the higher proportion of females who don't drink at all when they drive and therefore do not need to draw on an accurate knowledge of the BAC guidelines to modify their drinking behaviour when driving.

Females are also much more likely to say they definitely have not driven over the blood alcohol limit in the last 12 months than males (79% and 64% respectively).

Speed

The driving behaviour of older respondents (i.e. those aged 60 years and over) is quite different to other age groups. Only 1% of those aged 60 years and over (compared with 6% overall) report routinely driving at 10 km/h or more over the speed limit and less than one percent report having increased the speed at which they drive in the last two years (compared to 5% overall). These differences are also apparent in their attitudes to speeding: they are less likely to be of the view that the level of speed limit enforcement has increased, less likely to have been booked for speeding, more likely to support zero tolerance speed limit enforcement and more likely to support an increase in penalties for speeding.

There are significant gender differences in relation to speeding. Males (24%) are more likely than females (16%) to have been booked for speeding in the last two years. Males are also less likely to support a zero tolerance approach to speed limit enforcement in rural 100 km/h zones (23% for males compared with 35% for females) and less likely to support an increase in the level of speed limit enforcement (40% compared with 53%). By extension males, are less likely to see the nexus between increased speed and involvement in an accident, more likely to think speeding is OK if driving safely and less likely to think the speed limits are generally reasonably set.

The following sections of this report describe the research that was carried out for the 2008 Community Attitudes Survey and provide a more detailed analysis of the survey findings. Where appropriate, findings are compared with previous surveys in this series. A table of comparisons of findings over time is attached as Appendix 2.

Further information can be obtained through the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government.

1 INTRODUCTION

1.1 Overview

This report documents the findings from the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government's 2008 survey of community attitudes to road safety.

The 2008 survey is the twentieth in the 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, previously commissioned by the Federal Office of Road Safety and 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 users.

1.2 Survey background

The twentieth Community Attitudes Survey (CAS) was conducted in April and May 2008 using Computer Assisted Telephone Interviewing (CATI). For the first time, a Random Digit Dialling (RRD) sampling methodology (see Appendix 3 for further information) was used to randomly select private dwellings across Australia to include in the sample for the survey. In previous years the Electronic White Pages telephone directory[10] was used. The in-scope population for the survey was persons aged 15 years and over. A total of 1,592 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 2008 is provided as Appendix 4.

10 July 2004 release of Desktop Marketing Services "Australia on Disk".

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 2008 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/other location. 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 earlier waves of this survey in that, in addition to weighting the survey results to the appropriate age, sex and location population estimates, 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 as well as some current-year profiling information is provided below.

Frequent Distance Drivers: - Those with a current licence or permit who drive or ride to a destination 50 kilometres or more from home at least three times a week.

Two-thirds (66%) of 'frequent distance drivers' are male and the average age of this group is 42 years. Sixteen percent have a heavy vehicle licence (compared with 10% of all licensed drivers) and 77% are in paid work, with a relatively high proportion employed as tradespeople (25%) compared to the population overall (15%). Around one in six (15%) have a full motorcycle licence. The frequent distance driver category comprises 17% of the population aged 15 years and over.

Commuters: - Employed persons working more than 20 hours a week who drive a motor vehicle or ride a motorcycle on the roads at least 4 days a week[11], and are not frequent distance drivers.

Sixty-one per cent of 'commuters' are male and the average age of this group is 43 years. A significantly higher proportion of commuters have a Bachelor Degree or higher level of education (37%) compared with 25% of the survey population overall. Correspondingly, a relatively high proportion of commuters are employed in professional occupations (23%) compared to frequent distance drivers (12%). Commuters comprise 32% of the survey population.

11 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 4 days a week.

Seventy per cent of the 'other frequent driver' group are female and the average age of this group is 49 years, with 16% aged 70 years or over, compared with 10% of the survey population. Retirees and persons whose main activities are 'home duties' are over-represented in this driver category, with 35% of this group being retired (compared with 19% overall) and 19% describing their main activity as home duties (compared with 8% overall). 'Other frequent drivers' comprise 29% of the survey population.

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

The average age of less frequent drivers is 47 years with males and females almost equally represented. Over a fifth of this group (22% compared with 10% overall) are aged 70 years and over while 25% are learner drivers or provisional licence holders compared with 10% overall. Less frequent drivers account for 12% of the survey population.

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

Non-drivers are a diverse group accounting for 10% of the survey population. Just over half (52%) are aged 15 to 24 years with 34% still attending school. Fifty–five per cent are female and 24% have previously held a driver's or motorcycle licence.

2 COMMUNITY PERCEPTIONS OF FACTORS CONTRIBUTING TO ROAD CRASHES

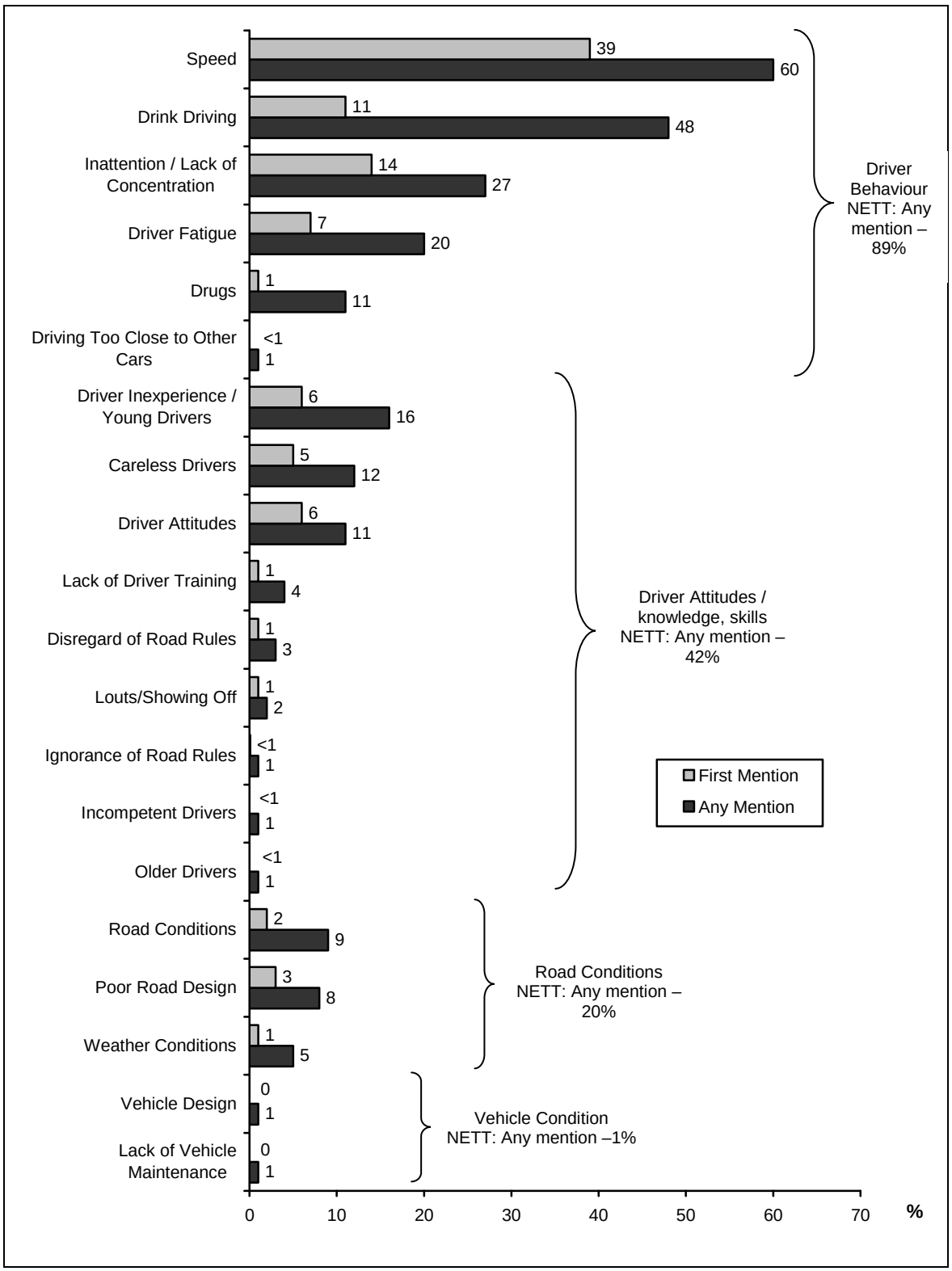
Figure 2.1a (see next page) shows general community perceptions of the factors thought to most often lead to road crashes. Respondents were asked:

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

The factors most commonly identified by respondents either initially or subsequently are speed (60%), drink driving (48%), inattention/lack of concentration (27%) and driver fatigue (20%).

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, 89% of the general community made some mention of 'driver behaviour' as a contributing factor to road crashes, 42% cited aspects of driver attitudes, knowledge or skills as factors contributing to road crashes, 20% cited road conditions and 1% made mention of vehicle condition.

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



Base: Total sample (n=1,592).

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 first mentioned speed as a factor rose from 35% in 2006 to 39% in 2008.

Drink driving has consistently been the second most commonly mentioned cause of road crashes. However, between 2006 and 2008 there has been a decrease in total mentions of drink driving from 52% to 48%.

The proportion of the population mentioning inattention or lack of concentration as a contributing factor in road crashes has also declined; from 18% in 2006 to 14% in 2008 as the first-mentioned cause of road crashes and from 36% in 2006 to 27% in 2008 in terms of total mentions.

Finally, total mentions of driver fatigue decreased from 30% to 20%, with first mentions of this factor also decreasing, from 11% to 7%.

Table 2.1b: Factors thought to most often lead to road crashes: First mentions/total mentions, 2003 to 2008.

	2003 %	2004 %	2005 %	2006 %	2008 %
First mentions					
Speed	40	39	40	35	39#
Drink driving	11	12	11	11	11
Inattention/lack of concentration	15	13	11	18	14#
Driver fatigue	9	10	8	11	7#
Total mentions					
Speed	62	59	61	58	60
Drink driving	44	50	48	52	48#
Inattention/lack of concentration	30	27	31	36	27#
Driver fatigue	26	29	26	30	20#

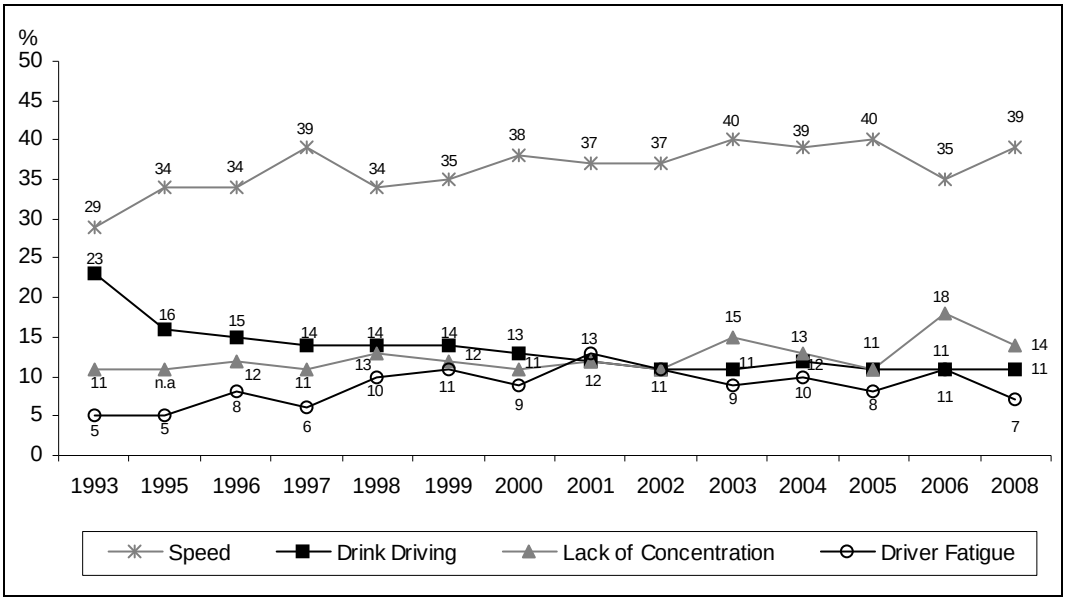
Base: Total sample (n=1,592 in 2008).

# Denotes statistically significant difference to 2006 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 is the lower level of attribution of drink driving as a contributing factor in road crashes over the last 4 to 5 years than was generally the case 10 to 15 years ago. Over this same 15 year period, total mentions of speed as a contributing factor in road crashes has remained relatively stable (at around 60%).

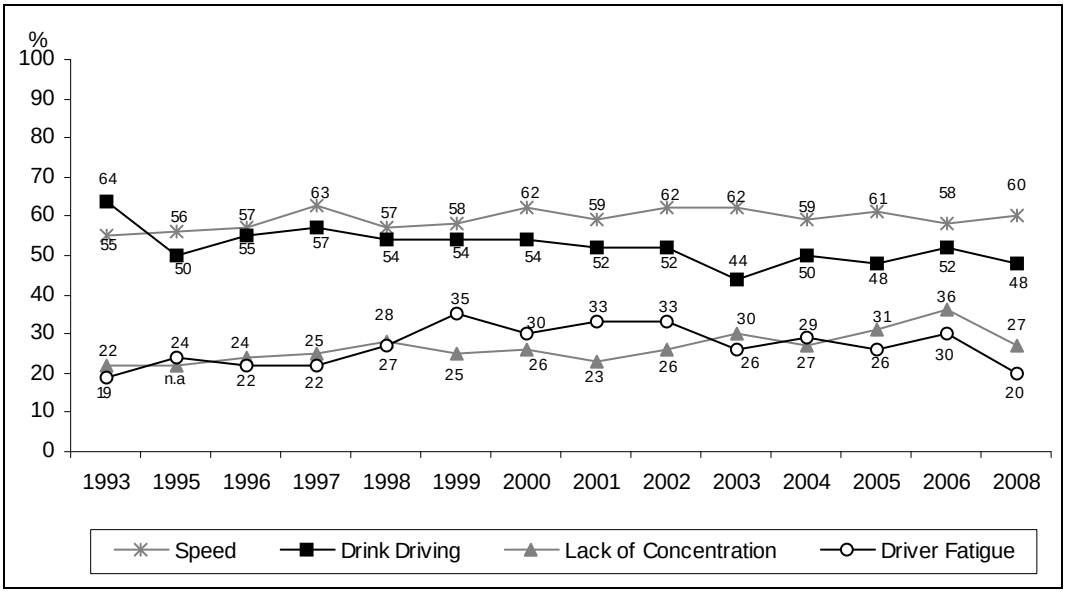
Whereas the 2006 report commented on the increased tendency to mention driver fatigue and lack of concentration as contributing factors in road crashes, the 2008 survey results have seen a decline from the 2006 high point for each of these factors.

Figure 2.1c: Factors thought to most often lead to road crashes: First mentions, 1993 to 2008.



Base: Total sample (n=1,592 in 2008).

Figure 2.1d: Factors thought to most often lead to road crashes: Total mentions, 1993 to 2008.



Base: Total sample (n=1,592 in 2008).

The decreased nomination of drink driving as a factor that most often leads to road crashes (down from 52% in 2006 to 48% in 2008) is more evident among females (down from 56% to 50%) than males (47% in 2006 and 45% in 2008). There were also significant declines in Western Australia (down from 63% to 50%) and the ACT (down from 54% to 39%).

The decrease in the extent to which inattention or lack of concentration was nominated as a factor that most often leads to road crashes (down from 36% in 2006 to 27% in 2008) is mainly attributable to substantial declines in Victoria (down for 42% to 23%), Queensland (down from 35% to 25%) and Tasmania (down from 57% to 44%). Year-on-year comparisons also reveal that this decline is more evident in capital cities (down from 39% to 28%) than other locations (30% to 26%).

The marked decrease in the proportion of the community mentioning driver fatigue as a factor (down from 30% in 2006 to 20% in 2008) is again more strongly linked to a decrease in capital cities (down from 26% to 14%). There were also considerable declines in NSW (down from 33% to 18%), Victoria (29% to 19%), Western Australia (33% to 20%) and the ACT (32% to 20%).

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)**	**%**	**%**	**%**	**%**
	1,592	**60**	**27**	**48**	**20**
Sex					
Male	782	57	27	45	21
Female	810	63	28	50	19
Age group (years)					
15–24	273	52#	30	66#	17
25–39	436	56	25	47	27#
40–59	528	66#	23	38#	23
60+	355	63	35#	49	10#
State/Territory					
NSW	279	60	26	47	18
VIC	241	62	23	49	19
QLD	215	59	25	46	26
SA	192	59	45#	45	18
WA	209	60	29	50	20
TAS	155	62	44#	53	19
NT	157	48#	26	68#	27
ACT	144	60	39#	39	20
Capital city/Other					
Capital city	1023	60	28	46	14#
Other location	569	60	26	51	30#
Licences currently held					
Full car licence	1279	61	28	43	22
Heavy vehicle licence	179	51	32	35#	31#
Full motorcycle licence	153	53	27	34#	29
Provisional car licence	73	43#	28	67#	17
Net: Currently licensed	1436	61	28	45	21
Driver status					
Frequent distance drivers	273	50#	28	39#	19
Commuters	508	61	23	45	27#
Other frequent drivers	460	65	33	48	19
Less frequent drivers	195	64	30	47	12
Non-drivers	156	55	21	67#	12
Been directly involved in a road accident in the last three years					
Yes	255	53	30	51	18
No	1337	62	27	47	20

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

3 ALCOHOL AND DRINK DRIVING

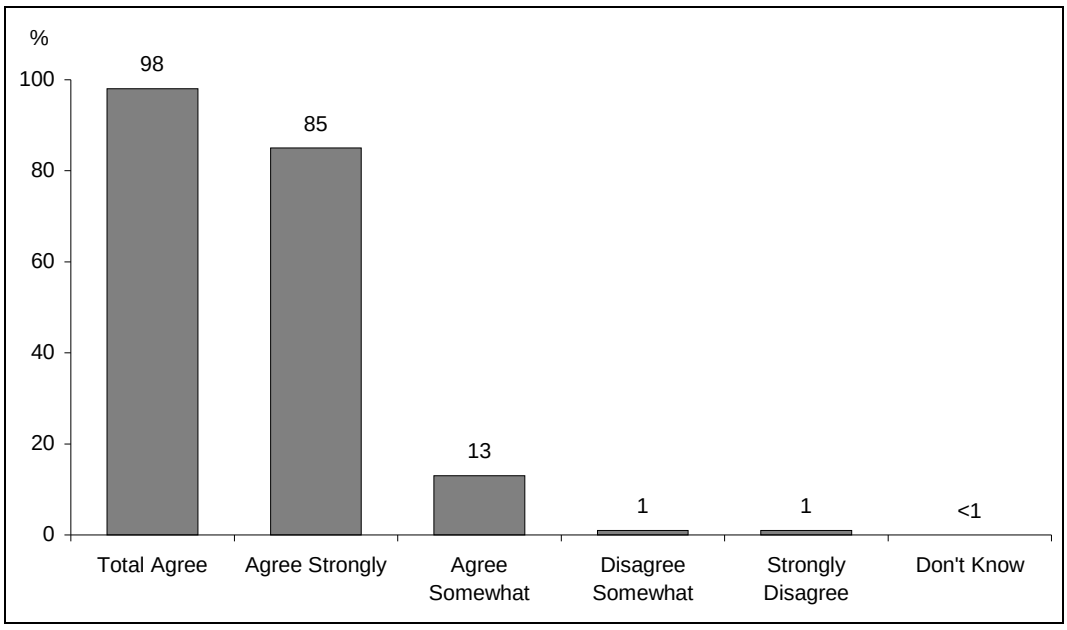
3.1 Support for Random Breath Testing (RBT)

The in-scope population's support for the random breath testing was measured by the question:

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

Figure 3.1a shows 98% support for random breath testing (RBT). Overall agreement has not fallen below 96% since 1997. The level of 'strong' community support for RBT also remains very high and has increased slightly from 82% in 2006 to 85% in 2008.

Figure 3.1a: Percentage agreement with random breath testing.



Base: Total sample (n=1,592)

The level of agreement with RBT is shown by selected characteristics in Table 3.1b. While there is 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 shows some variation. While overall, 85% of the community strongly support RBT, the level of strong support is significantly lower in Western Australia (77%). Western Australia was also one of the lowest ranked states in 2006 (at 80%) in terms of strong support for RBT.

Compared with 2006, the level of 'strong support' for RBT has increased among males (from 78% to 83%) and among 15 to 24 year olds (up from 70% to 80%).

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

Selected characteristics	Base (n)	Total Agree %	Strongly Agree %
Total	**1,592**	**98**	**85**
Sex			
Male	782	98	83
Female	810	99	88
Age group (years)			
15–24	273	97	80
25–39	436	99	87
40–59	528	99	85
60+	355	98	88
State/Territory			
NSW	279	98	87
VIC	241	99	88
QLD	215	99	83
SA	192	97	86
WA	209	98	77#
TAS	155	96	85
NT	157	98	89
ACT	144	100	87
Capital city/Other			
Capital city	1023	98	85
Other location	569	99	86
Licences currently held			
Full car licence	1279	99	87
Heavy vehicle licence	179	98	82
Full motorcycle licence	153	99	84
Provisional car licence	73	98	77
Net: Currently licensed	1436	99	86
Driver status			
Frequent distance drivers	273	99	87
Regular commuters	508	99	87
Other regular drivers	460	98	85
Less frequent drivers	195	98	87
Non-drivers	156	96	77#
Been directly involved in a road accident in the last three years			
Yes	255	100	89
No	1337	98	85

Base: Total sample (n=1,592).

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?*

The 2008 survey results (see Table 3.2a, next page) show that just under a third of the general community (32%) believe the level of random breath testing being carried out by police over the last two years has increased and 37% feel it has stayed the same. Only 14% feel as though there has been a decline in RBT activity and 17% don't know. The state with the highest proportion of respondents who believe RBT levels have increased is South Australia at 37%. South Australia also had the highest proportion in 2006, 59%. The ACT differs significantly from the other states and territories, with only 17% of respondents of the view that the level of RBT has increased.

Persons aged 15 to 24 years (at 45%) are significantly more likely than any other age group to hold the view that the amount of RBT has increased over the last two years.

Table 3.2a also includes a 'nett difference' column which shows the difference between the percentage of the population of the view that the level of RBT has increased over the last two years and the percentage that feel it has decreased. This provides a summary measure of the direction of public opinion on this issue. Using this method, the prevailing view (by a margin of 18%) is that RBT has increased. Groups more likely, on balance, to be of the view that RBT is increasing include 15 to 24 years olds (39%), provisional car licence holders (35%), non-drivers (32%) and South Australians (29%). Those groups for whom the 'nett difference' is smaller, indicating that people are more evenly divided on this issue, include those aged 60 years and over (5%) residents of the Northern Territory (8%) and heavy vehicle licence holders (8%).

Residents of the ACT are the only group where, on balance, more people feel that the level of RBT over the last two years has decreased rather than increased (a nett difference of -6%).

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	Nett Difference[(a)]
	%	%	%	%	
Total	**32**	**37**	**14**	**17**	**18**
Sex					
Male	29	40	16	15	13#
Female	35	34	13	18	22#
Age group (years)					
15–24	45#	33	6#	16	39#
25–39	30	48#	13	10#	17
40–59	31	38	15	16	16
60+	27	26#	22#	25#	5#
State/Territory					
NSW	30	42	16	12	14#
VIC	35	31	12	22	23#
QLD	34	35	17	14	17
SA	37	38	8#	17	29#
WA	25	43	10	22	15#
TAS	34	28	20	18	14#
NT	32	30	24#	14	8#
ACT	17#	43	23#	17	-6#
Capital city/Other					
Capital city	32	35	16	17	16
Other location	32	41	12	16	20
Licences currently held					
Full car licence	30	38	17	15	13#
Heavy vehicle licence	26	47	9	18	15#
Full motorcycle licence	26	50#	14	9	12#
Provisional car licence	37	45	2#	16	35#
Net: Currently licensed	31	39	15	15	16
Driver status					
Frequent distance drivers	30	37	20	14	10#
Regular commuters	28	45#	15	12	13#
Other regular drivers	35	35	15	16	20
Less frequent drivers	32	37	8	23	24#
Non-drivers	41	25#	9	26#	32#
Been directly involved in a road accident in the last three years					
Yes	28	43	17	12	11#
No	33	36	14	17	19

Base: Total sample (n=1,592).

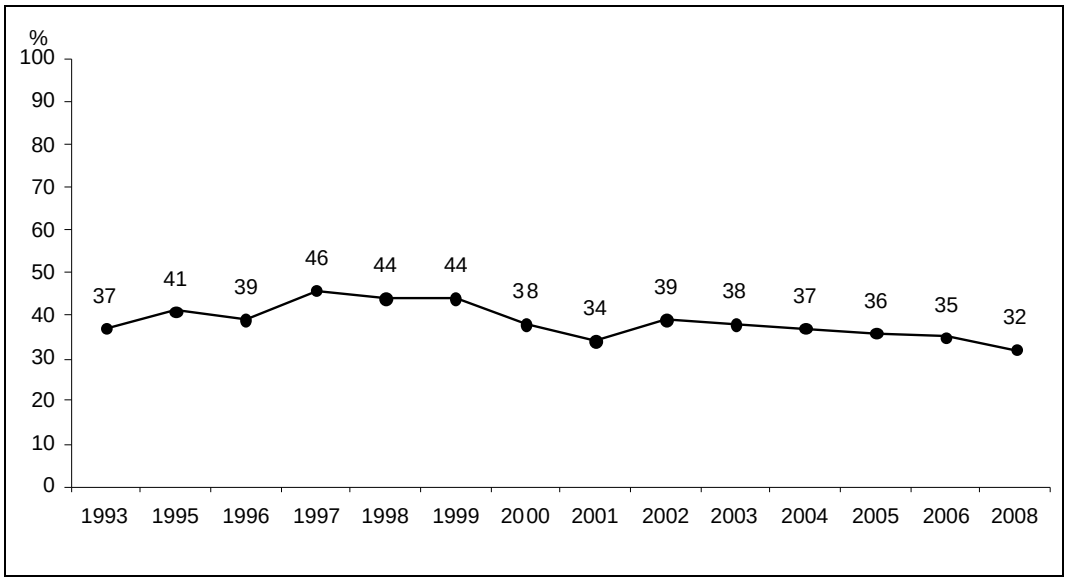
Significance testing compares sub-groups to the total population.

#Denotes statistically significant at the 95% confidence interval.

a) Nett difference is the percentage that think RBT has increased minus the percentage that think it has decreased.

Time series data showing the proportion of the population of the view that the level of RBT has increased over the last two years shows that this view has declined gradually since 2002 (39%) and is now 14% below the zenith of 46%, recorded in 1997.

Figure 3.2b: Perception that level of RBT has increased over the last two years, 1993 to 2008.



Base: Total sample (n=1,592 in 2008)

3.3 Exposure to RBT activities in the last six months

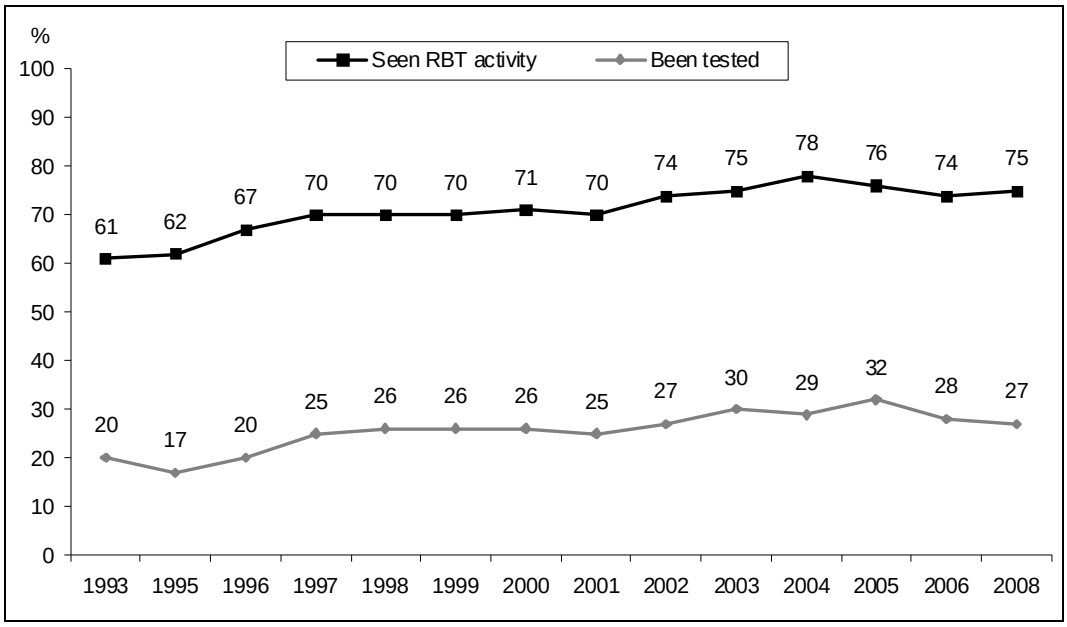
All respondents were asked:

> *'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?'*

Three-quarters of the in-scope population (75%) had seen RBT in operation in the last six months and 27% had been personally tested (a statistically significant decline from the high of 32% in 2005 but still on a par with recent years).

The survey results also suggest a link between exposure to RBT (having seen it in operation and/or been tested) and perceptions regarding the level of RBT activity. Thirty-seven per cent of those who had seen RBT in operation in the last six months and 45% of those that have personally been tested were of the view that the level of RBT activity had increased, compared with 32% overall.

Figure 3.3a: Exposure to RBT activity in the last six months, 1993 to 2008.



Base: Total sample (n=1,592 in 2008).

Western Australia (64%) has the lowest proportion of residents who report having seen RBT in operation in the last six months, followed by Queensland with 67% of residents (see Table 3.3b below). Victoria has the largest proportion of respondents that report having personally been tested in the last six months (37%) while both the ACT (20%) and South Australia (19%) are significantly below the national average. In the case of the ACT, the proportion that report having been personally tested in the last six months has fallen from 33% in 2006.

Less frequent drivers are less likely to report either having seen RBT in operation (60% compared with 72% overall) or having been personally tested (10% compared with 27% overall). The same is true of those aged 60 years and over, who are more likely to be less frequent drivers.

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	**75**	**27**
Sex		
Male	76	33#
Female	73	22#
Age group (years)		
15–24	80	19#
25–39	80	32#
40–59	76	32#
60+	62#	21#
State/Territory		
NSW	81	23
VIC	77	37#
QLD	67#	26
SA	78	19#
WA	64#	27
TAS	67	22
NT	67	30
ACT	74	20#
Capital city/Other		
Capital city	74	25
Other location	75	30
Licences currently held		
Full car licence	74	31#
Heavy vehicle licence	82	50#
Full motorcycle licence	75	36#
Provisional car licence	81	27
Net: Currently licensed	75	30
Driver status		
Frequent distance drivers	77	45#
Commuters	80	35#
Other frequent drivers	75	26
Less frequent drivers	60#	10#
Non-drivers	70	3#
Directly involved in a road accident in the last three years		
Yes	78	32
No	74	26

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

3.4 Self–reported drink driving behaviour

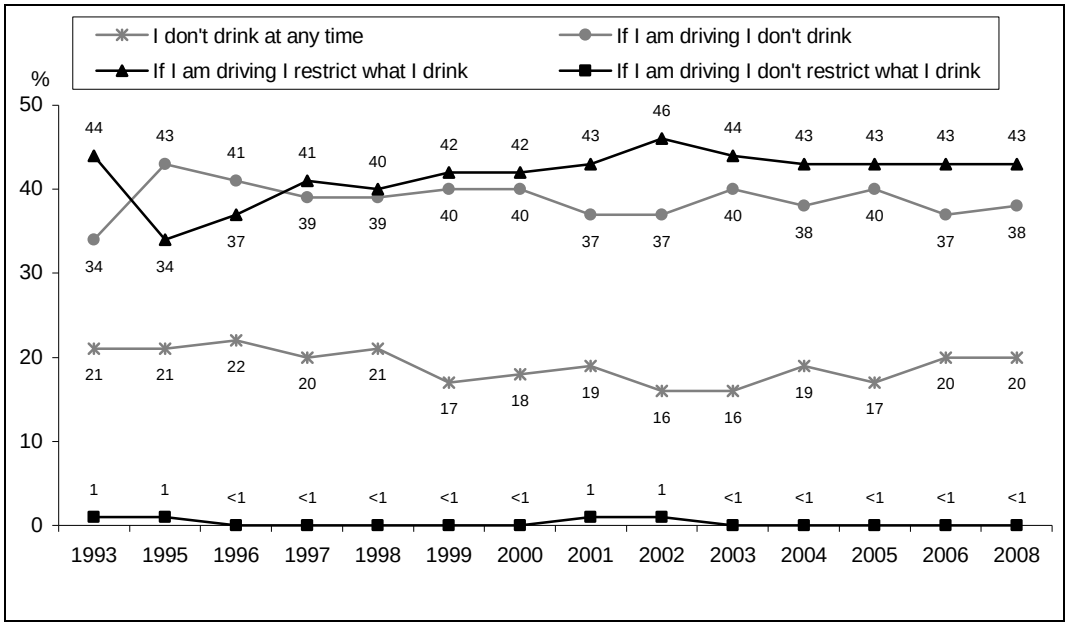
Active drivers, that is, current licence holders who drive at least sometimes, were asked which one of the following statements best described their drink driving behaviour:

- *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.

Over this period, the proportion of active drivers who are non-drinkers has generally been around one in five. Of those active drivers who drink alcohol, 43% indicated that they restrict what they drink when they are going to drive while 38% indicated that they do not drink at all when they are going to drive.

Figure 3.4a: Self-reported drink driving behaviour, 1993 to 2008.



Base: Active drivers (n=1,415 in 2008).

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

Table 3.4b provides a breakdown of self-reported drink driving behaviour by selected characteristics. Two overlapping 'total variables' have been created 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**	**38**	**43**	<
Sex						
Male	48#	85#	15	33#	52#	<
Female	66#	76#	24	42#	34#	<
Age group (years)						
15–24	82#	72#	28#	54#	18#	-
25–39	52	86#	14	38	48	<
40–59	49#	82	17	32	51#	1
60+	64#	73#	27#	37	36	-
State/Territory						
NSW	61	76	24	37	40	-
VIC	52	85	15	38	48	-
QLD	66#	74	25	41	33#	1
SA	52	84	16	36	48	-
WA	49#	88#	13#	37	51	-
TAS	54	77	22	32	45	1
NT	44#	84	16	28	56	-
ACT	50	85	15	35	50	-
Capital city/Other						
Capital city	53	82	18	36	47	-
Other location	64	76	23	41	35#	1
Licences currently held						
Full car licence	53#	81	19	35	46	<
Heavy vehicle licence	39#	84	14	25#	59#	2#
Full motorcycle licence	48#	89#	9#	39	49	2#
Provisional car licence	97#	73	27	70#	3#	-
Net: Currently licensed	57	80	20	38	43	<
Driver status						
Frequent distance drivers	56	86#	14#	43	44	<
Commuters	46#	86#	14	32	54#	1
Other frequent drivers	62	75#	25	36	38	-
Less frequent drivers	75#	73#	27	48	25#	-
Been directly involved in a road accident in the last three years						
Yes	56	82	18	38	44	-
No	57	80	20	37	42	<

Base: Active drivers (n=1,415).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

< Denotes less than 0.5%

The proportion of active drivers who don't drink and drive at all (57%) is unchanged since 2005. This group is comprised of non-drinkers (20%) and those that don't drink at all when driving (38%)[12].

The composition of the 'don't drink and drive' group is mixed. Of particular note, 97% of provisional license holders don't drink and drive (compared to 53% of persons holding a full car license), likely a reflection of the zero blood alcohol limit for provisional drivers as opposed to full license limit of 0.05 BAC. A related finding is that 82% of 15 to 24 year olds don't drink and drive. This compares with 52% of 25 to 39 year olds, 49% of 40 to 59 year olds and 64% of those aged 60 years or over. The proportion of active drivers in the 'don't drink and drive' group also varies considerably by state/territory, ranging from 66% in Queensland to 44% in the Northern Territory. As was the case in 2006, the proportion of active drivers that don't drink and drive is significantly higher in regional areas (64%) than within capital cities (53%).

The proportion of drivers that don't drink and drive also varies by driver status, with 46% of commuters (consistent with 2006 results) and 56% of frequent distance drivers reporting that they do not drink at all when driving (up from 47% since 2006). This compares with 62% of other frequent drivers and 75% of less frequent drivers.

The proportion of active drivers that modify their drinking behaviour, either by abstaining from alcohol when driving (38%) or restricting what they drink when driving (43%) totals 80% (unchanged from 2006).[13] The practice of restricting one's alcohol intake when driving, as opposed to abstaining, is more common among males (52%) than females (34%), a finding consistent with previous years. This approach to drink driving is also more common among those aged 25 to 59 years than either younger or older drivers. The extent to which drinking is restricted when one is driving also varies by driver status, with commuters (54%) the most likely of the driver status groups to report restricting what they drink when they are going to drive.

The proportion of heavy vehicle licence holders and motorcyclists that don't drink and drive (39% and 48%, respectively) is significantly below the overall result (57%).

A new question was introduced to the survey program in 2006 (CAS 19) in an attempt to measure the proportion of active drivers who may have driven over the blood alcohol limit in the last 12 months:

> '*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 that 1 in 20 (5%) of active drivers report being 'likely' (1% 'very likely' and 3% 'fairly likely')[14] to have driven when over the blood alcohol limit in the last 12 months. This compares with the 2006 result of 6%. The gender differences that were apparent in 2006 are still evident, with 7% of males reporting it 'likely' that they had driven over the BAC limit in the last 12 months compared to 2% of females.

Full motor cycle licence holders (10%) and provisional licence holders (11%) are more likely than other types of licence holders to have driven over the BAC limit. Again, the zero blood alcohol limit for provisional drivers may be a factor here.

There is no significant variation in the state/territory results in terms of the proportion likely to have driven over the BAC limit in the last 12 months.

Eight 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.

12 Does not add due to rounding.

13 Does not add due to rounding.

14 Does not add due to rounding.

Eight 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.

Female drivers were more likely than male drivers to report that they had definitely not driven over the BAC limit in the last 12 months (79% and 64% respectively).

The states/territory with the lowest proportion of drivers reporting that they have definitely not driven over the BAC limit in the last 12 months is the Northern Territory (57%).

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

Selected characteristics	Very or fairly likely to have driven over BAC limit %	Definitely have NOT driven over BAC limit %
Total	**5**	**72**
Sex		
Male	7	64#
Female	2#	79#
Age group (years)		
15–24	8	78
25–39	6	68
40–59	4	68
60+	2	78
State/Territory		
NSW	4	70
VIC	4	73
QLD	3	75
SA	7	70
WA	7	69
TAS	5	75
NT	6	57#
ACT	6	66
Capital city/Other		
Capital city	4	69
Other location	5	77
Licences currently held		
Full car licence	4	71
Heavy vehicle licence	7	63
Full motorcycle licence	10#	63
Provisional car licence	11#	78
Net: Currently licensed	5	72
Driver status		
Frequent distance drivers	6	74
Commuters	5	63#
Other frequent drivers	2	77
Less frequent drivers	6	76
Non-drivers		
Directly involved in a road accident in the last three years		
Yes	6	68
No	4	73

Base: Active drivers (n=1,415).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

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[15], 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?'*[16]

The premise behind these questions is that if people underestimate the number of standard drinks in these everyday volumes of beer/wine they may be at risk of consuming more alcohol than they think is the case. This would be a particular concern in relation to those drivers whose drink driving strategy is to restrict what they drink when they are going to drive.

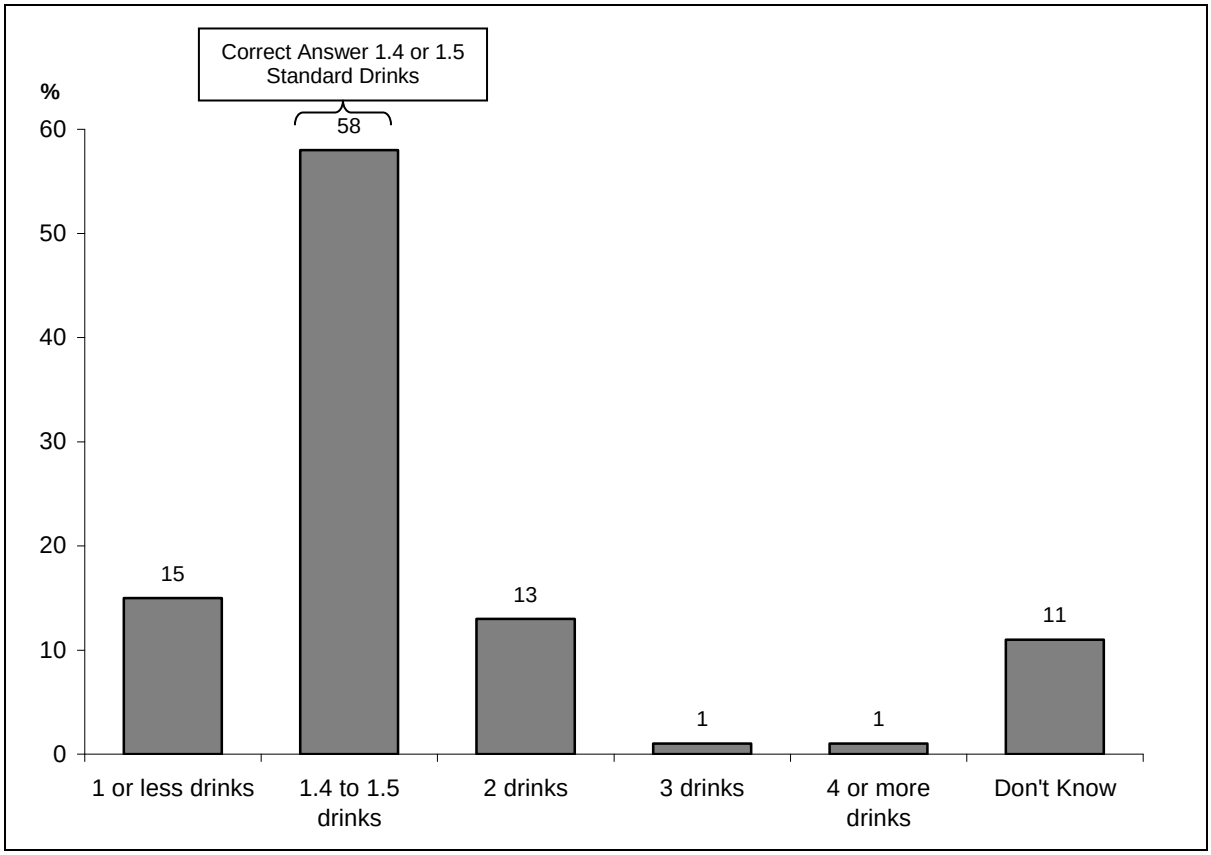
The results from these questions are shown in Figures 3.5a and 3.5b. More than half (58%) of all beer drinkers knew the number of standard drinks in a 375 ml stubby or can of full strength beer (up significantly from 49% in 2006) The other statistically significant difference among beer drinkers between the 2006 and 2008 is an increase in the proportion that overestimate the number of standard drinks in a stubby or can of full strength beer (25% in 2006 compared with 15% in 2008).

Fifteen per cent of beer drinkers underestimate the alcohol content of a 375 ml stubby or a can of full strength beer (down from 19% in 2006).

15 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.

16 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.

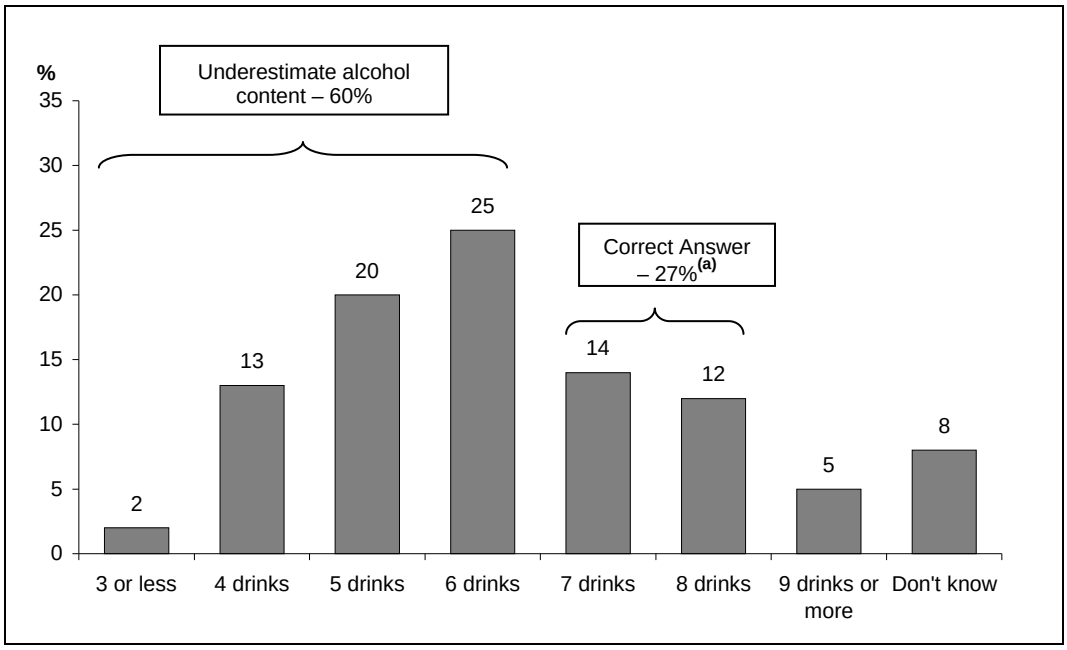
Figure 3.5a: Number of standard drinks thought to be contained in a 375ml stubby or can of full strength beer.



Base: Beer drinkers (n=564)

The proportion of wine drinkers (see Figure 3.5b) that underestimate the number of standard drinks in a 750ml bottle of wine (60%) has significantly reduced from 2005 and 2006 levels (66% and 68% respectively). This finding is also reflected in the increase (to 27%) in the proportion demonstrating reasonably accurate knowledge of the alcohol content of a bottle of wine (up from 22% in 2006).[17] Wine drinkers, however, still compare poorly with beer drinkers in terms of accurate knowledge of the alcohol content of their main alcoholic drink.

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



Base: Wine drinkers (n=573).

a) Does not add due to rounding.

17 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 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?'*

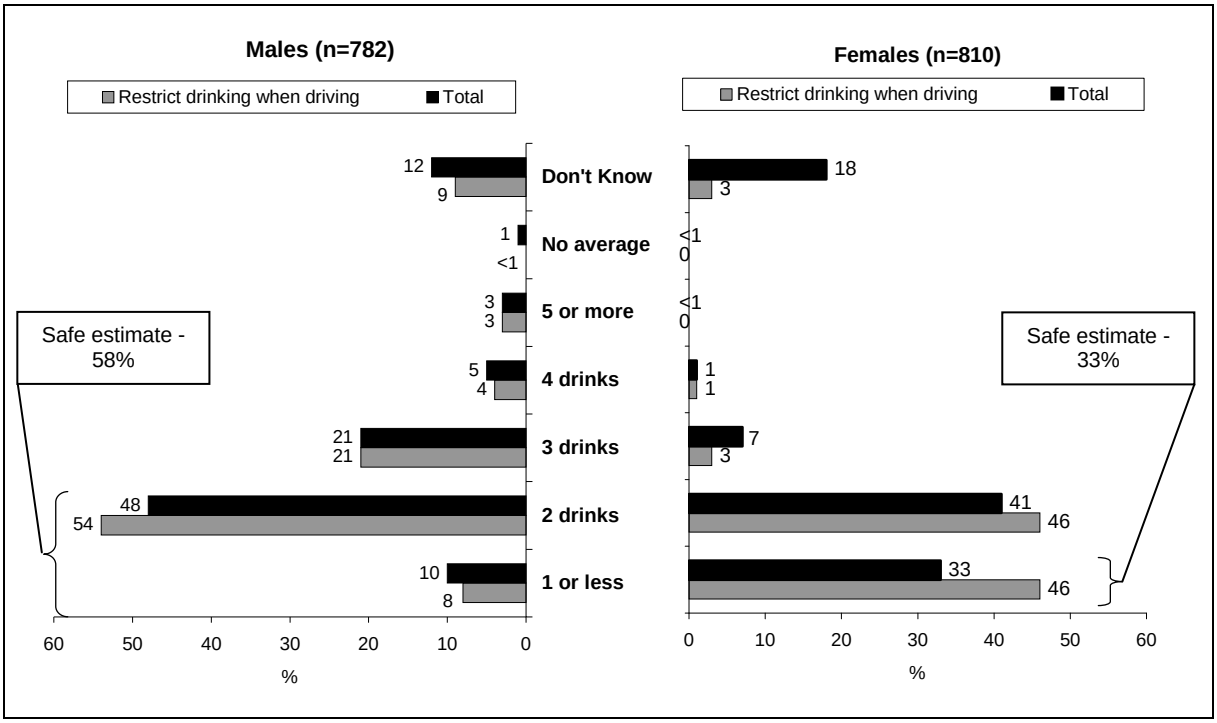
3.6.1 First hour

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 current year results show that 58% of males made a safe estimate regarding the number of drinks they could have in the first hour and stay under .05. While this is not a significant increase on 2006 levels it nonetheless reverses the decline that occurred between 2005 (61%) and 2006 (54%). Of females, 33% made a safe estimate about the number of drinks they could have in the first hour and stay under .05. This is similar to the 2006 result but again reverses the decline that occurred between 2005 (37%) and 2006 (31%).

As was the case in 2006, females who restrict what they drink when they are driving are significantly more likely (at 46%) to make a safe assumption about the number of standard drinks they can have in the first hour and still remain under .05.

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 provisional drivers (75%) and those aged 15 to 39 years (71%) have the most accurate knowledge of the blood alcohol guidelines relating to number of standard drinks in the first hour.

Between 2006 and 2008 there were significant increases in Western Australia (from 56% to 71%) and the Northern Territory (from 45% to 65%). Western Australian males were significantly more likely to make a safe assumption about alcohol consumption in the first hour than anyone else while Victorian males (at 45%) were the least likely.

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

	Safe Estimates			Other	
Selected characteristics	**One or less**	**Two**	**Total 'Safe'**	**Unsafe Estimate [(a)]**	**Don't know**
	%	**%**	**%**	**%**	**%**
Total	**10**	**48**	**58**	**29**	**12**
Age group (years)					
15–24	15	56	71#	19#	8
25–39	15	55	71#	21#	8
40–59	6#	47	53	36#	9
60+	5#	35#	39#	35	22#
State/Territory					
NSW	14	51	65	24	11
VIC	8	37	45#	40#	14
QLD	7	50	58	26	13
SA	8	46	54	30	9
WA	9	62#	71#	18#	9
TAS	2#	55	57	26	15
NT	13	53	65	27	5
ACT	7	51	57	39	3
Capital city/Other					
Capital city	11	47	58	29	12
Other location	8	50	58	29	11
Licences currently held					
Full car licence	9	48	57	29	13
Heavy vehicle licence	6	47	53	34	12
Full motorcycle licence	2#	50	52	36	10
Provisional car licence	14	61	75#	14#	7
Net: Currently licensed	10	49	58	28	12
Driver status					
Frequent distance drivers	11	48	58	32	9
Commuters	8	60#	67#	26	6
Other frequent drivers	10	33#	43#	36	17
Less frequent drivers	11	45	56	14#	25#
Non-drivers	12	42	54	35	9
Been directly involved in a road accident in the last three years					
Yes	8	53	61	25	11
No	10	47	57	29	12

Base: Males (n=782).

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: 21%, 4 drinks in the first hour: 5%, 5 drinks in the first hour: 3%.

Compared with males (58%), females (at 33%) are much less likely to make a safe assumption about the number of standard drinks they can consume in the first hour and remain under .05. As was the case for males, 18 to 39 year old females demonstrated higher levels of awareness of the guidelines regarding alcohol consumption in the first hour than their older counterparts. In line with their male counterparts, Western Australian females were also more likely than females in any other state/territory to demonstrate an accurate knowledge of the blood alcohol guidelines in relation to the first hour of consumption.

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

	Safe Estimate	Other	
Selected characteristics	**One or less**	**Unsafe Estimate[(a)]**	**Don't know**
	%	**%**	**%**
Total	**33**	**48**	**18**
Age group (years)			
15–24	42#	42	16
25–39	46#	40#	13
40–59	31	56#	13
60+	15#	51	33#
State/Territory			
NSW	32	50	18
VIC	26	48	25
QLD	39	50	11
SA	25	51	23
WA	45#	40	12
TAS	26	53	19
NT	40	37	23
ACT	43	39	18
Capital city/Other			
Capital city	33	49	17
Other location	33	46	20
Licences currently held			
Full car licence	34	49	17
Heavy vehicle licence	21	71#	8
Full motorcycle licence	29	71#	-
Provisional car licence	43	52	5
Net: Currently licensed	34	49	16
Driver status			
Frequent distance drivers	39	52	9
Commuters	37	51	11
Other frequent drivers	35	48	17
Less frequent drivers	21#	48	30
Non-drivers	23#	41	34#
Been directly involved in a road accident in the last three years			
Yes	44#	36#	21
No	31	51	18

Base: Females (n=810).

Significance testing compares sub-groups to the total population.

#Denotes statistically significant at the 95% confidence interval.

(a)The overall result of 48% 'unsafe' comprises: 2 drinks in the first hour – 41%, 3 drinks in the first hour – 7%, 4 or more drinks in the first hour – 1%.

3.6.2 Subsequent hours

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

Reference to Figure 3.6.2a shows that 78% of males (79% in 2006) and 69% of females (down from 73% in 2006) made a safe estimate regarding the number of drinks they could have after the first hour and stay under .05. 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, 84% of males and 83% of females were aware that no more than one standard drink could be consumed after the first hour in order to remain under .05.

There was a significant difference between males and females in terms of their awareness of the guidelines for alcohol consumption after the first hour in the proportion of 'don't know/can't say' responses (17% for males and 27% for females). This discrepancy has also been apparent in previous years and is most likely attributable to the relatively high proportion of females that are non-drinkers (24%) or don't drink at all when they are driving (42%). Both of these groups are much more likely to give a 'don't know' response to questions pertaining to knowledge of blood alcohol guidelines.

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

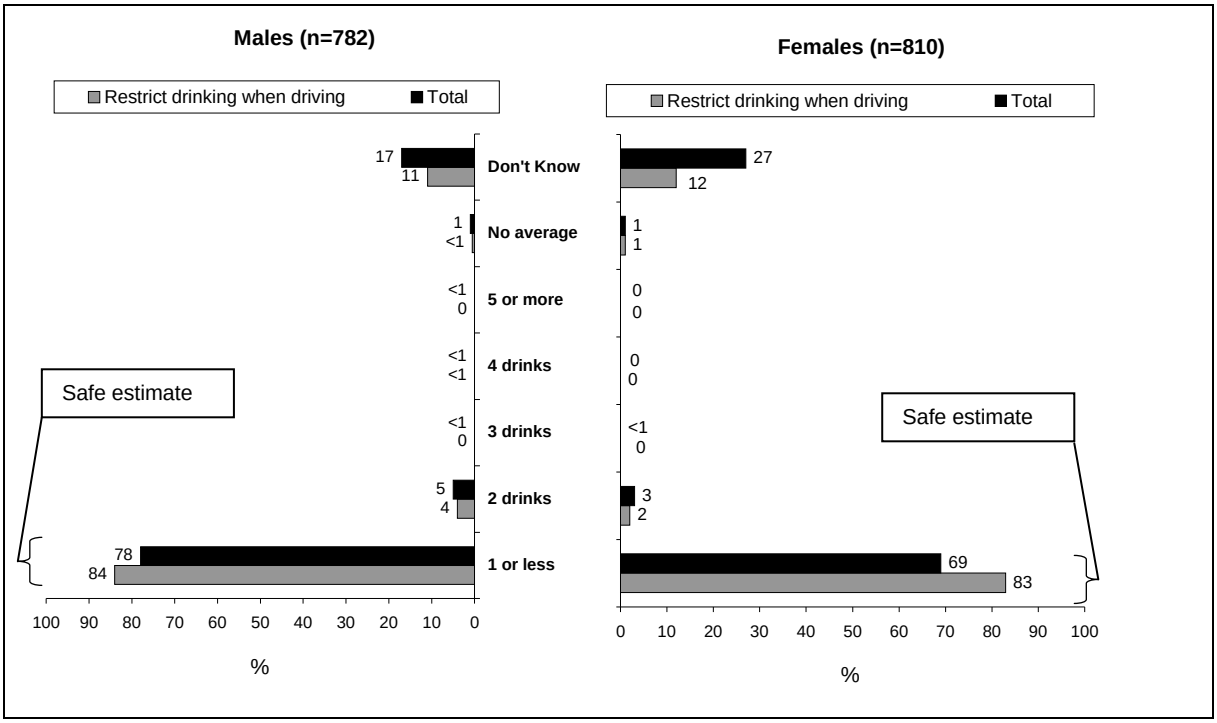


Table 3.6.2b shows the proportion of males that made safe or unsafe estimates about the amount of alcohol they could drink after the first hour and remain under .05 (overall, 78% made safe estimates – not significantly different from the 2006 result of 79%).

As in 2006, provisional drivers have the most accurate knowledge of all male groups relating to the guidelines on the number of standard drinks that can be consumed in subsequent hours while remaining under .05. It is also noteworthy that males in the ACT (95%) and the Northern Territory (86%) were significantly more likely to have accurate knowledge of this issue than those in the states. In the case of the ACT, this is a significant increase on the 2006 result of 82%.

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	**78**	**5**	**17**
Age group (years)			
15–24	81	6	13
25–39	88#	<	13
40–59	78	7	15
60+	62#	8	29#
State/Territory			
NSW	77	3	20
VIC	71	12#	16
QLD	80	2	17
SA	81	4	15
WA	84	3	11
TAS	79	6	13
NT	86#	4	9
ACT	95#	-	5#
Capital city/Other			
Capital city	77	5	17
Other location	79	6	16
Licences currently held			
Full car licence	79	4	16
Heavy vehicle licence	80	6	13
Full motorcycle licence	79	8	12
Provisional car licence	92#	3	5
Net: Currently licensed	80	4	16
Driver status			
Frequent distance drivers	84	2#	14
Commuters	85#	5	9#
Other frequent drivers	70#	3	25
Less frequent drivers	70	6	24
Non-drivers	61#	15#	25
Been directly involved in a road accident in the last three years			
Yes	80	5	15
No	77	5	17

Base: Males (n=782).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

a) 2 drinks– 4.6%, 3 or more drinks – 0.5%.

< Denotes less than 0.5%

A breakdown of females' level of knowledge of the guidelines on the number of drinks that can be consumed after the first hour and remain under .05 is provided in Table 3.6.2c. This shows that 69% of females (down significantly from 74% in 2006) safely assumed that they could have one standard drink or less per hour after the first hour and remain under .05. As in 2006, females aged 60 years and over are less likely to make a safe assumption about the number of drinks that can be consumed after the first hour and remain under .05 (48%) and are much more likely not to know (45%).

At the overall level, 40% (compared with 44% in 2005 and 39% in 2006) 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. This was the case for 53% of males (compared with 50% in 2006 and 57% in 2005) and 28% of females (also 28% in 2006 but 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	**69**	**3**	**27**
Age group (years)			
15–24	75	2	23
25–39	79	4	16#
40–59	72	1#	24
60+	48#	5	45#
State/Territory			
NSW	70	3	26
VIC	63	2	33#
QLD	76	2	19
SA	65	2	31
WA	71	3	24
TAS	61	3	36
NT	70	-#	28
ACT	77	5	17
Capital city/Other			
Capital city	70	4	24
Other location	66	1	31
Licences currently held			
Full car licence	70	3	26
Heavy vehicle licence	90#	-#	10
Full motorcycle licence	97#	-#	3
Provisional car licence	93#	-#	7
Net: Currently licensed	71	2	25
Driver status			
Frequent distance drivers	82#	2	14#
Commuters	78#	2	18
Other frequent drivers	69	3	27
Less frequent drivers	55#	3	39
Non-drivers	52#	5	43#
Been directly involved in a road accident in the last three years			
Yes	69	3	27
No	69	3	27

Base: Females (n=810).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

a) 2 drinks– 3%, 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 feel as though a blood alcohol reading of .05 would affect their ability to act safely as a pedestrian (57%) has remained consistent with previous years (55% in 2006 compared to 57% in 2004 and 2005). A breakdown of the 2008 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	**57**	**34**	**9**
Sex			
Male	50#	43#	7
Female	64#	25	11
Age group (years)			
15–24	64	32	4#
25–39	59	36	5#
40–59	53	38	9
60+	56	27	17#
State/Territory			
NSW	61	32	7
VIC	57	34	9
QLD	54	37	9
SA	58	29	13
WA	50	39	11
TAS	60	32	9
NT	57	37	6
ACT	58	33	9
Capital city/Other			
Capital city	58	33	9
Other location	56	35	9
Licences currently held			
Full car licence	56	34	9
Heavy vehicle licence	46#	46#	8
Full motorcycle licence	53	40	7
Provisional car licence	56	40	4
Net: Currently licensed	56	35	9
Driver status			
Frequent distance drivers	50	44#	7
Commuters	54	39	7
Other frequent drivers	59	29	12
Less frequent drivers	64	29	7
Non-drivers	64	27	9
Been directly involved in a road accident in the last three years			
Yes	59	31	10
No	57	35	9

Base: Total sample (n=1,592).

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 presented in Table 4.1a show that 60% of respondents are of the view that the level of speed limit enforcement has increased, 28% feel it has stayed the same and just 7% feel the amount of speed limit enforcement has decreased. One in twenty (5%) don't know. As has been the case in previous years, persons aged 60 years and over (at 48%) are less likely to hold the view that the amount of speed limit enforcement has increased.

There is a degree of variation across the states and territories in the extent to which speed limit enforcement is viewed as having increased. This ranges from a low of 47% in both Western Australia and Tasmania to 68% in Queensland. The current year results for South Australia (60%) is a significant decline from 2006 levels (70%). The opposite is true in the Northern Territory with 63% of residents now of the view that speed limit enforcement has increased over the last two years compared with 49% in 2006.

Frequent distance drivers are more likely (at 74%) to feel that the level of speed enforcement has increased over the last two years, as are those who have been booked for speeding in the last two years (70%). Drivers who have been booked for speeding in the last six months are much more likely (78%) to feel the level of speed enforcement has increased over the last two years.

Table 4.1a also includes a 'nett difference' column which shows the difference between the percentage of the population of the view that the level of speed enforcement has increased over the last two years and the percentage that feel it has decreased. This method indicates that the prevailing view (by a margin of 53%) is that the level of speed enforcement has increased. As would be expected groups more likely to be of the view that speed enforcement is increasing include those that have been booked for speeding (last six months 74%, last 2 years 66%), frequent distance drivers (67%) and provisional car licence holders (64%).

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	Nett difference[(a)]
	%	%	%	%	
Total	**60**	**28**	**7**	**5**	**53**
Sex					
Male	60	29	7	5	53
Female	60	27	7	6	53
Age group (years)					
15–24	63	32	3#	2	60#
25–39	66	27	5	3	61#
40–59	62	24	9	5	53
60+	48#	32	10	11#	38#
State/Territory					
NSW	60	26	9	5	51
VIC	60	27	6	7	54
QLD	68#	23	6	3	62#
SA	60	29	5	6	55
WA	47#	40#	6	7	41#
TAS	47#	44#	7	2	40#
NT	63	26	7	4	56
ACT	63	27	8	2	55
Capital city/Other					
Capital city	62	25	8	5	54
Other location	56	33	6	5	50
Licences currently held					
Full car licence	61	27	8	5	53
Heavy vehicle licence	57	29	9	5	48#
Full motorcycle licence	54	34	9	4	45#
Provisional car licence	67	28	3	2	64#
Net: Currently licensed	61	27	7	4	54
Driver status					
Frequent distance drivers	74#	17#	7	3	67#
Commuters	62	30	6	2	56
Other frequent drivers	60	28	6	6	54
Less frequent drivers	48#	34	12	6	36#
Non-drivers	49#	32	8	11#	41#
Been directly involved in a road accident in the last three years					
Yes	64	27	4	6	60#
No	59	28	8	5	51
Been booked for speeding …					
In last six months	78#	16#	4	2	74#
In last two years	70#	20#	4	6	66#

Base: Total sample (n=1,592).

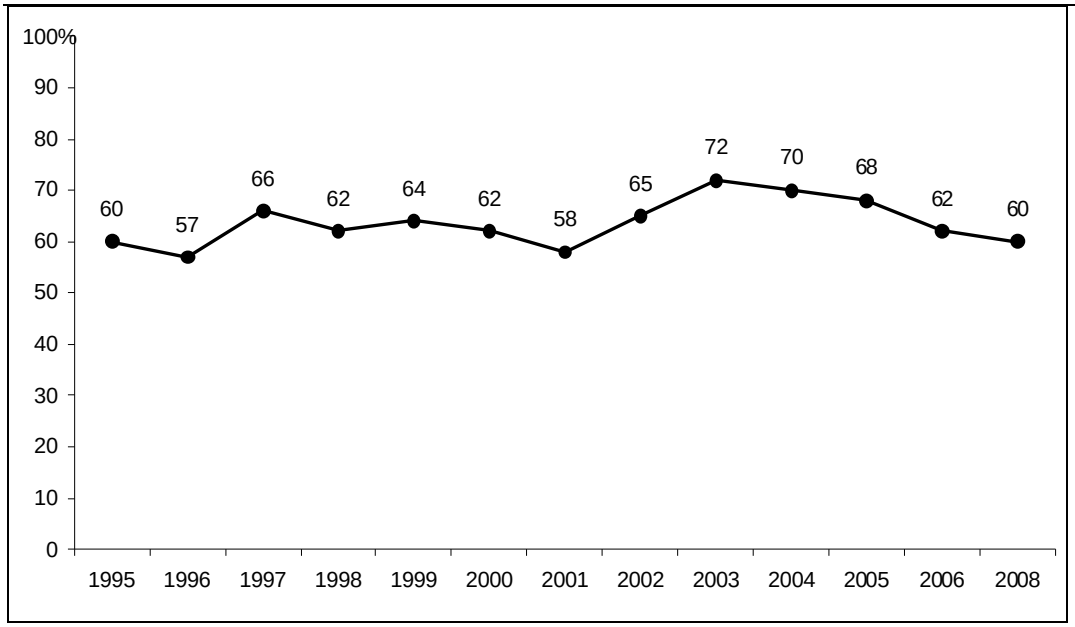
Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

a) Nett difference is the percentage that think speed limit enforcement has increased minus the percentage that think it has decreased.

Figure 4.1b provides time series data back to 1995, showing the proportion of the in-scope population that believe there has been an increase in the amount of speed limit enforcement. The current year result continues a decline from the high point of 72% in 2003.

Figure 4.1b: Perception that level of speed limit enforcement has increased over the last two years, 1995 to 2008.



Base: Total sample (n=1,592 in 2008).

4.2 Incidence of being booked for speeding

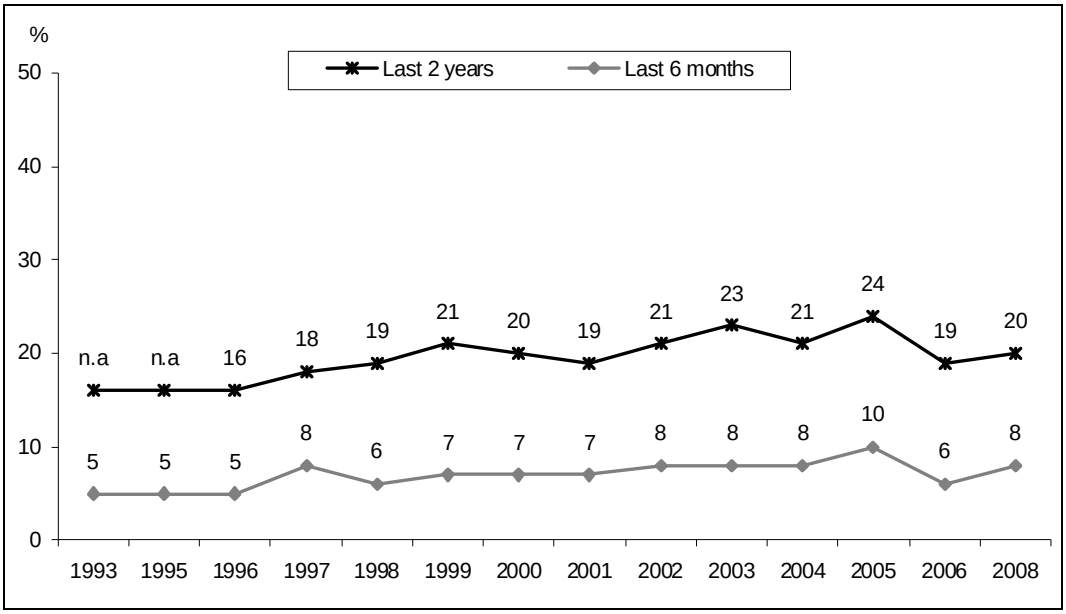
The results presented in Figure 4.2a show the prevalence of being booked for speeding in the last two years and the last six months. The following questions were used to obtain this data:

'*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 survey results shows that 1 in 5 'recent drivers' (current drivers or those that have driven in the last 2 years) report having been booked for speeding in the last two years and 8% (up slightly but significantly from 6% in 2006) report having been booked in the last six months.

Figure 4.2a: Personally booked for speeding in the last 2 years and last 6 months, 1993 to 2008.



Base: Recent drivers: current drivers and non-current drivers that have driven in the last 2 years (n=1,438 in 2008).

Figure 4.2b shows the reported prevalence of having been recently booked for speeding by selected characteristics. Based on the two year measure, there is a difference in the prevalence with which males (24%) and females (16%) are booked for speeding, a finding consistent over time.

As was the case in 2005 and 2006, frequent distance drivers are significantly more likely to report having been booked for speeding in the last two years (32%) and the last six months (14%).

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	**20**	**8**
Sex		
Male	24	9
Female	16	6
Age group (years)		
15–24	18	7
25–39	22	11
40–59	26	8
60+	10#	3#
State/Territory		
NSW	15	7
VIC	26	6
QLD	18	10
SA	24	10
WA	23	8
TAS	26	6
NT	18	6
ACT	15	6
Capital city/Other		
Capital city	21	8
Other location	18	6
Licences currently held		
Full car licence	21	8
Heavy vehicle licence	26	10
Full motorcycle licence	21	5
Provisional car licence	17	3#
Net: Currently licensed	20	8
Driver status		
Frequent distance drivers	32#	14#
Regular commuters	24	8
Other regular drivers	14#	5#
Less frequent drivers	10#	3#
Non-drivers	18	7
Been directly involved in a road accident in the last three years		
Yes	20	10
No	20	7

Base: Recent drivers: current drivers and non-current drivers that have driven in the last 2 years (n=1,438 in 2008).
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

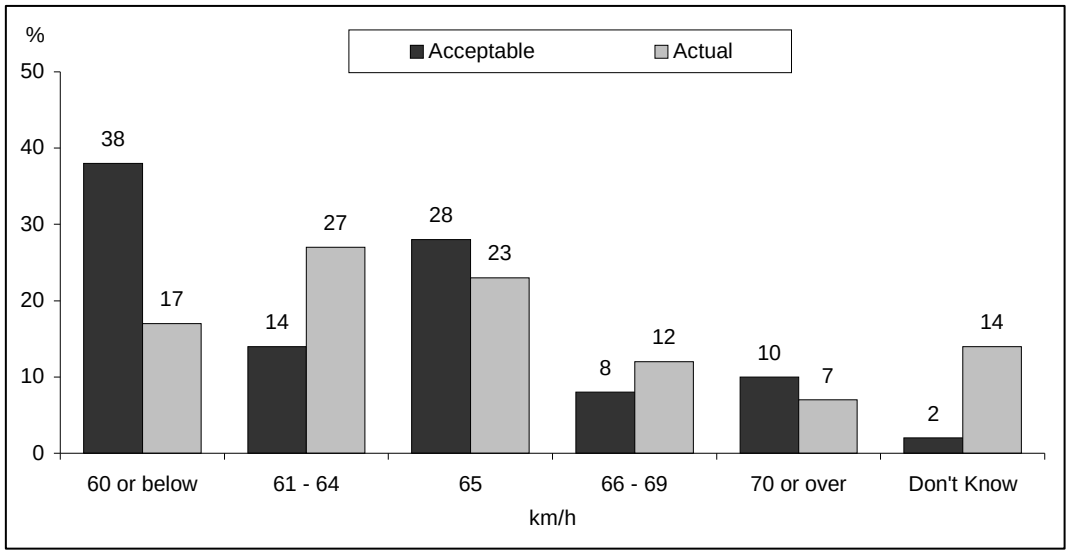
To assess community attitudes to speed limit enforcement in 60 km/h zones in urban areas, respondents were asked:

> *'Thinking about 60 km/h speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?'* (i.e. the 'acceptable' speed tolerance)
>
> and*…'How far over the speed limit are people generally allowed to drive without being booked for speeding?'* (perceived 'actual' speed tolerance).

The results from these questions are shown in Figure 4.3a. Looking at the speed people think they should be able to travel in a 60 km/h zone without being booked (i.e. acceptable speed tolerances), the most common response is zero tolerance, with 38% of the community of the view that only speeds at or below the 60 km/h limit should be permissible. This represents a fairly substantial change in attitudes since 2006, when 29% of the community favoured a zero tolerance approach to speeding in 60 km/h zones in urban areas. However, this still means that 60% of the community are of the view that speeds in excess of the 60 km/h limit should be tolerated in urban 60 km/h zones without penalty (down from 69% in 2006). The level of support for travelling at speeds over 60 km/h without being booked is 14% for speeds of between 61 to 64 km/h (down from 20% in 2006), 28% for 65 km/h (down from 32% in 2006) and 18% for speeds greater than 65 km/h (unchanged from 2006).

Community perceptions of the actual speed tolerances enforced in urban 60 km/h zones show little variation between 2006 and 2008. That is, the community is now less supportive of speeding in 60 km/h zones without an accompanying change in perceptions relating to enforcement tolerances. Of those interviewed, 17% are of the view that a zero tolerance policy is enforced, 27% nominated speeds from 61 to 64 km/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 seven drivers (14%) said they didn't know the speed tolerances that applied in urban 60 km/h zones.

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

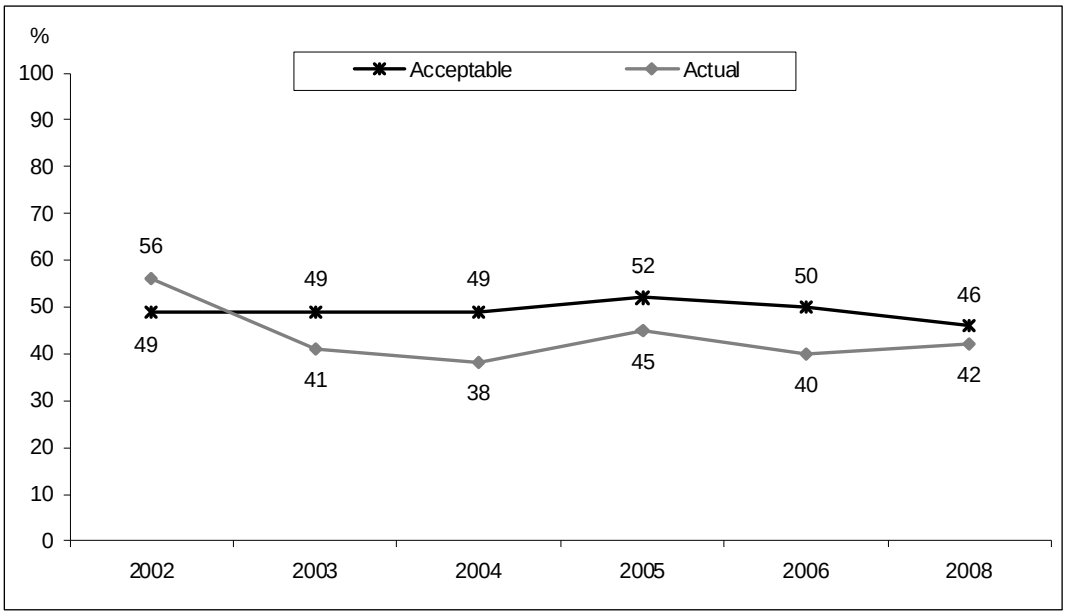


Base: Total sample (n=1,592).

Figure 4.3b shows that in 2008, 46% of the community nominate speeds of at least 65 km/h when asked how fast they should be allowed to drive in 60 km/h zones in urban areas without being booked. The level of community tolerance for speeding at these levels has been fairly constant at around 50% in recent years, with the 2008 result (46%) representing the first significant decline in this time series.

Just over 4 in 10 respondents (42%) feel they can travel at 65 km/h in urban 60 km/h zones without being booked. The proportion holding this view has shown some variation in recent years, ranging from a high of 56% in 2002 to a low of 38% in 2004.

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



Base: Total sample (n=1,592 in 2008).

Table 4.3c (next page) shows the median acceptable and actual speeds from those nominated by respondents in relation to 60 km/h zones in urban areas. It also shows the proportions of the population that believe there *should be* no tolerance given to speeding in these zones and that believe there *is* no tolerance of speeding in these zones.

The median speed people think it should be permissible to travel without being booked is 63 km/h, down 1 km/h on the 2004, 2005 and 2006 survey results.

As previously noted, the proportion of the community who feel that a zero speeding tolerance *should be* enforced in urban 60 km/h zones (38%) has shown a fairly substantial increase over the 2006 result of 29%. This increase is evident in each state and territory, although the magnitude of the increase ranges from +2% in the NT to +14% in Tasmania. Persons aged 60 years and over are the most likely to hold the view (48%) that a zero tolerance approach to speeding should be applied in urban 60 km/h zones. Of the driver status groups, 'commuters' are the least likely to hold this view (29%).

Looking at the actual speed tolerances people think are enforced, 17% of the in-scope population believe that a no tolerance regime is enforced in urban 60 km/h zones. This increases to 28% for persons aged 60 years and over but otherwise is fairly uniform across the population.

Table 4.3c: Median "acceptable" and "actual" speed limits and the proportion citing "no tolerance" speed limit enforcement in urban 60 km/h zones[18].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**63**	**38**	**64**	**17**
Sex				
Male	65	35	65	15
Female	63	41	63	20
Age group (years)				
15–24	65	32	65	11
25–39	65	34	65	15
40–59	64	39	65	15
60+	60	48#	63	28#
State/Territory				
NSW	65	40	65	18
VIC	63	39	63	18
QLD	63	38	65	18
SA	65	32	65	12
WA	65	36	65	14
TAS	64	38	65	22
NT	63	42	65	17
ACT	64	36	65	21
Capital city/Other				
Capital city	65	36	65	15
Other location	62	42	63	20
Licences currently held				
Full car licence	63	38	64	17
Heavy vehicle licence	64	37	64	16
Full motorcycle licence	65	31	65	10
Provisional car licence	65	34	64	18
Net: Currently licensed	64	37	64	17
Driver status				
Frequent distance drivers	63	41	65	13
Commuters	65	29#	65	15
Other frequent drivers	63	36	63	20
Less frequent drivers	60	52	65	22
Non-Drivers	60	47	63	18
Been directly involved in road accident in last 3 years				
Yes	65	31	63	13
No	63	40	64	18

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

Table 4.3d shows the speed limit tolerances that are thought to be applied in 60 km/h zones in urban areas in each state/territory. The proportion of residents in the ACT (55%), Queensland (53%) and NSW (50%) that nominate speeds of at least 65 km/h when asked how fast they should be allowed

18 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.

to drive in urban 60 km/h areas without being booked is significantly higher than the national result of 42%. The proportion of Tasmanian residents who share this view has declined significantly from 63% in 2006 to 46% for the current survey.

The state/territory residents with the highest degree of uncertainty regarding the actual level at which the speed limit is enforced in urban 60 km/h zones are Tasmanians (21% don't know). Victoria and South Australia are the states with the least uncertainty (11% each). Victoria remains the state with the lowest proportion of the in-scope population believing they can travel at least at 65 km/h in a 60 km/h zone without being booked (17%). The situation in Victoria with respect to allowable speeding tolerances is unique, in that a speed camera tolerance of 3 km/h was widely publicised in the media around 2002, and may be considered 'common knowledge' among some road users.

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

		State/Territory							
	Total	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
Speed allowed	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Nothing over 60 km/h	17	18	18	18	12#	14	22	17	21
61 km/h	2	0#	2	4	1	0#	0	5#	2
62 km/h	9	6	15#	5#	9	9	6	8	2#
63 km/h	13	6#	34#	6#	10	9	4#	8#	5#
64 km/h	4	3	3	2	9#	6	0#	4	2
65 km/h	23	29#	8#	28	26	29	20	28	30
66–69 km/h	12	13	5#	13	18#	13	17	13	14
70 km/h and over	7	8	4#	12#	3#	4#	9	5	11
Subtotal 65 km/h or more	*42*	*50#*	*17#*	*53#*	*47*	*46*	*46*	*46*	*55#*
Don't know	14	16	11	13	11	16	21#	13	13
Total	100	100	100	100	100	100	100	100	100
Base:	1592	279	241	215	192	209	155	157	144

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).

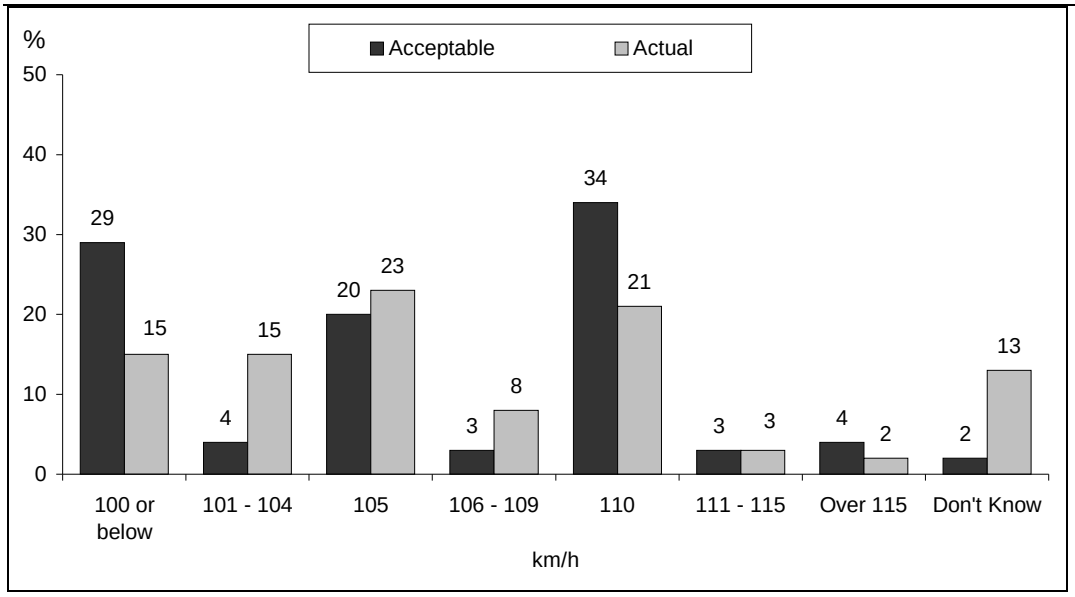
The results from these questions are shown in Figure 4.4a (next page)[19]. Looking at acceptable speed tolerances, the most common view (held by 34% of the in-scope population) is that 110 km/h is an acceptable speed to drive without being booked in a 100 km/h zone in a rural area. While this result is little changed from the 2006 result of 32%, over this period there has been an increase from 23% to 29% in the proportion of the population of the view that no speed in excess of 100 km/h is acceptable in rural 100 km/h zones.

Looking at perceived actual speed tolerances in 100 km/h zones in rural areas, the most common response is 105 km/h (23%) followed by 110 km/h (21%). The proportion of the in-scope population that believe a zero tolerance speeding regime is enforced is 15%, compared with the 12% in 2006.

The proportion of respondents that report not knowing the actual speed limit tolerance in rural 100 km/h zones decreased from 17% in 2006 to 13% in 2008.

19 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=1,592).

Table 4.4b (next page) shows the median acceptable and actual speeds from those nominated by respondents in relation to 100 km/h zones in rural areas. It also shows the proportions of the population that believe there *should be* no tolerance given to speeding in these areas and that believe there *is* no tolerance given to speeding in these areas.

Looking firstly at what people regard as an acceptable speed enforcement regime in rural 100 km/h zones, the median speed people think it should be permissible to travel without being booked is 105 km/h (unchanged from 2006). Western Australia has the highest median acceptable speed, at 108 km/h.

The proportion of the population who feel that a zero speeding tolerance *should be* enforced in rural 100 km/h zones is 29% (compared with 23% in 2006). As was the case in 2005 and 2006, persons aged 60 years and over were the most likely to support enforcement of a zero tolerance policy (41% in 2005 and 40% in 2006).

People with full motorcycle licences, commuters and those who have been in an accident within the last two years have the highest median acceptable speed of all groups, at 110 km/h. Motorcycle licence holders (18%) and 'commuters' (19%) are also significantly less likely to feel that there should be zero tolerance for speeding in rural 100 km/h zones.

The median speed that people think is being enforced in rural 100 km/h zones is 105 km/h, unchanged from 2006.

Residents of the Western Australia (8%) are significantly less likely to hold the view that a no tolerance regime is enforced in rural 100 km/h zones. In the ACT there has been an increase from 5% in 2006 to 14% in 2008 in the proportion of the in-scope population of the view that a zero tolerance speed limit 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 areas[20].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**105**	**29**	**105**	**15**
Male	109	23	105	11
Female	105	35#	105	19
Age Group (years)				
15–24	105	27	105	11
25–39	108	21	105	11
40–59	108	27	105	14
60+	104	44#	105	24#
State/Territory				
NSW	105	32	105	19
VIC	105	30	104	14
QLD	105	27	105	16
SA	105	25	105	9
WA	108	24	105	8#
TAS	105	39#	105	19
NT	105	28	105	14
ACT	105.5	28	108	14
Capital city/Other				
Capital city	105	29	105	14
Other location	105	30	105	17
Licences currently held				
Full car licence	105	27	105	15
Heavy vehicle licence	108	23	105	9
Full motorcycle licence	110	18#	105	10
Provisional car licence	105	26	105	17
Net: Currently licensed	105	27	105	15
Driver status				
Frequent distance drivers	105	28	105	12
Commuters	110	19#	105	12
Other frequent drivers	105	27	105	16
Less frequent drivers	105	43	105	20
Non-drivers	100	48#	105	21
Directly involved in accident in last 3 years				
Yes	110	24	105	9
No	105	30	105	16

Base: Total sample (n=1,592)

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

20 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).

Nearly 3 in 10 (28%) of the in-scope population agree with the statement ‘I think it is okay to exceed the speed limit if you are driving safely’. While the current year result is slightly higher than the 2006 result (26%), the time series indicates a fairly steady decline in the proportion of the community who consider it ‘OK to speed if driving safely’.

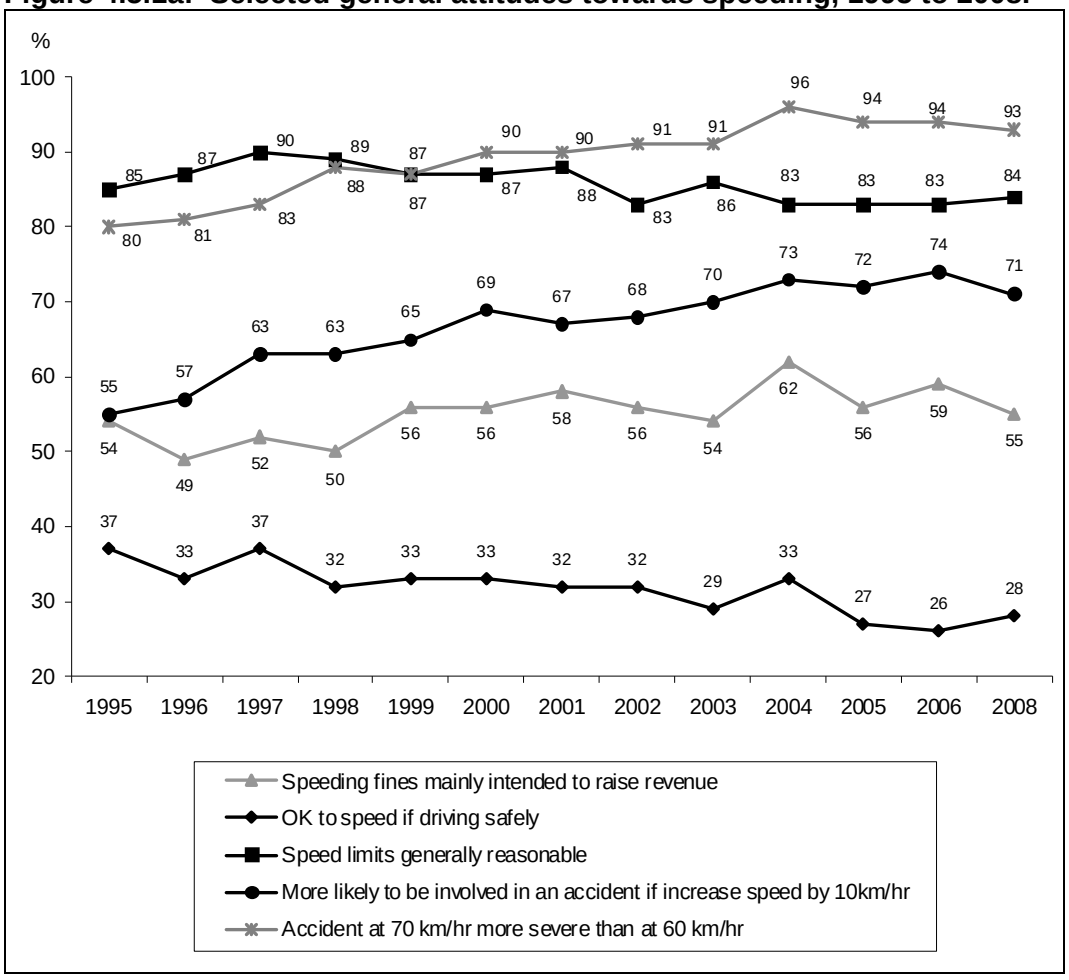
The proportion of the community that agree that speeding fines are mainly intended to raise revenue has fallen from 59% in 2006 to 55% for the current period, a result broadly in line with the long term average for this measure.

The current year’s results shows that 71% of the community are of the view that the chances of being involved in an accident significantly increase if driving speed increases by 10 km/h. While the current result is down on the 2006 result of 74%, the time series for this measure nonetheless shows a substantial increase over the past decade in community awareness of the link between speeding and road accidents.

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 93-94% since 2005 (currently at 93%).

Finally, agreement with the statement that speed limits are generally set at reasonable levels has been stable between 83% and 84% over the past four years. Those that agree that speed limits are generally reasonably set are more likely (31%) than those who do not (22%) to feel that there should be zero tolerance of speeding in 100 km/h zones in rural areas. This view does not carry through with the same strength to 60 km/h zones in urban areas, with 39% agreeing that speed limits are reasonably set and 35% are not 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 2008.



Base: Total sample (n=1,592 in 2008).

The extent to which various sections of the community agree with the above statements is shown in Table 4.5.1b (next page). The right hand column of this table also shows the proportion of each group that display a conservative or cautious attitude to speeding and speed limit enforcement across the five questions. This variable has been created by identifying the proportion of the population, and each sub-group, that agree speed limits are reasonably set, that you are more likely to be involved in an accident if you increase your speed by 10 km/h, and that an accident at 70 km/h would be more severe that one at 60 km/h; and that disagree that speeding fines are mainly intended to raise revenue and it is OK to speed as long as you are driving safely. On this basis, the proportion of the community classified as having a cautious/conservative attitude to speeding is unchanged from 2006 and remains at 24%. Females (28%) are significantly more likely than males (20%) to display a conservative/cautious overall attitude to speeding/speed limit enforcement.

South Australia and the Northern Territory (both 17%) have the lowest proportion of the population classified as having a conservative/cautious overall attitude to speeding/speed limit enforcement. In Tasmania the proportion classified as such has increased from 20% in 2006 to 30% in 2008.

Attitudes to speeding and speed limit enforcement also vary somewhat by driver status with just 17% of ‘frequent distance drivers’ classified has having a conservative approach to speeding and speed limit enforcement compared with 34% of ‘less frequent drivers’. A relatively low proportion of those involved in an accident in the last 3 years (16%) were classified as having a conservative attitude to speeding and 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	**55**	**28**	**84**	**71**	**93**	**24**
Sex						
Male	59	36#	79#	64#	91	20#
Female	52	21#	88#	79#	94	28#
Age group (years)						
15–24	50	28	84	81#	90	24
25–39	58	26	84	76	95	27
40–59	58	32	83	64#	92	22
60+	54	24	84	71	95	25
State/Territory						
NSW	57	29	81	69	93	24
VIC	53	30	85	73	95	24
QLD	51	26	86	73	90	28
SA	63	23	81	80#	94	17#
WA	58	29	85	68	94	25
TAS	58	19#	89	74	96	30
NT	58	30	85	62#	85#	17#
ACT	55	38#	85	65	94	22
Capital city/Other						
Capital city	56	28	83	72	92	25
Other location	55	28	84	70	94	23
Licences currently held						
Full car licence	56	29	83	69	94	25
Heavy vehicle licence	62	35	79	54#	94	20
Full motorcycle licence	64	39#	75#	48#	89	18
Provisional car licence	53	30	80	76	92	25
Net: Currently licensed	56	29	83	70	94	25
Driver status						
Frequent distance drivers	66#	35	77	59#	93	18#
Regular commuters	56	32	81	66	93	23
Other regular drivers	54	25	86	75	96	27
Less frequent drivers	48	25	90	85#	93	34#
Non-drivers	49	20	85	81#	84#	19
Directly involved in a road accident in last three years						
Yes	67	34	80	73	94	16#
No	53	27	84	71	93	26

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

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

Continuing the exploration of community attitudes to speeding and speed limit enforcement, respondents were asked:

> *'Do you think the amount of speed limit enforcement activity by police and speed cameras should be increased, stay the same, or decreased?'*…and then,
>
> *'Do you think the penalties for exceeding speed limits should be more severe, or should they be less severe, or should they stay the same as they are now?'*

The results presented in Table 4.5.2 show that females (53%) are significantly more likely than males (40%) to be of the view that the level of speed limit enforcement should be increased. This pattern is consistent with that reported in previous years. Overall, 46% of the in-scope population support an increased amount of speed limit enforcement, 10% support a decrease and 42% want no change.

Support for an increase in the level of speed limit enforcement varies considerably across states/territories, ranging from 42% in Victoria to 53% in Queensland. The result for Western Australia (47% approve of an increase in the amount of speed limit enforcement) is a significant increase on the 2006 result of 34%.

Support for the status quo in terms of the amount of speed limit enforcement is significantly higher among provisional car licence holders (65% in favour) than for any other group. As a result provisional car licence holders were significantly less likely to support either an increase or a decrease in the current amount of speed limit enforcement. For this group, support for an increase in the amount of speed limit enforcement has almost halved over the course of the last two surveys from 42% in 2006 to 22% in 2008.

Frequent distance drivers were significantly more likely than other drivers to support a decrease in the amount of speed limit enforcement (17% compared to 10% for all drivers). As discussed previously, frequent distance drivers are also significantly more likely than other types of drivers to have been booked for speeding in the last two years (refer to Table 4.2b).

Almost a third (31%) of the in-scope population think that penalties for exceeding the speed limit should be made more severe. This is not significantly different to the 2006 result of 28%, but continues an upward trend (24% in 2005). A further 11% believe speeding penalties should be made less severe, and 52% (down from 57% in 2006) opt for no change to the current regime. The 2008 data also shows, consistent with previous years, that those aged 60 years and over are the most supportive of increasing the severity of speeding penalties (44%). The same level of support for increased penalties was also evident for those classified as 'non-drivers'.

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	**46**	**10**	**42**	**31**	**11**	**52**
Sex						
Male	40#	13	45	25#	16#	55
Female	53#	6#	40	36	6#	50
Age group (years)						
15–24	45	9	46	25	13	60
25–39	47	9	43	26	10	60#
40–59	41	14	44	29	14	50
60+	54	5#	36	44#	6#	43#
State/Territory						
NSW	45	9	45	29	17#	47
VIC	42	14	41	30	10	54
QLD	53	9	37	34	5#	57
SA	46	7	43	27	12	57
WA	47	7	45	34	9	52
TAS	48	10	42	39	6	52
NT	46	9	43	39	10	44
ACT	45	5	48	23	6	63#
Capital city/Other						
Capital city	45	11	41	29	13	54
Other location	48	8	44	35	7#	50
Licences currently held						
Full car licence	46	10	42	30	11	53
Heavy vehicle licence	44	10	43	30	12	53
Full motorcycle licence	41	16	42	23	12	56
Provisional car licence	22#	13	65#	17#	20	63
Net: Currently licensed	45	10	44	29	12	54
Driver status						
Frequent distance drivers	43	17#	38	26	15	54
Commuters	39#	12	48	23#	12	58
Other frequent drivers	48	7	44	33	9	53
Less frequent drivers	53	3#	41	39	12	47
Non-drivers	58#	9	29#	44#	7	41#
Directly involved in a road accident in the last 3 years						
Yes	41	12	46	24	12	60
No	47	9	42	32	11	51

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

Totals do not add to 100% because a small percentage of people answered “I don’t know”.

4.5.3 Attitudes to lowering the speed limit in residential zones

In the past few years state and territory governments have introduced a reduced default speed limit in local streets in residential areas to 50 km/h. The use of 40 km/h limits in school areas during specific school times has also recently been extended to more areas (although these have been in place in some areas for quite some time). In response to these changes, over the past four surveys 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 is virtually unchanged over this period – 77% in 2004 and 2005, 78% in 2006 and 79% for the current year, (see Table 4.5.3a, next page). As was the case in 2006, support for the 50 km/h default speed limit in local streets in residential areas is higher in Tasmania (89%) than any other state or territory.

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	**17**	**4**	**79**
Sex			
Male	18	4	78
Female	15	4	80
Age group (years)			
15–24	16	5	79
25–39	17	4	79
40–59	19	4	78
60+	14	4	82
State/Territory			
NSW	19	3	78
VIC	14	4	82
QLD	14	5	81
SA	20	8	73
WA	23#	2	75
TAS	9#	2	89#
NT	16	3	81
ACT	11	4	86
Capital city/Other			
Capital city	18	5	78
Other location	15	3	82
Licences currently held			
Full car licence	18	3	78
Heavy vehicle licence	16	3	81
Full motorcycle licence	19	4	77
Provisional car licence	23	1	76
Net: Currently licensed	18	3	79
Driver status			
Frequent distance drivers	17	3	81
Commuters	19	3	79
Other frequent drivers	16	4	80
Less frequent drivers	20	5	75
Non-drivers	8	10#	82
Directly involved in a road accident in the last three years			
Yes	22	3	75
No	16	4	80

Base: Total sample (n=1,592).

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 have also remained relatively stable (19% support in 2006 increasing to 21% for the current period). Two-thirds of the in-scope population (66%) support the status quo and 13% believe the number of sub-60 km/h zones should be reduced.

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	**21**	**13**	**66**
Sex			
Male	20	14	66
Female	22	12	66
Age group (years)			
15–24	13#	20#	67
25–39	24	10	66
40–59	20	15	65
60+	23	8	69
State/Territory			
NSW	19	13	68
VIC	23	13	65
QLD	24	9	67
SA	18	19#	63
WA	15	19#	65
TAS	25	5#	70
NT	31#	13	56#
ACT	20	7	73
Capital city/Other			
Capital city	20	14	66
Other location	22	12	67
Licences currently held			
Full car licence	21	13	67
Heavy vehicle licence	19	14	66
Full motorcycle licence	18	11	71
Provisional car licence	9#	34#	57
Net: Currently licensed	19	13	67
Driver status			
Frequent distance drivers	16	14	71
Regular commuters	19	15	66
Other regular drivers	22	12	66
Less frequent drivers	20	12	68
Non-drivers	32	9	59
Directly involved in a road accident in the last three years			
Yes	21	18	62
No	21	12	67

Base: Total sample (n=1,592).

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, increased support for zero tolerance speed limit enforcement 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.

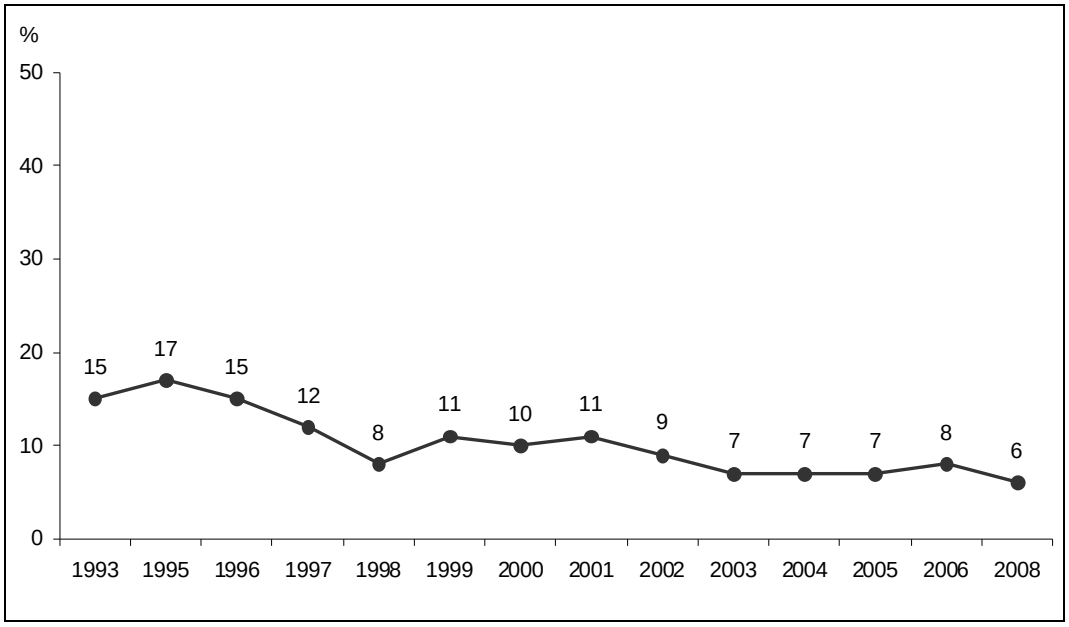
In order to try to identify any changes in driver behaviour, respondents who were recent drivers (those who currently drive or have driven in the last two years) were asked:

> *'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 who report either 'always', 'nearly always' or 'mostly' driving at 10 km/h over the speed limit is shown in Figure 4.6.1a. The 2008 result of 6% continues a downward trend in this time series from a peak of 17% in 1995.

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 2008.



Base: Recent drivers (n=1,438 in 2008).

Table 4.6.1b (next page) provides a breakdown of recent drivers who report regularly travelling at 10 km/h or more over the speed limit. Those aged 60 years and over are significantly less likely than any other age group to report this sort of driving behaviour (1%). By contrast, those aged 15 to 24 years (12%) are significantly more likely to report always, nearly always or mostly driving at 10 km/h over the speed limit, as are provisional car licence holders (14%) and Western Australians (10%).

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	**6**
Sex	
Male	6
Female	5
Age group (years)	
15–24	12#
25–39	7
40–59	6
60+	1#
State/Territory	
NSW	9
VIC	2
QLD	4
SA	2
WA	10#
TAS	3
NT	8
ACT	5
Capital City/Other	
Capital city	5
Other location	6
Licences currently held	
Full car licence	6
Heavy vehicle licence	6
Full motorcycle licence	7
Provisional car licence	14#
Net: Currently licensed	6
Driver status	
Frequent distance drivers	9
Commuters	6
Other frequent drivers	3
Less frequent drivers	6
Non-drivers	-
Been directly involved in a road accident in the last three years	
Yes	10
No	5

Base: Recent drivers (n=1,438).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

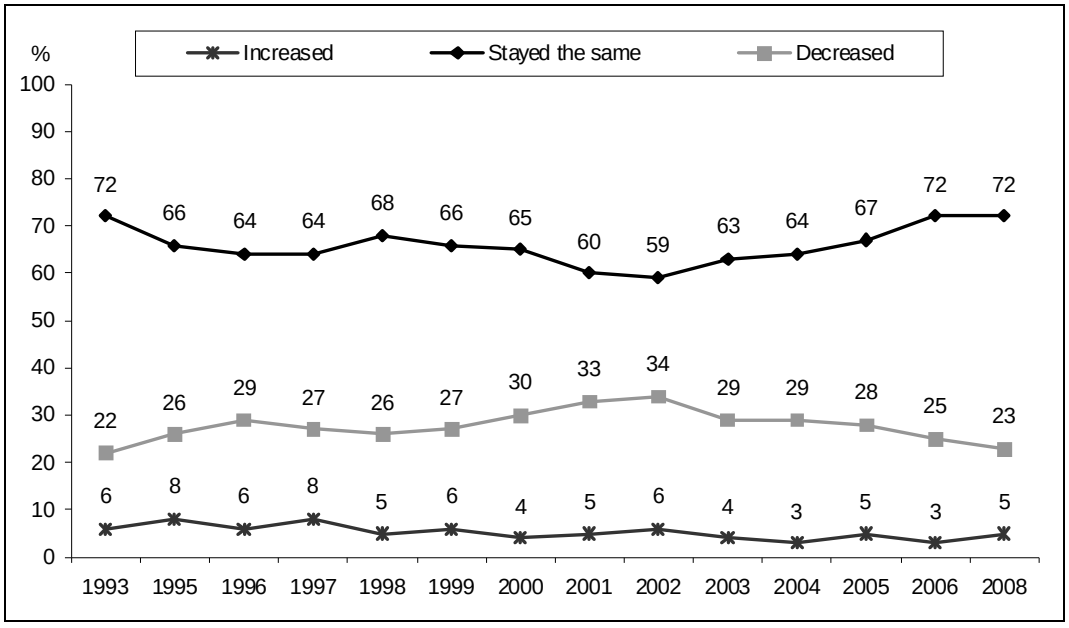
4.6.2 Reported changes in driving speed over the last two years

A further aspect of speed–related driving behaviour relates to whether or not self-reported 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 that report having reduced their speed over the last two years (down from 34% in 2002 to 23% for the current period) and the increase in the proportion of drivers reporting that their driving speed has been unchanged over the last two years (up from 59% to 72% over the same period), indicates a slow-down in the rate of speed reduction.

One possible explanation for this is that after a prolonged period of drivers apparently having gradually reduced their speed (from 1993 to 2002) they now consider that their driving speed has 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 to 2008.



Base: Recent drivers (n=1,438 in 2008).

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 include 15 to 24 year olds (16%) and provisional licence holders (22%, up from 13% in 2006). While this data is consistent with the finding that a higher proportion of young drivers exceed the speed limit 'most of the time' (refer to previous section), it is also possible that changes in speed restrictions in the transition from learners' permits to provisional licences and from provisional licences to full licences also have some bearing on this result. At a state/territory level only 2% of Western Australian drivers report having increased their driving speed over the last two years compared with 11% of Northern Territorians.

Older drivers aged 60 years and over are more likely to be of the view that their driving speed has decreased (nett difference of 28%).

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	Nett Difference[(a)]
	%	%	%	
Total	**5**	**72**	**23**	**18**
Sex				
Male	6	69	25	19
Female	4	75	21	17
Age group (years)				
15–24	16#	74	9#	-7#
25–39	6	67	27	21#
40–59	3#	75	22	19
60+	0#	72	28	28#
State/Territory				
NSW	6	73	21	15#
VIC	5	71	25	20
QLD	6	73	22	16
SA	3	68	29	26#
WA	2#	77	21	19
TAS	4	68	28	24#
NT	11#	62#	27	16
ACT	4	73	23	19
Capital city/Other				
Capital city	5	72	23	18
Other location	5	73	22	17
Licences currently held				
Full car licence	3#	72	25	22#
Heavy vehicle licence	5	69	26	21#
Full motorcycle licence	1#	71	28	27#
Provisional car licence	22#	69	8#	-14#
Net: Currently licensed	5	72	23	18
Driver status				
Frequent distance drivers	6	71	23	17
Regular commuters	5	73	23	18
Other regular drivers	4	70	27	23#
Less frequent drivers	8	78	14#	6#
Non-drivers	-	77	23	23#
Directly involved in a road accident in the last 3 years				
Yes	7	71	22	15#
No	4	73	23	19

Base: Recent drivers (n=1,438).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

a) Nett difference is the percentage that think their driving speed has decreased minus the percentage that think it has increased.

5 DRIVER FATIGUE

The 2008 survey is the seventh 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

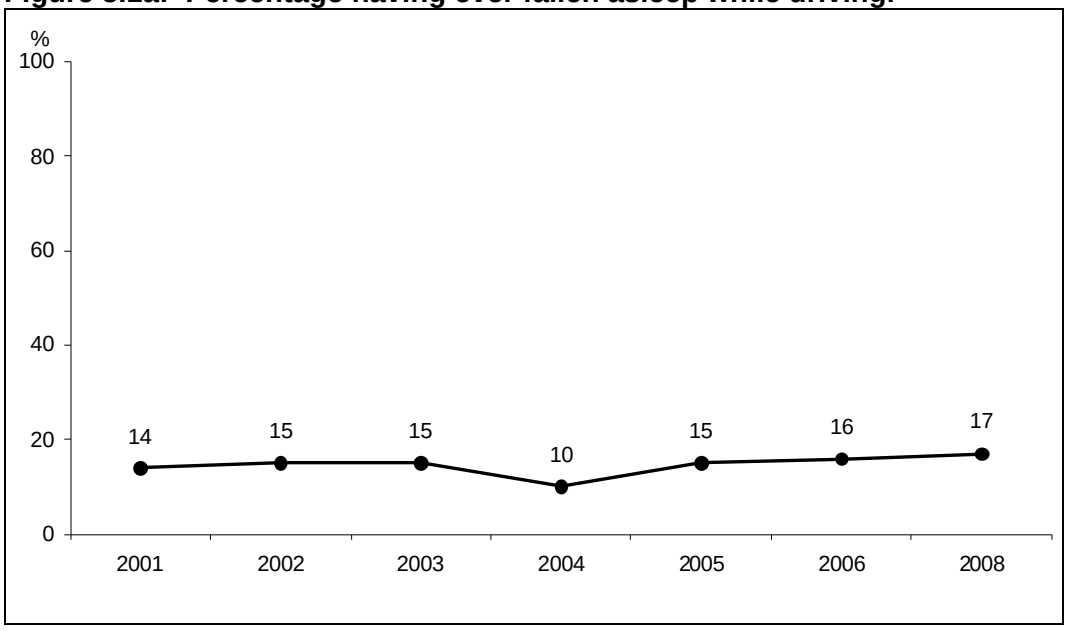
The reported prevalence of drivers ever having fallen asleep while driving was captured by the question:

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

Results for the last seven years are shown in Figure 5.1a. The 2004 result aside, the 2008 result of 17% is generally in line with the established time series.

Of those that have ever fallen asleep while driving (data not shown)[21], almost half (47%) have done so more than once and 28% had fallen asleep while driving on three or more occasions. For 8% 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=1,484 in 2008).

A breakdown of the above results by selected population characteristics is provided in Table 5.1b. Consistent with recent years, males (24%) are significantly more likely than females (10%) to report having ever fallen asleep while driving. The same is true of those with a heavy vehicle licence (29%) and motorcycle licence (26%). Those aged 15 to 24 year olds (9%) are significantly less likely to have reported having ever fallen asleep while driving.

21 Please note this analysis is based on a relatively small sample size of 260.

As reported in previous years, the survey 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 are significantly more likely to have reported having ever fallen asleep while driving (21%) than those drivers who don't drink at all when driving (15%).

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

Selected characteristics	%
Total	**17**
Sex	
Male	24
Female	10#
Age group (years)	
15–24	9#
25–39	19
40–59	18
60+	17
State/Territory	
NSW	14
VIC	18
QLD	19
SA	18
WA	15
TAS	15
NT	25#
ACT	15
Capital city/Other	
Capital city	16
Other location	19
Licences currently held	
Full car licence	18
Heavy vehicle licence	29#
Full motorcycle licence	26#
Provisional car licence	10
Net: Currently licensed	17
Driver status	
Frequent distance drivers	21
Commuters	20
Other frequent drivers	15
Less frequent drivers	9
Non-drivers	10
Been directly involved in a road accident in the last three years	
Yes	23
No	15

Base: Ever held a licence (n=1,484).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

Reference to Table 5.1c shows that 28% of drivers who have fallen asleep while driving have 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 2008.

Selected characteristics	2001 n=221	2002 n=241	2003 n=249	2004 n=187	2005 n=246	2006 n=258	2008 n=260
	%	%	%	%	%	%	%
Less than 6 months	11	13	16	9	16	14	12
Between 6 and 12 months	4	8	6	3	8	6	6
1 to 2 years	9	11	3	8	8	5	9
Nett: 2 years or less	***24 (3)***	***32 (5)***	***25 (4)***	***20 (2)***	***31 (5)***	***24 (4)***	***28 (4)***
3 to 5 years	14	16	12	15	12	12	15
6 to 10 years	19	17	17	12	12	9	11
More than 10 years	42	36	45	54	44	55	47

Base: Fallen asleep while driving (n=260 in 2008).

Significance testing compares 2008 to 2006. # Denotes statistically significant at the 95% confidence interval.

Figures in brackets show the proportion of all licence holders that report having 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 are generally more likely to fall asleep on trips of over two hours duration, when driving on country roads and highways, and between the hours of 12.00am and 6.00am.

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

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

Selected characteristics	2001 %	2002 %	2003 %	2004 %	2005 %	2006 %	2008 %
Duration of trip							
Less than 1 hour	22	35	32	22	33	25	34#
1 – 2 hours	18	13	20	22	17	22	21
More than 2 hours	58	52	46	56	50	52	46
Location							
Capital City	13	25	21	9	18	20	20
Regional City	6	6	9	6	11	8	9
Country Road	47	36	34	44	26	43	33#
Country Highway	35	33	40	40	45	33	38
Time of Day							
6:00am – 10:00am	17	17	12	12	9	15	11
10:00am – 3:00pm	12	19	15	17	15	17	24#
3:00pm – 7:00pm	18	15	21	16	19	20	17
7:00pm – 12:00am	15	13	16	12	18	23	14#
12:00am – 6:00am	37	36	36	41	37	24	34#

Base: Fallen asleep while driving (n=260 in 2008).

# Denotes statistically significant at the 95% confidence interval

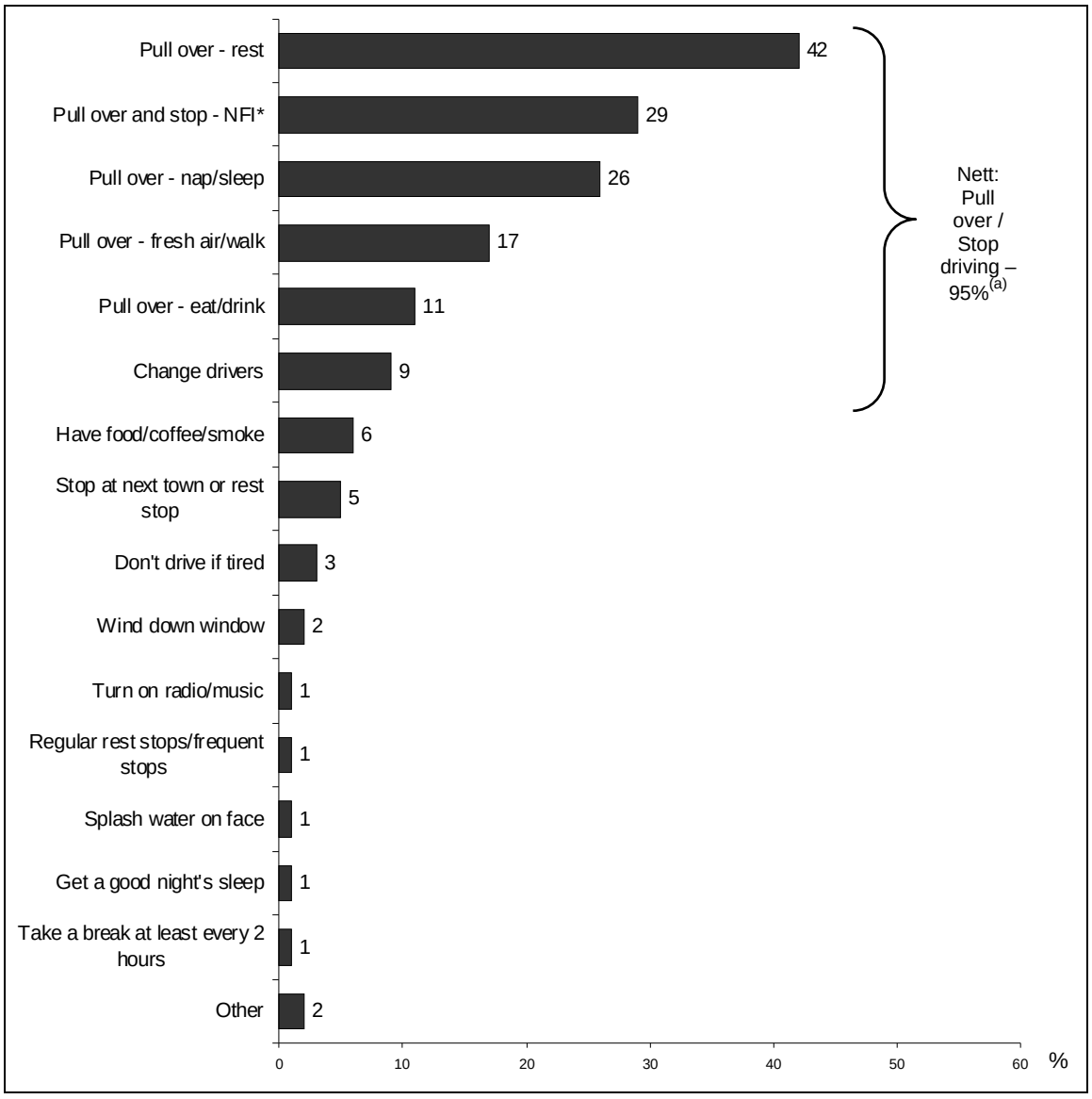
5.2 Awareness of strategies for avoiding and dealing with fatigue

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 95% of respondents mention pulling over or stopping driving. Other strategies mentioned by drivers for dealing with fatigue while driving include winding down the window, eating or digesting something and not driving when tired.

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



Base: Total sample (n=1,592).

Multiples accepted. * NFI = No Further Information

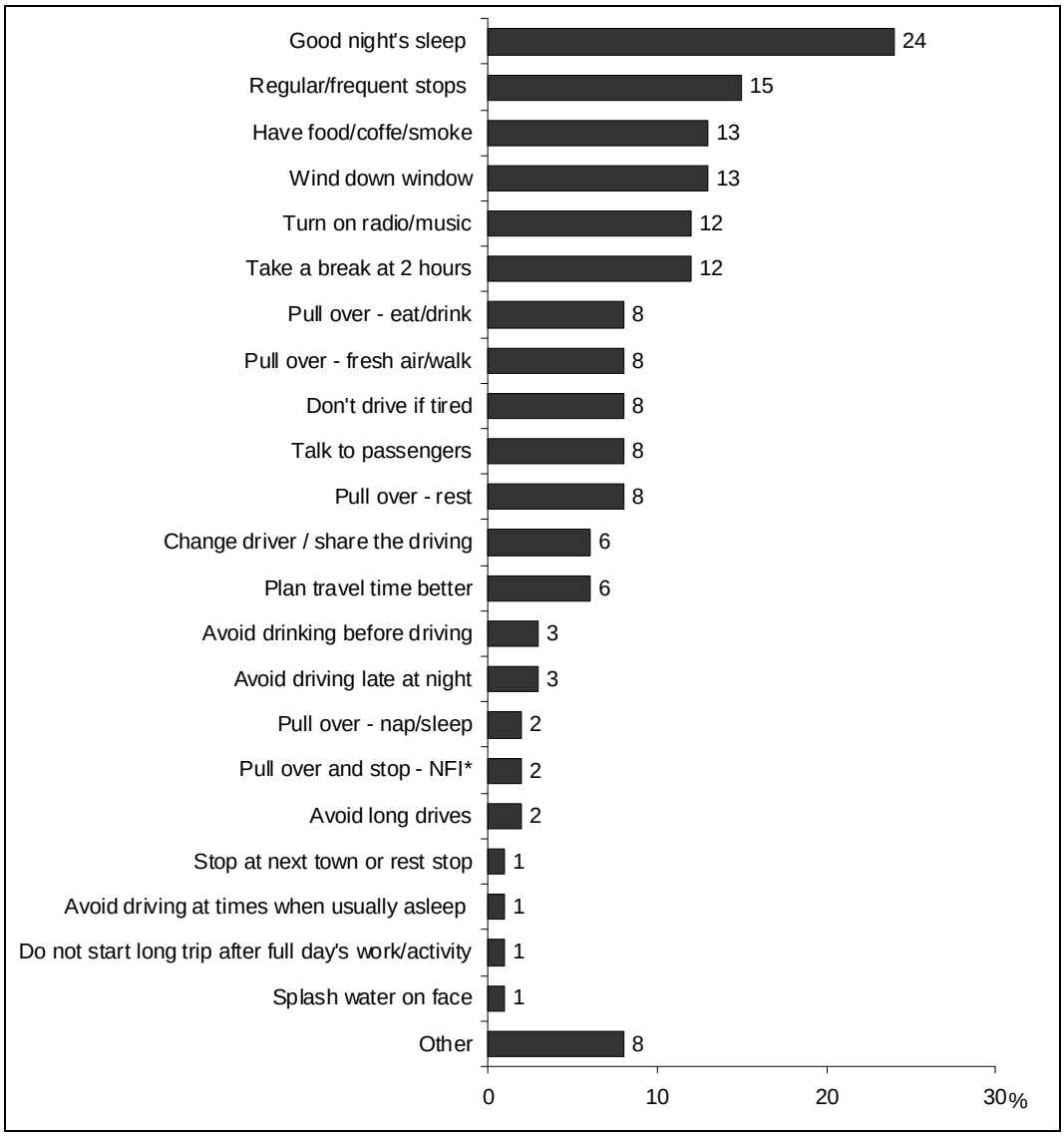
a) The proportion of respondents who mentioned at least one of the bracketed factors.

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'[22] mentioned by respondents include: get a good night's sleep beforehand (24%), plan for regular/frequent stops (15%), take a break every two hours (12%), avoid driving when tired (8%) and share the driving (6%).

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



Base: Total sample (n=1,592).

Multiples accepted.

* NFI = No Further Information

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

6 MOBILE PHONES

CAS 20 is the third survey in the series that asks about the 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?'*

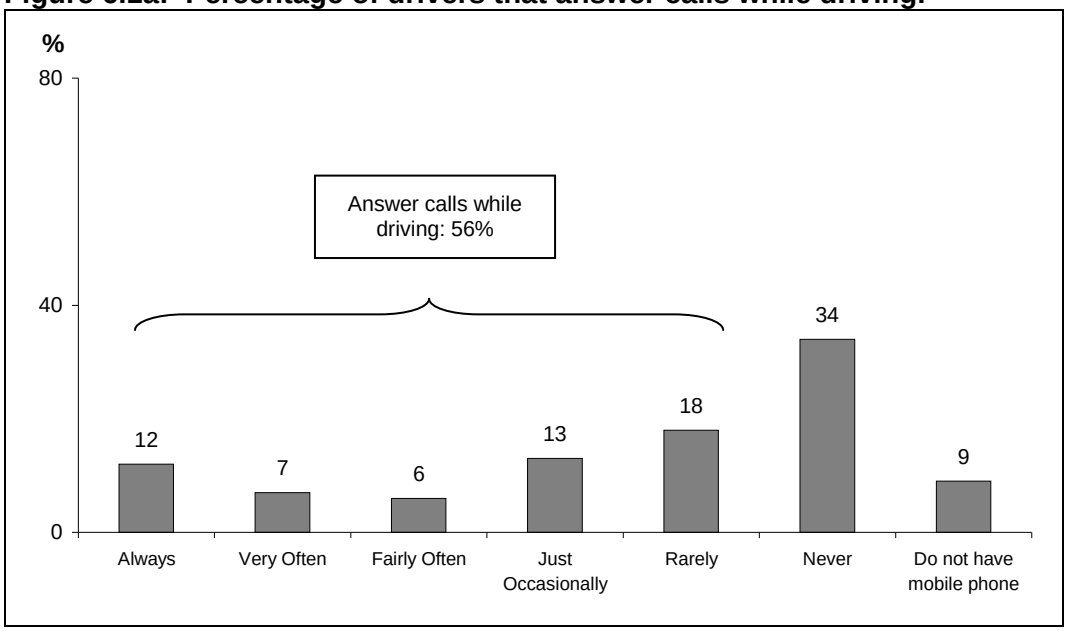
For the purposes of these questions if interviewers were queried by respondents they were to explain that 'while driving' included being stopped at traffic lights.

6.1 Patterns of specific mobile phone usage while driving

Figures 6.1a and 6.1b show the percentage of active drivers that 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, unchanged from 2006).

In keeping with the increased use of mobile phones in general, the proportion of active drivers (including those without a mobile phone) that ever answer calls while driving has increased from 43% in 2005 to 52% in 2006 and 56% for the current period. The increase between 2006 and 2008 is largely attributable to an increase from 13% to 18% in the proportion who 'rarely' answer their mobile phone when driving. As a consequence, the proportion of active drivers that report never answering a mobile phone when driving has declined from 56% in 2005 to 48% in 2006 and 44% for the current period.

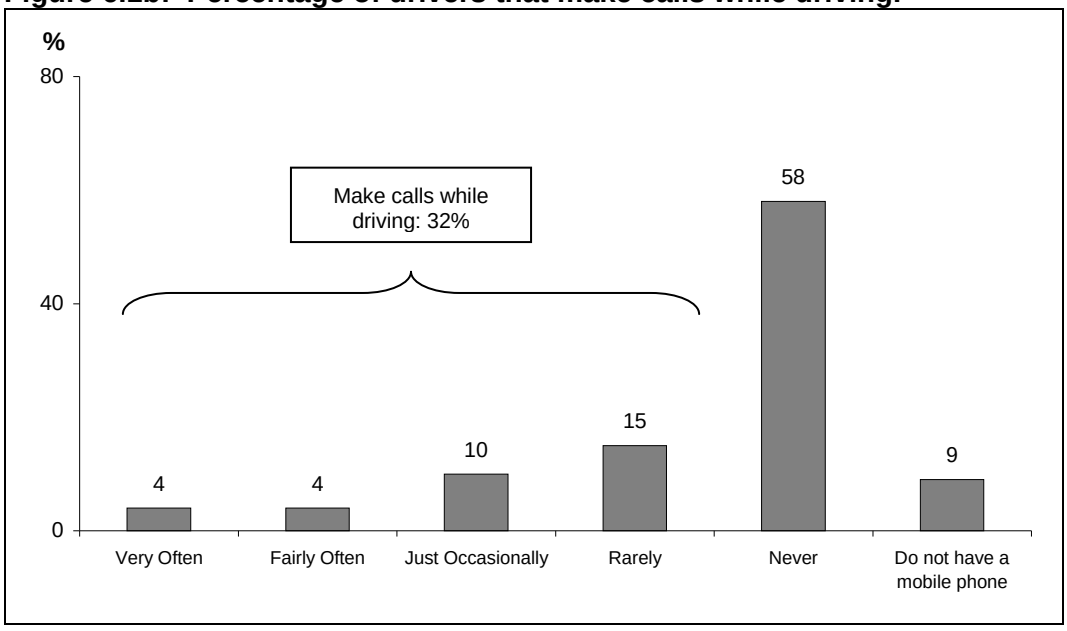
Figure 6.1a: Percentage of drivers that answer calls while driving.



Base: Active drivers (n=1,415).

Almost a third (32%) of active drivers make calls on their mobile phone while driving. Again, this result is higher than that reported in 2006 (28%) and 2005 (24%).

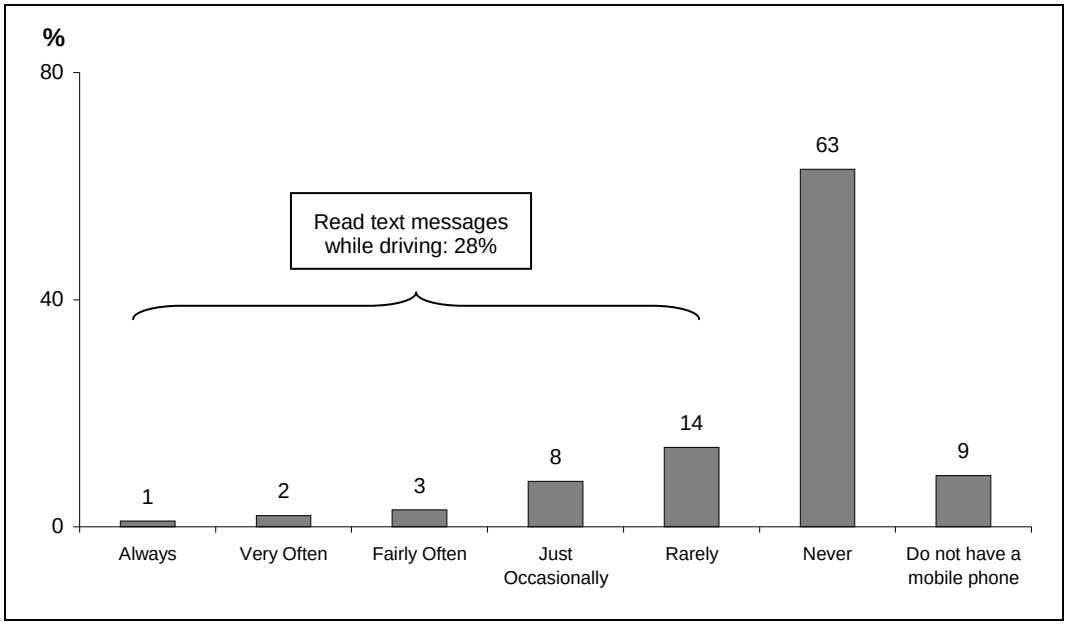
Figure 6.1b: Percentage of drivers that make calls while driving.



Base: Active drivers (n=1,415).

The use of text messaging provides further confirmation of the increased propensity of drivers to use their mobile phone while driving (refer to Figures 6.1c and 6.1d). Figure 6.1c shows that 28% of active drivers report reading text messages on their phone while driving. This represents a sizeable increase on 16% in 2005 and 21% in 2006.

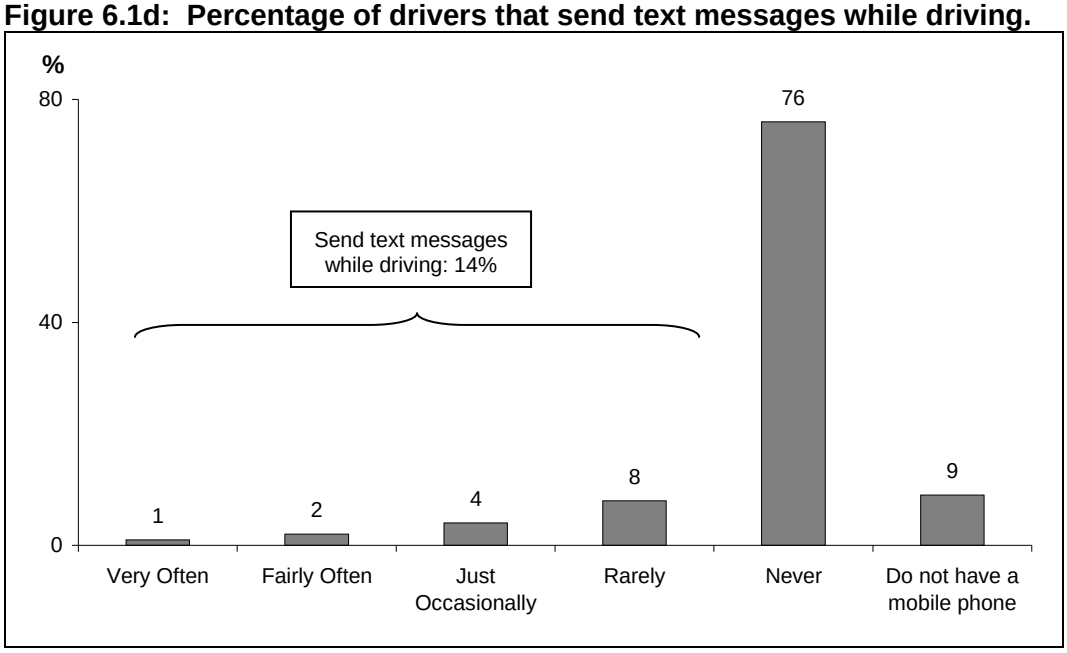
Figure 6.1c: Percentage of drivers that read text messages while driving.



Base: Active drivers (n=1,415).

The only aspect of mobile phone usage that has not shown a significant increase between 2006 and 2008 is that of reading text messages while driving (13% in 2006 and 14% in 2008). Nonetheless, the corresponding figure in 2005 was just 8%.

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



Base: Active drivers (n=1,415).

6.2 Overall use of mobile phone while driving

The data presented in Table 6.2a (next page) shows that 91% of active drivers have a mobile phone and 61% report having used a mobile phone while driving (up from 55% in 2006 and 47% in 2005). The groups within the population that have mainly contributed to this increase in the use of mobile phones while driving include females (up from 47% in 2006 to 61% for the current survey), persons aged 40 to 59 years (up from 56% to 69%) and those aged 60 years and over (up from 22% to 31%). Those drivers classed as 'commuters' have increased their mobile phone usage while driving more than any other driver category (up from 61% in 2006 to 74%).

The state/territory with the highest level of self-reported mobile phone usage while driving is Western Australia (71%), while Tasmania (53%) has the lowest reported level. The increase in mobile phone use while driving is apparent both in capital city areas (up from 60% to 66%) and outside of capital cities (up from 46% to 54%). The jurisdictions which recorded a significant increase between 2006 and 2008 in the use of mobile phones when driving are Victoria (up from 51% to 64%), South Australia (up from 42% to 58%) and Western Australia (from 54% to 71%).

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

Selected characteristics	Have Mobile Phone %	Use Mobile Phone when driving[(a)] %
Total	**91**	**61**
Sex		
Male	90	61
Female	91	61
Age group (years)		
15–24	97#	66
25–39	96#	74#
40–59	93	69#
60+	78#	31#
State/Territory		
NSW	92	62
VIC	90	64
QLD	89	54
SA	90	58
WA	92	71#
TAS	91	53
NT	91	66
ACT	97	63
Capital city/Other		
Capital city	93	66#
Other location	87	54#
Licences currently held		
Full car licence	90	62
Heavy vehicle licence	93	70#
Full motorcycle licence	93	70#
Provisional car licence	97	67
Net: Currently licensed	91	61
Driver status		
Frequent distance drivers	94	73#
Commuters	96#	74#
Other frequent drivers	86#	53#
Less frequent drivers	86	34#
Been directly involved in a road accident in the last three years		
Yes	92	70#
No	91	59

Base: Active Drivers (n=1,415)

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 survey introduced 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:

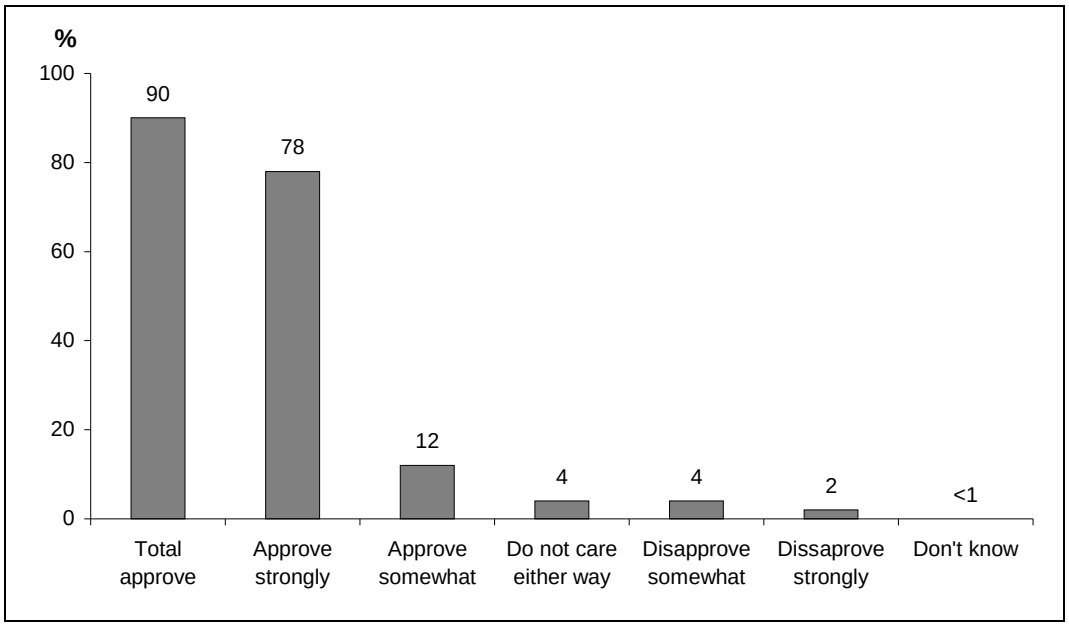
> *'It is illegal throughout Australia to use a HAND HELD mobile phone while driving. How do you feel about this law?*

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 at the current situation, Figure 6.3a shows that 90% of those aged 15 years and over approve of the law banning the use of hand held mobile phones while driving (78% approve strongly). Community attitudes in this area are virtually unchanged from 2006 when the corresponding results were 91% and 79%.

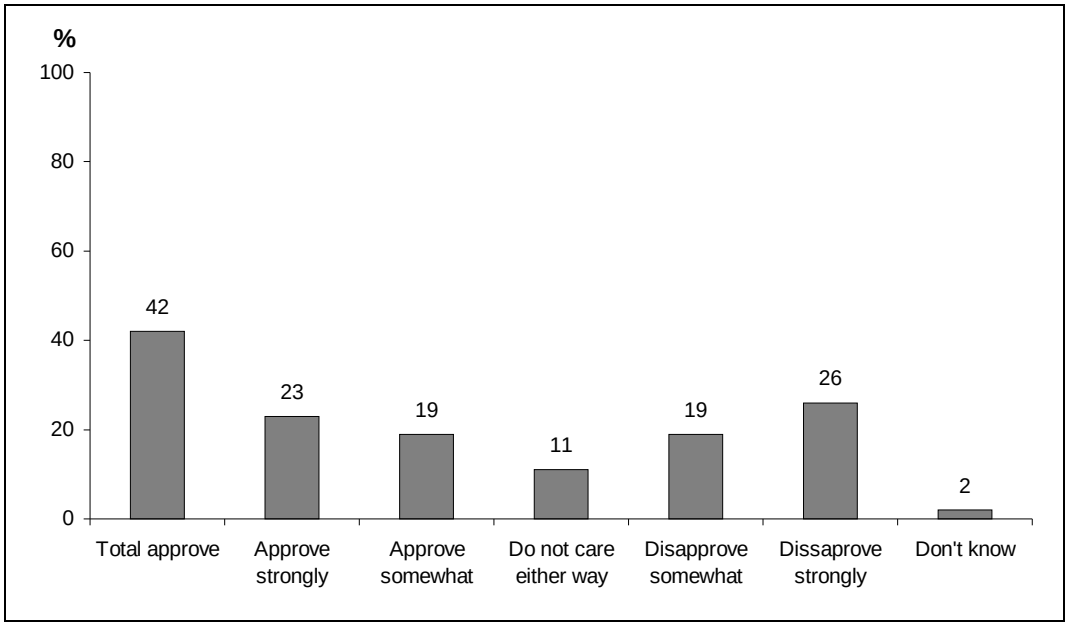
Figure 6.3a: Percentage approval of current law banning the use of hand held mobile phone while driving.



Base: Total sample (n=1,592).

The hypothetical introduction of a new law banning the use of hands free mobile phones while driving attracted 42% community support. A slightly higher proportion of respondents were opposed to this law (45%) than in favour of it. These results are virtually unchanged from those reported in 2006.

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



Base: Total sample (n=1,592).

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

Support for the current law is lowest among Provisional licence holders (66%) and 15 to 24 year olds (80%). Those aged 25 to 39 years and those aged 60 years and over (both at 95%) are the strongest supporters of the current law.

Support for a ban on the hands free use of mobile phone when driving is lower for males (36%) than females (48%) and increases with age from 29% for those aged 15 to 24 years to 57% for those aged 60 years and over. Support is lowest in South Australia (32%), a fall from 42% in 2006.

Table 6.3c: Percentage that support the current law and support 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	**90**	**42**
Sex		
Male	87	36#
Female	93	48
Age group (years)		
15–24	80#	29#
25–39	95#	37
40–59	89	43
60+	95#	57#
State/Territory		
NSW	94	45
VIC	89	41
QLD	89	44
SA	85	32#
WA	88	38
TAS	90	45
NT	92	39
ACT	94	44
Capital city/Other		
Capital city	90	41
Other location	92	45
Licences currently held		
Full car licence	93	42
Heavy vehicle licence	89	32
Full motorcycle licence	89	31
Provisional car licence	66#	28
Net: Currently licensed	91	41
Driver status		
Frequent distance drivers	87	38
Commuters	91	34#
Other frequent drivers	93	43
Less frequent drivers	91	55#
Non-drivers	84#	51
Been directly involved in a road accident in the last three years		
Yes	88	34
No	91	44

Base: Total sample (n=1,592)

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

7 OTHER SELECTED FINDINGS

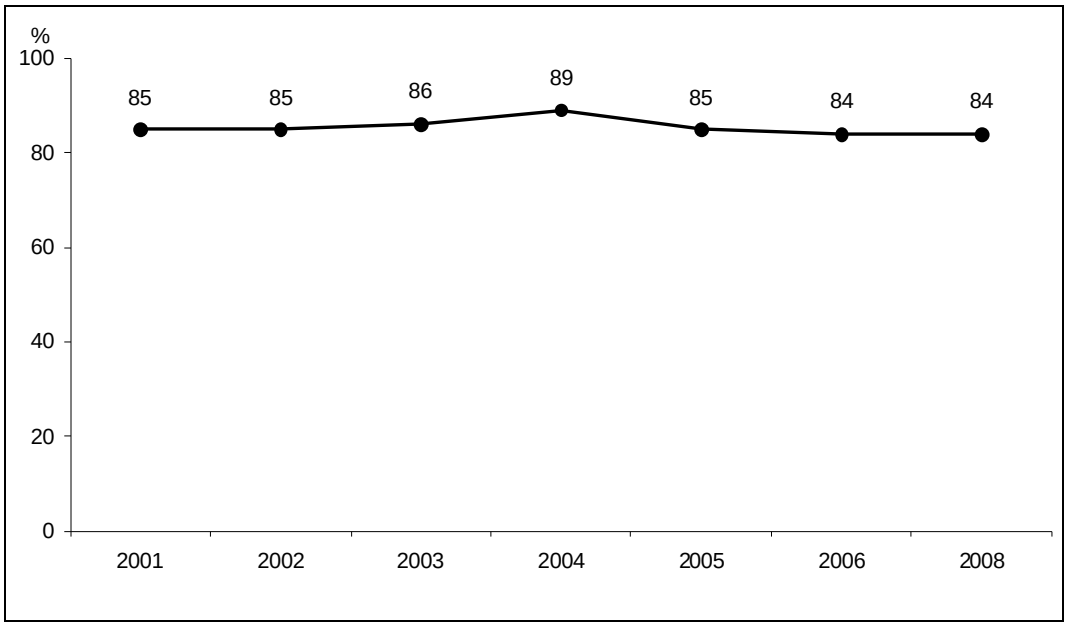
7.1 Legal requirement for drivers to carry their licence

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[23]. 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 agree with the compulsory carriage of licences. Generally support for this measure has remained strong between 84% and 89% over the time series.

Figure 7.1a: Approval of the law requiring a driver's licence to be carried at all times while driving, 2001 to 2008.



Base: Total sample (n=1,592 in 2008).

[23] Currently, it is compulsory to carry a driver's licence at all times while driving a motor vehicle in NSW, Tasmania and the ACT.

Table 7.1b shows support for compulsory licence carriage is higher among those aged 60 years and over (90%) and lower among motorcycle licence holders (74%).

As was the case in both 2005 and 2006, females are significantly more likely than males to support compulsory licence carriage (87% and 81% respectively).

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

Selected characteristics	Approval %
Total	**84**
Sex	
Male	81
Female	87
Age group (years)	
15–24	80
25–39	80
40–59	86
60+	90#
State/Territory	
NSW	89
VIC	84
QLD	81
SA	79
WA	79
TAS	82
NT	82
ACT	84
Capital city/Other	
Capital city	84
Other location	84
Licences currently held	
Full car licence	84
Heavy vehicle licence	81
Full motorcycle licence	74#
Provisional car licence	75
Net: Currently licensed	84
Driver status	
Frequent distance drivers	80
Regular commuters	82
Other regular drivers	86
Less frequent drivers	85
Non-drivers	90
Been directly involved in a road accident in the last three years	
Yes	81
No	85

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

Table 7.1c shows responses to the question:

> *'To the best of your knowledge, does your state (territory) have a law requiring people to carry their licence at all times while driving any motor vehicle?'*

Bearing in mind that the only states/territories where compulsory licence carriage laws are in place are NSW, Tasmania and the ACT, it is interesting to note that awareness levels are significantly higher in these jurisdictions. Victoria, SA and the NT only have compulsory carriage laws for L- and P- plate drivers and drivers of heavy vehicles.

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#	86#	65#	62#	51#	94#	68#	83
No	**11**	4#	5#	21#	23#	30#	2#	13	2#
Don't know	**10**	5#	9	14	15	20#	4#	20#	15
Base: Total sample	1,592	279	241	215	192	209	155	157	144

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

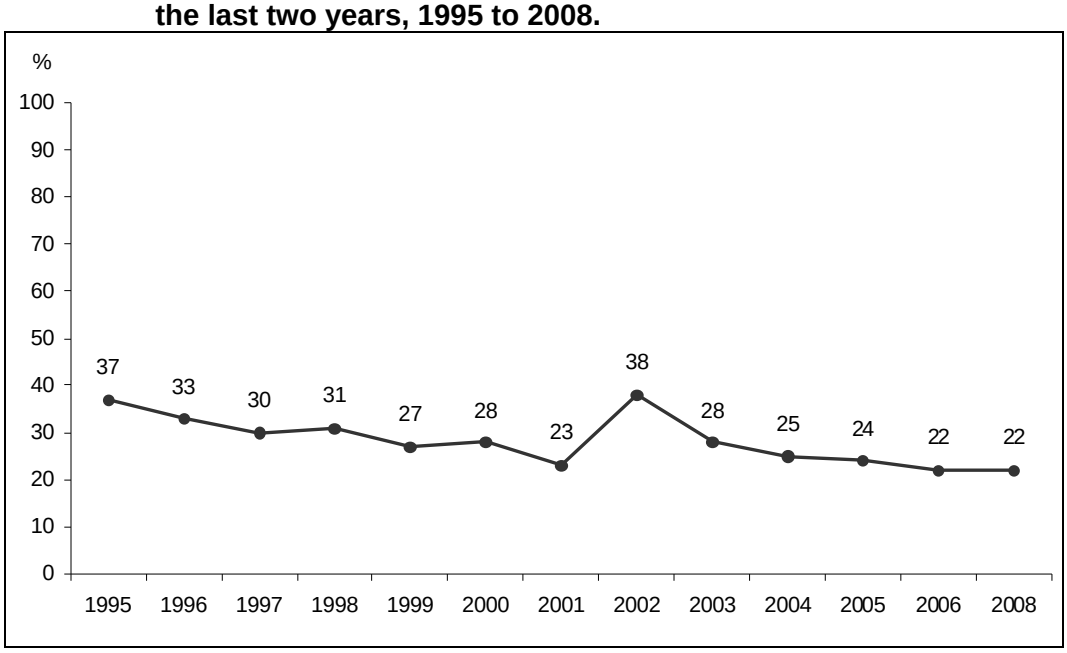
7.2 Perceptions regarding the level of seat belt enforcement

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

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

The 2008 survey results (Figure 7.2a) show 22% are of the view that the level of enforcement of compulsory seat belt wearing has increased over the last two years. This result is unchanged from 2006 and substantially below the 2002 highpoint of 38%.

Figure 7.2a: Perception that the level of seat belt enforcement has increased over the last two years, 1995 to 2008.



Base: Total sample (n=1,592 in 2008).

Table 7.2b shows the prevailing view is that the level of seat belt enforcement has remained unchanged over the last two years (held by 45% of the community). A further 7% feel as though there has been a decrease in enforcement activity and a sizeable 25% 'don't know'. The continuing high proportion of the community that do not have a view about the level of seatbelt enforcement activity suggests that this aspect of road safety enforcement may not be prominent or visible.

As in 2006, Victoria is the state with the lowest proportion of residents (9%, down from 15% in 2006) of the view that the level of seat belt enforcement activity has increased. The variation in this measure across the states/territories is considerable, ranging from 9% in Victoria to 39% in South Australia – up from 25% in 2006. Those aged 15 to 24 years are more likely than any other age group (32%) to believe there has been an increase in the level of seat belt enforcement activity.

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**	**45**	**7**	**25**
Sex				
Male	21	46	9	24
Female	24	45	5	26
Age group (years)				
15–24	32#	54#	6	8
25–39	23	45	9	23
40–59	20	47	6	27
60+	18	38	6	38
State/Territory				
NSW	29	44	6	22
VIC	9#	51	8	32#
QLD	20	45	10	26
SA	39#	32#	5	24
WA	27	48	5	21
TAS	18	57#	4	21
NT	30	48	9	14#
ACT	18	47	10	24
Capital city/Other				
Capital city	21	46	7	27
Other location	25	45	8	22
Licences currently held				
Full car licence	20	45	7	27
Heavy vehicle licence	23	42	5	30
Full motorcycle licence	16	44	6	34
Provisional car licence	28	55	6	11
Net: Currently licensed	21	46	7	26
Driver status				
Frequent distance drivers	27	38	12#	24
Regular commuters	16#	54#	7	23
Other regular drivers	21	43	6	30
Less frequent drivers	25	49	3	23
Non-drivers	32#	38	8	22
Been directly involved in a road accident in the last three years				
Yes	22	43	8	28
No	22	46	7	25

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

7.3 Self-reported seat belt wearing behaviour

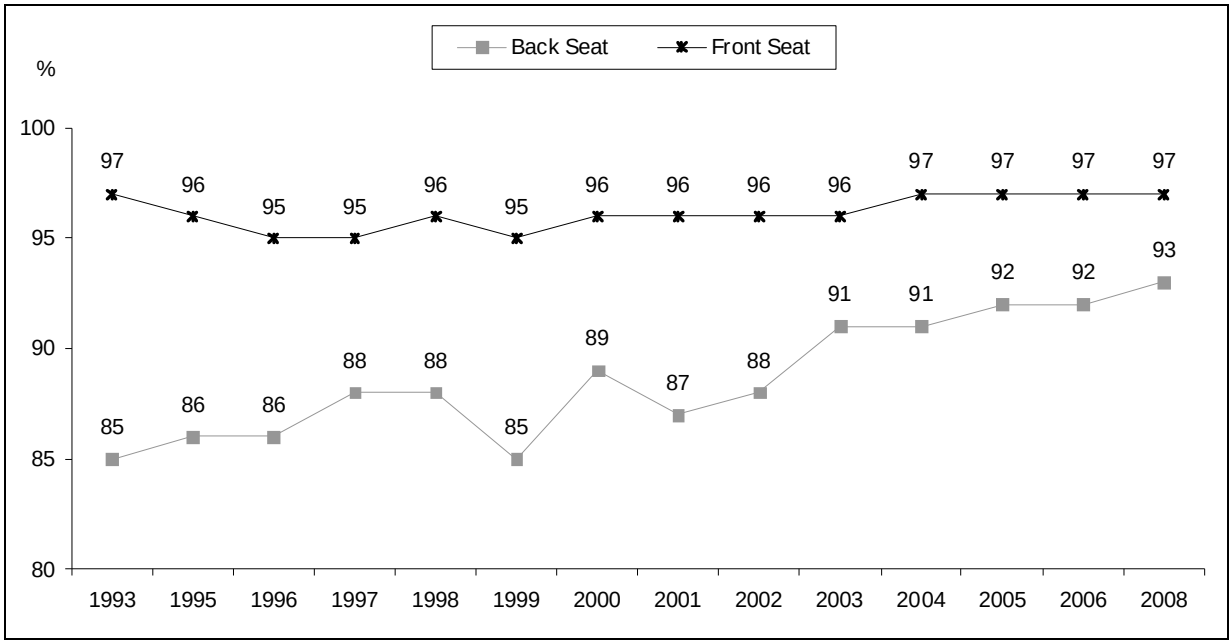
Self-reported seat belt wearing behaviour when travelling in the front and rear seats of cars is ascertained by asking:

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

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

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 4% for the current period.

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 2008.



Base: Total sample (n=1,592 in 2008).

An analysis of seat belt wearing behaviour by selected characteristics is provided in Table 7.3b. This shows that heavy vehicle licence holders are significantly less likely (at 93%) to 'always' wear a seat belt in the front seat (compared to 100% of provisional licence holders).

Females are more likely to say they 'always' wear a seat belt in the rear seat than males (95% and 91% respectively); and residents of Queensland (89%) and the Northern Territory (87%) are 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**	**93**
Sex		
Male	96	91
Female	98	95#
Age group (years)		
15–24	96	91
25–39	98	94
40–59	97	94
60+	98	92
State/Territory		
NSW	98	95
VIC	97	95
QLD	98	89#
SA	96	92
WA	97	96
TAS	97	91
NT	96	87#
ACT	99	95
Capital city/Other		
Capital city	97	94
Other location	97	92
Licences currently held		
Full car licence	97	94
Heavy vehicle licence	93#	92
Full motorcycle licence	95	92
Provisional car licence	100	99
Net: Currently licensed	97	94
Driver status		
Frequent distance drivers	97	91
Regular commuters	97	95
Other regular drivers	98	96
Less frequent drivers	96	91
Non-drivers	96	88
Been directly involved in a road accident in the last three years		
Yes	97	91
No	97	94

Base: Total sample (n=1,592).

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. The questions asked are:

> *"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?"*

Current year 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. This result is unchanged from 2006.

The incidence of riding 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 and 2006 results, this data shows that the on–road use of motorcycles (5% overall) is much more common for males (9%) than females (1%).

Frequent distance drivers (9%) and commuters (10%) are more likely than other drivers to have ridden a motorcycle in the last 12 months. The state/territory with the highest proportion of motorcyclists is Western Australia (11%), the lowest being South Australia (2%). The prevalence of on-road motorcycle usage is also higher for those who live outside the capital cities (8% compared with 3%). The proportion of 25 to 39 year olds that have ridden a motorcycle on the road in the last two years has halved from 10% in 2006 to 5% for the current period. The age group with the highest proportion of on-road motor cyclists is 40 to 59 year olds (9%).

Less than 1 in 10 (9%) of the sampled population have been a passenger on a motorcycle on the road in the last year.

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

Selected characteristics	%
Total	**5**
Sex	
Male	9#
Female	1#
Age group (years)	
15–24	3
25–39	5
40–59	9#
60+	0#
State/Territory	
NSW	3
VIC	5
QLD	6
SA	2#
WA	11#
TAS	5
NT	8
ACT	7
Capital city/Other	
Capital city	3#
Other location	8#
Driver status	
Frequent distance drivers	9#
Regular commuters	10#
Other regular drivers	1#
Less frequent drivers	1#
Non-drivers	-
Been directly involved in a road accident in the last three years	
Yes	6
No	5

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval

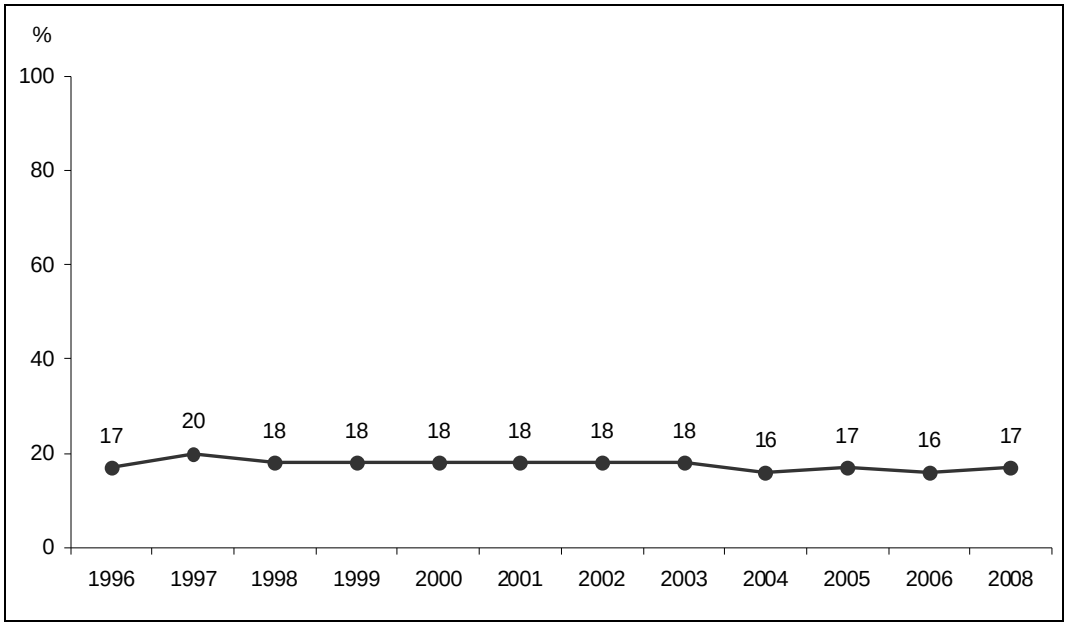
7.5 Involvement in road crashes

The CAS program also measures the proportion of the sampled population that have been involved in road crashes in the last three years. The question used to obtain this measure is:

> *"Thinking about all forms of road use over the last three years, have you been directly involved in a road 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 2008 survey results (Figure 7.5a) show 17% of the community report having been involved in a road crash in some capacity over the last three years. The time series data for this measure has been stable over a long period.

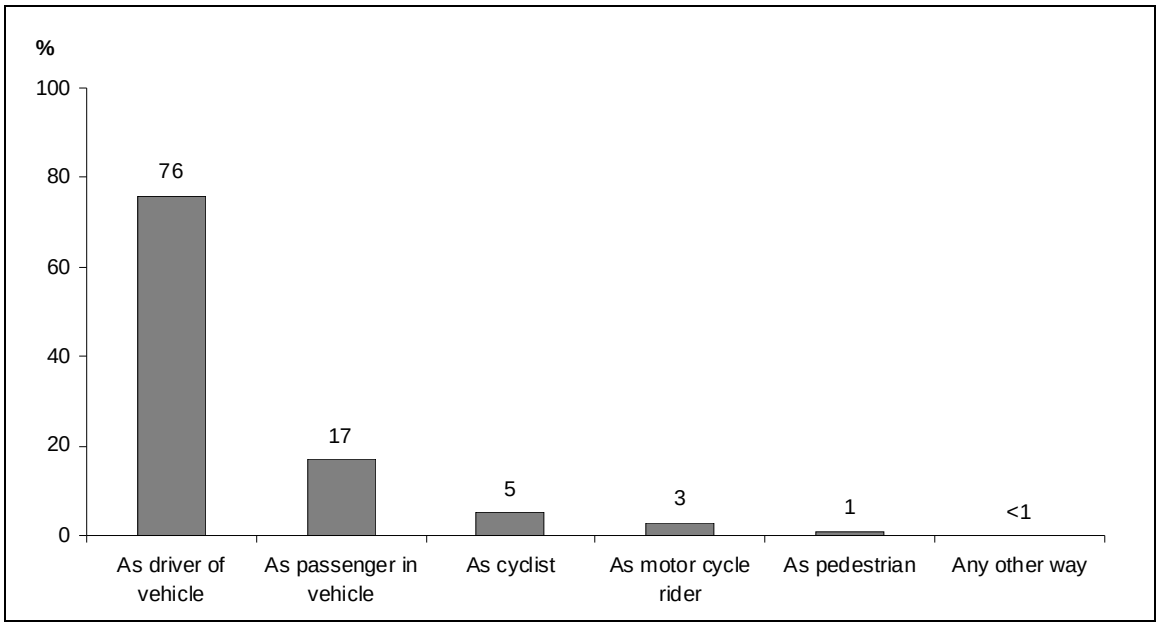
Figure 7.5a: Percentage of the community that has been involved in road crashes over the last three years, 1996 to 2008.



Base: Total sample (n=1,592 in 2008).

Figure 7.5b provides a breakdown of the types of accidents that members of the community have been involved in. Of those involved in accidents in the last three years, over three-quarters (76%) were drivers and 17% (down from 25% in 2006) were passengers. One in twenty (5%) mentioned being involved in an accident as a cyclist and 3% were riding a motorcycle.

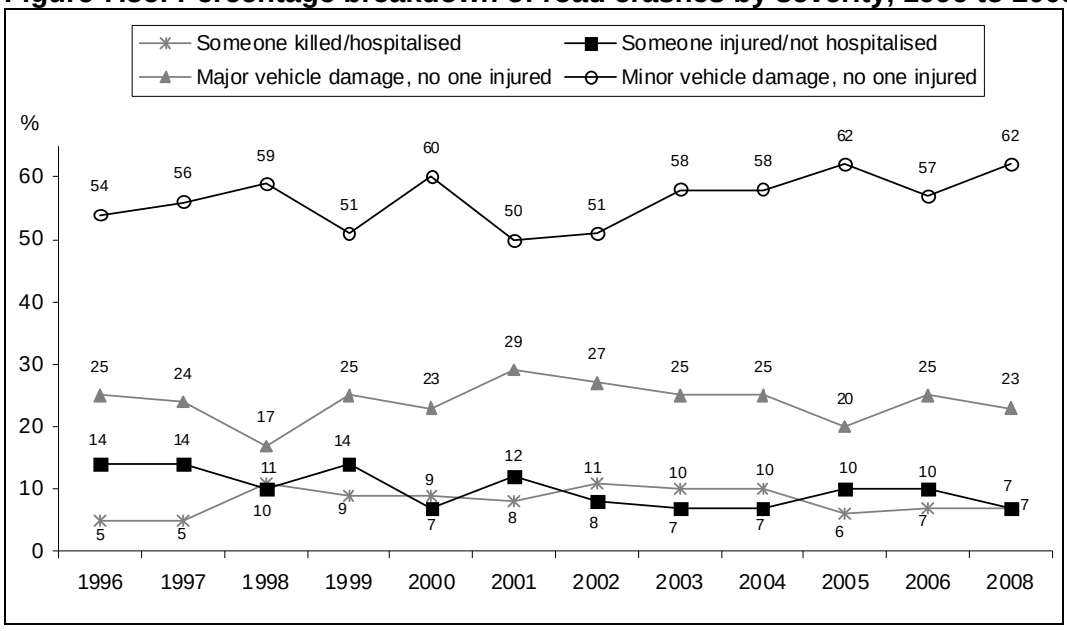
Figure 7.5b: Percentage breakdown of community involvement in road crashes over the last three years by accident type.



Base: Been involved in a road crash in the last three years (n=255 in 2008).
Note: Multiples accepted.

Time series data showing the perceived severity of the road crashes respondents have been involved in over the last three years is presented in Figure 7.5c. This shows that the most common result was minor vehicle damage with no-one injured (62%). A further 23% resulted in major vehicle damage with no-one injured, 7% resulted in someone being injured but not hospitalised and 7% resulted in someone being killed or hospitalised.

Figure 7.5c: Percentage breakdown of road crashes by severity, 1996 to 2008.



Base: Been involved in a road crash in the last three years (n=255 in 2008).

Consistent with previous years, Provisional car licence holders are the group most likely to report having been involved in a road accident in the last three years (35% in 2008 and 51% in 2006)[24]. Involvement in road crashes is also more common for those living in capital cities (21%) than elsewhere (11%).

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	**17**
Sex	
Male	18
Female	16
Age group (years)	
15–24	23
25–39	21
40–59	15
60+	11#
State/Territory	
NSW	17
VIC	20
QLD	16
SA	17
WA	14
TAS	13
NT	14
ACT	16
Capital city/Other	
Capital city	21
Other location	11#
Licences currently held	
Full car licence	17
Heavy vehicle licence	12
Full motorcycle licence	15
Provisional car licence	35#
Net: Currently licensed	18
Driver status	
Frequent distance drivers	19
Commuters	20
Other frequent drivers	16
Less frequent drivers	16
Non-drivers	12

Base: Total sample (n=1,592).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval

24 Please note the relatively small bases for this analysis, 57 in 2006 and 73 in 2008.

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 to 2008 surveys. 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 sampled population contribute to variations in the year-on-year results.

Selected demographic characteristics.

Selected characteristics	2005 (n=1,690) %	2006 (n=1,644) %	2008 (n=1,592) %
Total	**100%**	**100%**	**100%**
Sex			
Male	49	49	49
Female	51	51	51
Age group (years)			
15–24	17	17	17
25–39	28	28	26
40–59	34	34	34
60+	21	21	23
State/Territory			
NSW	34	34	33
VIC	25	25	25
QLD	19	19	19
SA	8	8	8
WA	10	10	10
TAS	2	2	2
NT	1	1	1
ACT	2	2	2
Capital city/Other			
Capital city	64	64	64
Other location	36	36	36
Licences currently held			
Full car licence	82	80	79
Heavy vehicle licence	11	11	9
Full motorcycle licence	9	11	8#
Provisional car licence	5	4	5
Net: Currently licensed	88	89	89
Driver status			
Frequent distance drivers	17	18	17
Commuters	33	28#	29
Other frequent drivers	32	31	31
Less frequent drivers	9	12#	13
Non-drivers	10	11	11
Been directly involved in a road accident in the last three years			
Yes	17	16	17
No	83	84	83
Ever held a driver or motorcycle licence			
Yes	93	90#	92#
No	7	10#	8#

Selected road usage characteristics[(1)].

Selected characteristics	2005 (n=1,571) %	2006 (n=1,458) %	2008 (n=1,436) %
Total	**100%**	**100%**	**100%**
Licences currently held			
Full car licence	91	90	88
Heavy vehicle licence	12	13	10#
Full motorcycle licence	10	12	9#
Provisional car licence	6	5	6
Car learner's permit	2	3	4
Bus licence	1	2#	1#
Motorcycle learner's permit	1	1	1
Taxi/hire car	<	1	<
Provisional motorcycle licence	<	<	<
Net: Currently licensed	100	100	100
Length of time held licence			
Up to 3 years	10	9	11
3 to 5 years	5	4	4
6 to 10 years	8	6#	6
Over 10 years	77	81#	79
Been directly involved in a road accident in the last three years			
Yes	17	16	18
No	83	84	82
Main alcoholic beverage			
Beer	33	36	36
Wine/champagne	36	37	39
Mixed drinks/spirits/liqueurs	23	22	23
Do not drink at all	17	20#	20

[1] Base: Current licence holder (n=1,436 in 2008) unless otherwise specified.

# Denotes statistically significant at the 95% confidence interval, year-on-year comparison.

< Denotes less than 0.5%

Figures may not add to 100% due to rounding.

APPENDIX 2: TIME SERIES TABLES

	CAS 20 (2008) %	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) %	Qn
1. Factors Believed to Contribute to Road Crashes													**1a**
First Mention (unaided, full													
Speed	39	35	40	39	40	37	37	38	35	34	39	34	
Drink Driving	11	11	11	12	11	11	12	13	14	14	14	15	
Lack of Concentration	14	18	12	13	15	11	12	11	12	13	11	12	
Driver Fatigue	7	11	8	10	9	11	13	9	11	10	6	8	
Carelessness	5	5	4	7	4	6	6	8	8	8	8	9	
Driver Attitudes	6	4	7	5	5	6	7	7	6	7	7	5	
Driver Inexperience	6	6	7	5	5	5	5	5	4	3	4	6	
Road Conditions	2	2	2	2	2	3	3	1	2	2	2	3	
Lack of Training	1	2	2	2	0	2	1	2	2	2	2	2	
Road Design	3	1	2	1	1	1	1	1	1	3	2	1	
Total Mentions (unaided, full sample)													**1b**
Speed	60	58	61	59	62	62	59	62	58	57	63	57	
Drink Driving	48	52	48	50	44	52	52	54	54	54	57	55	
Driver Fatigue	20	30	26	29	26	33	33	30	35	27	22	22	
Lack of Concentration	27	36	31	27	30	26	23	26	25	28	25	24	
Carelessness	12	12	11	17	14	16	17	18	17	19	19	23	
Driver Inexperience	16	16	21	15	12	14	15	17	15	15	15	14	
Driver Attitudes	11	12	14	13	12	13	14	18	14	15	18	14	
Road Conditions	9	8	8	10	7	12	8	7	11	11	9	12	
Drugs (other than alcohol)	11	9	8	7	<1	8	7	8	7	8	7	6	
Weather	5	5	4	4	5	6	4	7	7	9	8	6	
Lack of Driver Training	4	5	6	5	3	6	5	5	5	6	5	6	
Road Design	8	6	6	5	5	5	4	4	6	8	7	6	
Disregard Rules	3	2	5	4	4	3	2	4	3	4	4	3	
Lack of Vehicle Maintenance	1	2	1	3	2	2	2	2	2	5	2	2	
Ignorance of Rules	1	2	3	3	2	1	2	2	2	3	3	3	
2. Agreement with Random Breath Testing													**2a**
(full sample)													
Total "Agree"	98	97	98	98	98	97	96	97	96	97	98	n/a	
3. RBT Activity													**2b**
(full sample)													
Increased	32	35	36	37	38	39	34	38	44	44	46	39	
No change	37	35	39	36	35	33	31	31	36	29	26	24	
Decreased	14	13	13	13	11	14	16	15	14	12	11	13	
Don't know	17	17	13	14	16	13	20	16	16	15	17	25	
4. Incidence of Past 6 Month Breath Testing													
(current or past licence													
Noticed	75	74	77	78	75	74	70	71	70	70	70	67	**3a**
Tested	27	28	34	37	29	27	25	26	26	26	25	20	**3b**
5. As pedestrian, would you be affected by a .05 BAC													**5**
(full sample)													
Yes	57	55	57	57	57	57	53	53	55	54	47	50	

	CAS 20 (2008) %	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) %	Qn
6. Attitudes Toward Drinking and Driving													**11**
(current or past licence													
I don't drink at any time	20	20	17	19	16	16	19	18	17	21	20	22	
If I am driving I don't drink	38	37	40	38	40	37	37	40	40	39	39	41	
If I am driving I restrict what I	43	43	43	43	44	46	43	42	42	40	41	37	
If I am driving I don't restrict	0	<1	<1	<1	<1	1	1	nil	nil	nil	nil	nil	
7. Use of Breath Testing Machine													
(current or past licence													
Past 6 Months	n/a	n/a	n/a	n/a	6	7	6	5	8	6	8	6	**13a**
Very likely to Use, If	n/a	n/a	n/a	n/a	35	34	34	37	28	31	33	29	**13b**
8. Alcohol Consumption Guidelines													
Males - First Hour (all													**14a**
One or less	10	9	12	11	8	8	7	5	7	7	7	10	
Two	48	45	49	48	47	47	44	43	42	42	38	33	
Three	21	24	20	23	23	25	22	27	24	25	31	31	
Four or more	7	7	8	7	8	12	11	11	12	11	12	9	
Don't know	12	13	9	7	9	8	16	11	13	15	12	17	
Males - After First Hour (all													**14b**
Less than one	5	3	3	4	3	2	1	1	2	3	3	3	
One	73	76	78	80	75	78	74	78	72	75	76	65	
Two	5	4	5	5	4	5	3	4	6	4	5	6	
Three	<1	<1	1	1	<1	1	1	0	1	1	1	1	
Don't know	17	15	13	10	16	12	21	14	17	16	16	24	
Females - First Hour (all													**14a**
One	33	31	36	34	28	33	30	24	28	29	28	27	
Two	41	40	40	38	39	41	38	42	40	37	42	36	
Three	7	9	4	7	6	7	7	7	6	7	6	9	
Four or more	1	<1	<1	2	2	0	nil	nil	2	2	1	1	
Don't know	18	18	17	17	19	17	24	24	21	24	22	27	
Females - After First Hour													**14b**
Less than One	11	10	11	9	9	7	4	5	7	6	7	7	
One	58	63	63	63	60	66	62	58	60	56	63	54	
Two	3	2	2	3	1	2	2	3	4	2	2	2	
Three	<1	<1	<1	1	<1	0	1	nil	nil	1	nil	nil	
Don't know	27	24	23	23	28	22	29	30	28	34	28	37	
9. Alcoholic Beverage Mainly Consumed													**15a**
(current or past licence													
Full Strength Beer	29	29	29	31	30	30	31	33	26	34	33	36	
Light Beer	18	15	13	12	13	21	19	21	16	20	22	20	
Net Beer (Full or Light)	41	41	40	41	41	46	46	53	42	54	50	49	
Wine	44	41	44	37	37	39	44	39	33	40	41	41	
Mixed Drinks	26	28	28	26	24	33	32	29	22	28	27	32	

	CAS 20 (2008) %	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) %	Qn
10. Standard Drinks in a 375 ml Stubby or Can Full Strength Beer													**15b**
(licence holders who drink light or full strength beer mainly)													
One or less	**15**							19	19	15	18	15	
One and a half	49	46	51	49	47	40	49	42	47	45	42	39	
Two	13	23	21	23	19	26	23	25	22	28	25	32	
Three	1	2	3	2	2	3	2	3	1	2	3	1	
Four or more	1	<1	<1	<1	1	2	1	1	1	1	1	nil	
Don't know	11	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	2	3	5	5	4	6	6	5	4	6	5	3	
Four	13	22	15	19	25	18	19	19	23	18	15	19	
Five	20	25	25	20	18	20	24	25	22	25	22	23	
Six	25	17	21	23	18	20	21	21	20	23	22	23	
Seven	14	11	13	10	10	15	9	10	9	9	6	8	
Eight	12	11	6	8	8	6	6	6	8	4	10	7	
Nine or more	5	3	7	6	3	7	5	5	3	5	5	5	
Don't know	8	7	10	10	8	9	10	9	11	10	13	12	
12. Police Speed Enforcement													**16**
(full sample)													
Increased	60	62	68	70	72	65	58	62	64	62	66	57	
No change	28	28	25	21	19	23	24	24	22	26	22	26	
Decreased	7	5	5	5	4	8	10	7	8	6	6	6	
Don't know	5	5	3	4	4	4	8	7	7	6	6	11	
13. Personal Driving Speed in Last 2 Years													**19**
(full sample)													
Increased	5	3	5	3	4	6	5	4	6	5	8	6	
Stayed the Same	70	72	60	64	63	59	60	65	66	68	64	64	
Decreased	22	25	25	29	29	34	33	30	27	26	27	29	
14. Frequency Drive 10 km/hr Over Limit													**20**
(driven in past two years)													
Always/most occasions	6	8	7	7	7	9	11	10	11	8	12	15	
Sometimes	20	17	17	18	20	20	21	20	20	24	21	21	
Occasionally	49	47	50	51	51	50	47	49	46	45	43	42	
Never	25	29	26	25	25	22	19	20	23	23	23	22	
15. Booked for Speeding													**18**
(drivers)													
Past 6 months	7	6	9	8	8	8	7	7	7	6	8	5	
Past 2 years	20	19	24	21	23	21	19	20	21	19	18	16	
16. Should Lower Speed Limits – Approve													
(full sample)													
To 50 km/hr in residential	n/a	n/a	n/a	n/a	91	72	73	68	65	62	55	61	**23a**
To 40 km/hr in residential	n/a	n/a	n/a	n/a	25	28	28	29	30	33	24	31	**23b**

	CAS 20 (2008) %	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) %	Qn
17. Speed Should be Allowed to Drive in 60 km/hr Zones													**21a**
(full sample - aided responses)													
60 km/hr	38	29	32	31	35	49	49	48	44	49	44	44	
61-64 km/hr	14	20	16	18	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/hr	28	32	31	33	31	38	37	36	37	31	34	31	
66-69 km/hr	8	8	10	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/hr	10	9	9	7	10	9	11	14	14	15	18	19	
71+ km/hr	1	1	1	<1	n/a	2	1	1	2	2	2	3	
Don't know	2	2	1	2	2	2	2	1	2	2	2	3	
18. Speed Allowed to Drive in 60 km/hr Zones													**21h**
(full sample - unprompted)													
Nil tolerance	17	14	16	16	15	12	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/hr	27	27	29	33	26	24	n/a	n/a	n/a	n/a	n/a	n/a	
Net 65-69 km/hr	35	34	36	20	34	43	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/hr	7	7	9	7	7	13	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	14	18	11	13	20	8	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	64	64	64	64	65	64	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/hr)			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/hr Zones													**21b**
(full sample - aided responses)													
100 km/hr	29		27	27	26	36	34	33	33	36	35	34	
101-104 km/hr	4	9	5	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/hr	20	20	19	22	20	20	17	19	16	14	13	12	
106-109 km/hr	3		4	16	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/hr	34	5	36	30	35	31	37	38	38	37	37	36	
115 km/hr	3	32	4	2	2	3	3	3	4	3	4	5	
116+ km/hr	4		6	4	4	7	7	6	6	7	7	10	
Don't know	2	3	1	2	2	2	2	2	3	3	3	3	
20. Speed Allowed to Drive in 100 km/hr Zones													**21l**
(full sample - unprompted)													
Nil tolerance		12	12	13	11	10	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/hr	15	15	14	19	12	11	n/a	n/a	n/a	n/a	n/a	n/a	
Net 105-109 km/hr	15	29	33	21	29	30	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/hr	31	27	30	25	28	38	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	26	17	12	20	20	10	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	13	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	
21. Agreement with Statements on Speed													**22**
(full sample)													
a) Fines for speeding are mainly intended to raise revenue	55	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	28	26	27	33	29	32	32	33	33	32	37	33	
c) Speed limits are generally set at reasonable levels	84	83	83	83	86	83	88	87	87	89	90	87	

	CAS 20 (2008) %	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) %	Qn
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	71	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	93	94	94	96	91	91	90	90	87	88	83	81	
22. Incidence of Wearing Seat Belts													
(full sample)													
Always – Front	97	97	97	97	96	96	96	96	95	96	95	95	**25a**
Always – Rear	93	92	92	91	91	88	87	89	85	88	88	86	**25b**
23. Seat Belt Enforcement													**26**
(full sample)													
Increased	22	22	24	25	28	38	23	28	27	31	30	33	
No change	45	48	47	49	42	43	46	45	47	45	47	36	
Decreased	7	5	8	5	6	4	7	6	6	5	5	4	
Don't know	25	25	21	22	24	15	24	21	21	19	19	27	
24. Compulsory Licence Carriage													**24a**
(full sample)													
Approve strongly	65	65	59	67	67	67	68	69	68	72	64	68	
Approve somewhat	19	19	26	22	20	18	18	16	15	15	20	15	
Net "approve"	84	84	85	89	86	85	86	85	84	87	84	83	
25. Involvement in Road Accident													**27**
Past 3 Years													
Involved (total sample)	17	16	17	16	18	18	18	18	18	18	20	17	
Among those involved……													**28**
Someone killed/hospitalised	7	7	6	10	10	11	8	9	9	11	5	5	
Someone injured/not	7	10	10	7	7	8	12	7	14	10	14	14	
Major vehicle damage, no	23	25	20	25	25	27	29	23	25	17	24	25	
Minor vehicle damage, no	62	57	62	58	58	51	50	60	51	59	56	54	
26. Ever Fallen Asleep at the Wheel													**29**
(full sample)													
Yes	17	16	14	10	15	15	14	n/a	n/a	n/a	n/a	n/a	
Number of times among those fallen asleep……													**30**
Once	53	53	52	55	59	63	54	n/a	n/a	n/a	n/a	n/a	
Twice	19	24	16	16	15	15	27	n/a	n/a	n/a	n/a	n/a	
Three times	11	8	13	14	7	8	5	n/a	n/a	n/a	n/a	n/a	
More than three times	17	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 20 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 twentieth Community Attitudes Survey (CAS 20) was conducted in April and May 2008 using Computer Assisted Telephone Interviewing (CATI) technology. The CAS was migrated in 2008 from an electronic White Pages (EWP) based sampling frame (last used in 2006) to a random digit dial (RDD) sample frame, to overcome the biases inherent in continuing to use the ageing EWP sample frame[25].

The in–scope population for the survey was persons aged 15 years and over. A total of 1,592 interviews were conducted with an average interview length of 17.5 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 'known blocks' or 'list-assisted' form of RDD was used. Sample generation involved:

- Undertaking a random selection of records from the latest commercially available release of the EWP, to be used as "seed" numbers for random number generation (all selections from the EWP are by definition from known blocks)
- Retaining the eight digit exchange prefix of the listed number (for example 02628946) and randomly generating the last two digits, to create a new randomly generated 10 digit telephone number
- "Washing" the resultant numbers against the latest electronic business listings to remove known business numbers, and identify which randomly generated telephone numbers match to an EWP listing (the "matched" sample) and which randomly generated telephone numbers do not match an EWP listing (the "unmatched" sample).

The matched sample is subsequently divided into "full" matches, where both a full postal address and telephone number are listed and "partial" matches, where a telephone number only is listed. Sensis's MacroMatch service was used to confirm the mailing address for matched selections.

The 2006 ABS concordance of Capital City Statistical Division to Postal Area was used to define geographic location for selection. Canberra and Rest of ACT were treated as a

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single geographic location.

The minimum number of interviews to be achieved in each Capital City / Rest of State strata were calculated using ABS 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.

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	163	14	24	26	16	80	15	24	27	17	83
Other NSW	94	9	10	15	12	46	7	12	17	12	48
Total NSW	*257*	*23*	*34*	*41*	*28*	*126*	*22*	*36*	*44*	*29*	*131*
Melbourne	165	14	24	27	17	82	15	24	27	17	83
Other Vic	64	4	8	11	8	31	5	8	11	9	33
Total Vic	*229*	*18*	*32*	*38*	*25*	*113*	*20*	*32*	*38*	*26*	*116*
Brisbane	96	8	14	15	8	45	10	14	17	10	51
Other Qld	113	10	15	20	11	56	10	15	20	12	57
Total Qld	*209*	*18*	*29*	*35*	*19*	*101*	*20*	*29*	*37*	*22*	*108*
Adelaide	127	9	16	21	14	60	12	18	22	15	67
Other SA	48	4	6	8	6	24	4	6	8	6	24
Total SA	*175*	*13*	*22*	*29*	*20*	*84*	*16*	*24*	*30*	*21*	*91*
Perth	133	12	18	23	12	65	13	19	23	13	68
Other WA	47	4	7	7	5	23	4	7	8	5	24
Total WA	*180*	*16*	*25*	*30*	*17*	*88*	*17*	*26*	*31*	*18*	*92*
Hobart	64	5	8	11	7	31	7	8	11	7	33
Other Tas	86	6	11	15	10	42	7	11	15	11	44
Total Tas	*150*	*11*	*19*	*26*	*17*	*73*	*14*	*19*	*26*	*18*	*77*
Darwin	84	9	16	15	4	44	8	15	14	3	40
Other NT	66	7	13	11	3	34	7	12	10	3	32
Total NT	*150*	*16*	*29*	*26*	*7*	*78*	*15*	*27*	*24*	*6*	*72*
Total ACT	*150*	*15*	*22*	*26*	*11*	*74*	*15*	*23*	*26*	*12*	*76*
Total	**1500**	**130**	**212**	**251**	**144**	**737**	**139**	**216**	**256**	**152**	**763**
Total %	***100.0%***	***8.7%***	***14.1%***	***16.7%***	***9.6%***	***49.1%***	***9.3%***	***14.4%***	***17.1%***	***10.1%***	***50.9%***

Sample management

An important factor in the management of sample was to attempt to release only as many telephone numbers as necessary to achieve the required number of interviews. Sample was therefore released in three phases[26]**:**

1. Primary sample (45% of the original selections)
2. Top up sample (based on an initial assessment of the number of records to initiate to complete open age and gender quota cells)
3. "Reserve" top up sample (where the top up sample released as part of the initial assessment proved insufficient to complete interviewing).

All primary sample selections for which a current address could be identified by the MacroMatch process were sent an approach letter. All primary sample selections were subjected to intensive follow up and response maximisation procedures.

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

Since the distribution of interviews across the age and cells from primary sample interviewing differed by location, the number of top-up sample selections that were activated varied by location. For most locations, where primary sample interviewing had left a significant shortfall relative to the minimum target interviews in specific cells, the majority of the top up sample was activated.

Where the top up sample that had already been released still proved inadequate to complete the minimum target interviews in specific cells, an appropriate proportion of reserve top-up sample was released. Due to scheduling constraints, there was no opportunity to complete the call cycle for reserve top up sample. Selections by geographic strata are detailed in Table A3.2 on the following page.

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

Table A3.2 – Selections by geographic strata

Stratum	Minimum target interviews	Original selections	Ratio of original selections to minimum target	Reserve selections initiated	Total sample initiated to achieve minimum target	Ratio of sample initiated to target
Sydney	163	2154	13.2	0	2153	13.2
Other NSW	94	904	9.6	643	1547	16.5
Melbourne	165	2055	12.5	0	1313	8.0
Other VIC	64	494	7.7	325	819	12.8
Brisbane	96	1001	10.4	0	1001	10.4
Other QLD	113	1100	9.7	0	1012	9.0
Adelaide	127	1213	9.6	53	1266	10.0
Other SA	48	408	8.5	230	638	13.3
Perth	133	1541	11.6	0	1396	10.5
Other WA	47	665	14.1	0	582	12.4
Hobart	64	549	8.6	0	428	6.7
Other Tas	86	748	8.7	225	973	11.3
Darwin	84	1052	12.5	598	1650	19.6
Other NT	66	1262	19.1	0	1004	15.2
ACT	150	1276	8.5	0	1271	8.5
Total	**1500**	**16422**	**10.9**	**2074**	**17053**	**11.4**

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.[27]

Based on the age and gender information collected from the phone answerer or household informant, a person 15 plus was randomly selected for interview, whereby young persons 15 to 24 were given three times the chance of selection, and males 25 plus were given 1.33 times the chance of selection. The chance of selection of females aged 25 plus was not increased.

27 Designed by TAVENER Research Company

Call procedures and fieldwork statistics

Call procedures

The call procedures adopted for CAS 20 included:

- Eight calls to establish contact with the household for the primary sample and no cap on the number of calls to households where contact had been established for the primary sample
- 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 (4.00 pm to 6.00 pm), weekdays mid to late evening (after 6.00 pm to 8.30 pm), weekends (10.00 am to 6.00 pm) and weekday daytime (9.00 am to 4.00 pm, but only if no contact had been established at other times). No calls were attempted outside these times, except by firm 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 enhance project control and our understanding of sample utilisation
- Initiating sample in phases two and three in small batches, so that each number initiated progressed as far as possible through a 6 call cycle before fresh sample was initiated, within the constraints of timely completion of data collection.

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.

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

	All attempts	
Call result	**n**	**%**
Total attempts	32667	100.0%
No answer	17386	53.2%
Appointment made	4793	14.7%
Telstra message, number disconnected	2972	9.1%
Answering machine	2863	8.8%
Refused, all types	1668	5.1%
Completed interviews	1207	3.7%
Not a residential number	611	1.9%
Fax/Modem	490	1.5%
Engaged	433	1.3%
Too old/deaf/disabled/health/family reasons	103	0.3%
Residual language difficulty	72	0.2%
Away for duration of survey	28	0.1%
Wrong number / respondent not known	28	<0.1%
Claims to have done survey	12	<0.1%
Genuine mid-survey terminations	1	<0.1%
Total numbers initiated	7389	
Average calls per interview	27.1	
Average calls per number initiated	4.4	

As can be seen, a total of 32,667 call attempts were placed to the 7,389 primary sample records – an average of 4.4 call attempts per sample record. The most frequent call outcome was no answer (53.2%), followed by appointments (14.7%), disconnected numbers (9.1%) and answering machines (8.8%). An interview was achieved every 27.1 calls.

This call distribution is typical of RDD projects and quite different to that for CAS 19, when exclusively MacroMatched sample was used.

Table A3.4 shows the final call result for all primary sample numbers initiated. Calculating the response rate as completed interviews divided by all eligible contacts, the final primary sample response rate was 51.1%.

Table A3.4 – CAS primary sample – final result

Call result	n	Final Result %	
Total sample selected	7389	100%	
Ineligible numbers			
Telstra message, number disconnected	2885	39.0%	
Not a residential number	611	8.3%	
Fax/Modem	471	6.4%	
Sub total ineligible numbers	*3967*	*53.7%*	
No contact / call cycle dead (no contact after 8 calls)			
No answer	704	9.5%	
Engaged	8	0.1%	
Answering machine	153	2.1%	
Sub total no contact / call cycle dead	*865*	*11.7%*	
Out of scope contacts			
Too old/deaf/disabled/health/family reasons	103	1.4%	
Language difficulty (not target language)	52	0.7%	
Claims to have done survey	12	0.2%	
Away for duration of survey	28	0.4%	
Sub total Out of Scope contacts	*195*	*2.6%*	
Contacts			
Completed interviews	1207	16.3%	51.1%
Selected respondent unavailable to continue	137	1.9%	5.8%
Residual language difficulty	20	0.3%	0.8%
Household refusal	949	12.8%	40.2%
Respondent refusal	3	0.0%	0.1%
Wrong number / respondent not known	24	0.3%	1.0%
Remove number from list	21	0.3%	0.9%
Genuine Terminations	1	0.0%	0.0%
Sub total contacts	*2362*	*32.0%*	*100.0%*

Analysis of response

Response overview

A total of 1,592 interviews were achieved across the primary and top-up samples. The response rate for the primary sample was 51%.

As can be seen in Table A3.5, one in three primary sample interviews (362 in total) were completed as a result of some form of response maximisation activity.

Additional call attempts (295) were the most productive response maximisation activity, accounting for four in five (81%) of the total interviews achieved from such activities.

Table A3.5 – Summary project statistics

Total interviews achieved	**1592**	**100.0%**
Primary sample	**1207**	**75.8%**
Interviews achieved from refusal conversion activity	65	4.1%
Interviews conducted in a language other than English	2	0.1%
Primary sample interviews achieved at 6th call or more	295	18.5%
Other primary sample interviews	845	53.1%
Top-up sample	**385**	**24.2%**
Total "excess" interviews	**92**	
Total primary sample interviews in excess of minimum target interviews	69	
Total top up sample interviews in excess of minimum target interviews	23	

In total, 92 "excess" interviews were completed, that is, interviews additional to the number required in any one age / gender / location cell. Of these, the majority (69) occurred during primary sample interviewing.

While those excess interviews achieved during primary sample interviewing are unavoidable under the current methodology (since no quotas are placed on primary sample interviewing), excess interviews during the top-up interviewing phase can be minimised by ceasing calls to primary sample members once top-up sample interviewing starts[28].

Questionnaire design and testing

Since the questionnaire for CAS 20 was identical to that used for CAS 19, there were no questionnaire development or pilot testing tasks, and the project progressed directly to the main study.

No code frames were extended in the 2008 survey.

The final questionnaire is provided at Appendix 4.

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/hr data.

28 Under the current project structure, the top up sample is a separate project, with a fieldwork period that overlaps with the response maximization phase of the primary sample project, and top up sub-project quotas that must be manually adjusted each time an interview is achieved from the primary sample.

The derivation of created variables was also checked against the CAS 19 tables and data set.

Weighted survey estimates

As in previous surveys in the series, a three-stage approach to weighting was adopted, that corrected for:

- The disproportionate chance of selection whereby young persons 15 to 24 were given three times the chance of selection, and males 25 plus were given 1.33 times the chance of selection.

- Household size (that is, calculating a weight based on the household member's chance of being selected in the survey). A weight was applied (before further age, sex and regional 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)

- Age (15-24, 25-39, 40-59, 60 plus) and gender within location (15), using ABS 2006 Census information.

APPENDIX 4: SURVEY QUESTIONNAIRE

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 20

Call outcome codes (SMS screen)

1. No answer
2. Answering machine (left message 1) (GO TO ANSM1 FOR SCRIPT)
3. Answering machine (left message 2) (GO TO ANSM2 FOR SCRIPT)
4. Answering machine (no message left)
5. Fax machine / modem
6. Engaged
7. Appointment
8. Stopped interview
9. LOTE – (Cantonese, Mandarin, Italian, Greek, Arabic, Vietnamese) follow up
10. LOTE – (Other languages) no follow up
11. LOTE – (Language unknown) follow up to establish language (CATI to treat as appointment)
12. Named person not known (only applies if calling back to keep an appointment and phone answerer denies knowledge of named person)
13. Telstra message / Disconnected
14. Not a residential number
15. Too old / deaf / disabled/health/family reasons
16. Claims to have done survey
17. Away for duration
18. Other out of scope
19. Terminated during screening / midway (HIDDEN CODE)
20. Over quota
21. (SUPERVISOR USE ONLY) Refused prior (eg. phoned 1800 number to refuse participation after receiving PAL)

ANSM1.Good morning/afternoon/evening. My name is <SAY NAME> calling on behalf of The Department of Infrastructure from the Social Research Centre. We are telephoning households across Australia to conduct an important Community Attitudes survey about roads and traffic.
If you would like to participate in this study, please call our hotline number: 1800 023 040 and we will call you back at a time that is convenient to you. Thank you."
PROGRAMMER NOTE: SET AS APPOINTMENT FOR TIME OF CALL PLUS 5 DAYS

ANSM2.Good morning/afternoon/evening. My name is <SAY NAME> calling on behalf of The Department of Infrastructure from the Social Research Centre. We left a message recently on your answering machine regarding an important Community Attitudes survey about roads and traffic.
If you would like to participate in this study, please call our hotline number: 1800 023 040 and we will call you back at a time that is convenient to you. Thank you."
PROGRAMMER NOTE: SET AS APPOINTMENT FOR TIME OF CALL PLUS 6 DAYS

PREINTRO1 IF LETTER=2 (NO LETTER SENT) GO TO INTRO2, ELSE CONTINUE
*(LETTER SENT)
INTRO1 Good (....). My name is (....) from The Social Research Centre. I am calling about the letter sent last week from the Department of Infrastructure, 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)

*PROGRAMMER NOTE: IF LETTER=2 (NO LETTER SENT), DISPLAY TEXT IN BRACKETS
*(NO LETTER SENT)
INTRO2 (Good (....). My name is (....) from The Social Research Centre.)The Department of Infrastructure conducts regular surveys into public opinion. Your home has been selected at random to be included in this year's Community Attitudes Survey. The survey is about roads and traffic. (ONLY OFFER TO SEND LETTER IF RESPONDENT WILL NOT ANSWER FURTHER)

1. Continue
2. Wants further information (offer to send letter) (GO TO ALET)
3. Refusal (GO TO RR1)

*(ALL)
INTRO3 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. Do you have a couple of minutes to go through some questions to see who qualifies?

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)
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.
IF NECESSARY: 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.

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)

IF NEW RESPONDENT: REPEAT INTRODUCTION
Good (....). My name is (....) from The Social Research Centre. The Department of Infrastructure conducts regular surveys into public opinion. Your home has been selected at random to be included in this year's Community Attitudes Survey. The survey is about roads and traffic.

1. Yes – continue with main interview (GO TO CON)
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)

*PROGRAMMER NOTE: FOR S.4=1, 2, 3, WRITE QUOTA CELL NUMBER OF SELECTED PERSON TO SAMPLE RECORD (EG QUOGRP=1 IN THE SAMPLE RECORD WOULD BE SYDNEY MALES 15 TO 24)

*(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?

3. No comment / just hung up
4. Too busy
5. Not interested
6. Too personal / intrusive
7. Don't like subject matter
8. Letter put me off
9. Don't believe surveys are confidential / privacy concerns
10. Silent number
11. Don't trust surveys / government
12. Never do surveys
13. 15 minutes is too long
14. Get too many calls for surveys / telemarketing
15. Take off list and never call again
16. Too old / frail / deaf / unable to do survey (CODE AS TOO OLD / FRAIL / DEAF)
17. Not a residential number (business, etc) (CODE AS NOT A RESIDENTIAL NUMBER)
18. Language difficulty (CODE AS LANGUAGE DIFFICULTY NO FOLLOW UP)
19. 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)
CON 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.

1. Continue

*(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)
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
16. 2007
17. 2008
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

Department of Infrastructure, Transport, Regional Development and Local Government

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

Dear Householder

Notice of Important Community Survey

The Department of Infrastructure, Transport, Regional Development and Local Government is planning to conduct a national telephone survey on a range of important road safety issues.

The Social Research Centre has been commissioned to carry out this survey on the Department's behalf, and your household has been randomly selected to participate in this study. 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.

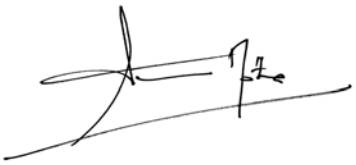
The information from this survey will help develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads.

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 Road Safety Branch of the Department, 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



Joe Motha
General Manager
Road Safety
Infrastructure and Surface Transport Policy

April 2008

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

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 aiuteran il governo a formulare programmi di sicurezza stradale per ridurre il numer 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 min 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 dett in fondo a questo modulo e di spedirlo all'indirizzo indicato (senza francobollo).

ΕΛΛΗΝΙΚΑ

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

Η επιλογή του νοικοκυριού σας για συμμετοχή στην μελέτη έγινε τυχαία κα 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 το ταχυδρομήσετε στη διεύθυνση που σας δίνουμε (δεν απαιτείται γραμματόσημο).

عربي

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

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

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

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,請在這表格的底上你的詳細資料,然後寄到已提供的地址(毋須郵票)。

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，请在这表格的填上您的详细资料，然后寄到已提供的地址(毋须邮票)。

VIỆT NAM

Chính Phủ Úc đang đảm trách một nghiên cứu quan trọng và sẽ đánh g cao trợ giúp của bạn. Thông tin từ bản điều tra này sẽ giúp Chính Phủ p triển các chương trình an toàn đường giao thông để giảm số người tử vo 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 cám ơn nếu chúng tôi có thể tiến hành một cuộc phỏng vấn khoảng 10- phút qua điện thoại để nói chuyện với một thành viên nào đó ít nhất là 1 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 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: ( ) _____

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Website: www.infrastructure.gov.au • ABN 86 267 354 017