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Community Attitudes to Road Safety — 2009 Survey Report

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Community Attitudes to Road Safety: 2009 Survey Report

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Abstract

This report documents the findings from the Department of Infrastructure, Transport, Regional Development and Local Government's 2009 survey of community attitudes to road safety. The twenty-first in a series of national surveys on community attitudes to road safety was conducted in March and April 2009. A total of 1,615 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 2009 survey of community atttitudes to road safety by the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government. This is the twenty-first 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 March and April 2009 using Computer Assisted Telephone Interviewing (CATI) technology and a Random Digit Dialling (RDD) sampling frame was used for the second time. A total of 1,615 interviews were conducted with an average interview length of 18 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 54%.

A summary of the main findings from the 2009 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, 34% mention speed, 18% inattention/lack of concentration, 14% drink driving and 6% driver fatigue.

When asked to nominate up to three factors that lead to road crashes, total mentions of drink driving increased to 51% (compared with 48% in 2008) and inattention/lack of concentration increased to 35% (compared with 27% in 2008). 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, with total mentions of speed down from 60% in 2008 to 55% for the current year and driver fatigue down from 20% to 18%.

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).

More than a third (36%) of the community feel the level of RBT has increased in the last two years. Although higher than the result achieved in 2008, this outcome is consistent with results achieved over the past few years.

Three-quarters of the in-scope population (75%) had seen police conducting random breath tests in the last six months (unchanged from 2008). In addition, 28% of the community report having been breath tested in the previous six months, virtually unchanged from the 2008 result of 27%.

Self-reported drink driving behaviour

The self-reported drink driving behaviour of motorists is similar to 2008, with 41% of 'active drivers'[1] saying they restrict what they drink when driving, 39% saying they don't drink at all when driving and 19% saying that they don't drink at any time.

Most (80%) 'active drivers' modify their drinking behaviour when driving, either by abstaining from alcohol (39% of all active drivers) or restricting what they drink (41%). The practice of restricting alcohol intake when driving, as opposed to abstaining, is more common among males (49%) than females (33%), 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. Commuters (53%) are most likely of the driver status groups to restrict what they drink, rather than abstaining, when they are going to drive.

Four per cent of active drivers said it was either very likely (1%) or fairly likely (3%) that they had driven when over the blood alcohol limit in the last 12 months. The corresponding result in 2008 was 5%.

Awareness of standard drinks and alcohol consumption guidelines

Community knowledge regarding the number of standard drinks in everyday volumes of alcohol is varied, with more than half of all respondents interviewed accurately identifying the number of standard drinks in a stubby/can of full strength beer, while only just over a quarter correctly identify the number of standard drinks in a 750ml bottle of wine.

The proportion of beer drinkers able to accurately identify the number of standard drinks in a stubby/can of full strength beer[2] continues to increase (59% compared with 54% in 2008, 46% in 2006 and 54% in 2005). While the proportion that underestimate the volume of alcohol in a stubby/can of full strength beer, thereby being at greater risk of over-consumption, is 14% (compared with 15% in 2008, 19% in 2006 and 15% in 2005).

The proportion of wine drinkers able to correctly nominate the number of standard drinks in a 750ml bottle of wine[3] is 26%, compared with 27% in 2008 and 22% in 2006). This has been accompanied by a decrease in the proportion of wine drinkers who underestimated the alcohol content of a bottle of wine (66% in 2006, 60% in 2008 and 59% for the current period).

Sixty-five per cent of males made a safe assumption regarding the number of standard drinks they can have in the first hour while remaining under the 0.05 blood alcohol concentration (BAC) limit, with 57% correctly identifying two standard drinks and a further 8% of the view that they can have one standard drink or less in the first hour. By comparison, only 37% of females have accurate knowledge of the number of standard drinks they can have in the first hour and remain under the legal blood alcohol limit.

The published guidelines stipulate that to remain under 0.05 BAC, 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 they are

1 Current licence holders who drive a vehicle.

2 1.4 or 1.5 standard drinks

3 Between 7 and 8 standard drinks

drinking. Sixty per cent of males (50% in 2006 and 53% in 2008) and 31% of females (28% in 2006 and 2008) made a safe assumption about both parts of these guidelines.

Speed

Speed enforcement

Fifty-six per cent of respondents are of the view that the level of speed limit enforcement has increased in the last two years, 33% feel it has stayed the same and just 6% feel the amount of speed limit enforcement has decreased. One in twenty (5%) don't know. The current year result continues a decline from the high of 2003, where 72% of the community held this view.

The incidence of drivers having been booked for speeding in the last two years (23%) and the last six months (9%) shows a slight increase on 2008 results. As has been the case in previous years, frequent distance drivers tend to have a higher prevalence of being booked for speeding in recent times (33% 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 25% and 28% over the last few years, the proportion of the community in 2009 who consider *"it is okay to exceed the speed limit if you are driving safely"* (25%) is 12% 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 2009, 75% 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 92% and 94% ever since.

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

- Fifty-eight 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-four 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 (compared with 38% in 2008). Forty-eight per cent nominate speeds of 65 km/h or more when asked how fast they should be allowed to drive in 60 km/h urban areas without being booked.

When looking at perceptions as to what speed was actually permitted, 19% of the community think that zero tolerance is applied in urban 60 km/h zones. Some 19% of people believe that speeds greater than 65 km/h will be tolerated without a speeding fine being issued, with 6% of those nominating speeds of 70 km/h or higher.

In relation to rural 100 km/h zones, 29% of the population (unchanged from 2008) are of the view that no speed in excess of 100 km/h is acceptable. The most common view (held by 32% of the in-scope population) is that 110 km/h is an acceptable speed for someone to drive in a 100 km/h zone in a rural area without being booked.

When asked what speeds are actually permitted in rural 100 km/h zones, 19% believe that the limit is strictly enforced (compared with 15% in 2008). Over a quarter (27%) felt they could travel at least 10 km/h over the speed limit without the imposition of a speeding fine.

Perceptions of levels of speed enforcement and speeding penalties

Overall, 46% (unchanged from 2008) of the in-scope population support an increased amount of speed limit enforcement, 6% support a decrease (down from 10% in 2008) and 46% want no change (up from 42% in 2008).

Over a quarter of respondents are in favour of making the penalties for exceeding the speed limit more severe. The current year result (27% in favour of harsher penalties) is somewhat lower than the 2008 result (31%) but in line with recent results (28% in 2006 and 24% in 2005). A further 12% believe speeding penalties should be made less severe and 57% 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 five surveys – 77% in 2004 and 2005, 78% in 2006 and 79% in 2008 and 2009.

Community views on whether there should be more sub-60 km/h zones introduced have also remained relatively stable (19% in 2006, 21% in 2008 and 19% for the current period). Two-thirds of the in-scope population (69%) support the status quo and 12% feel as though the number of sub-60 km/h zones should be reduced.

Self–reported speeding 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 2009) has more than halved from the mid 1990s peak of 17% in 1995.

Driver fatigue

The incidence of drivers reporting having ever fallen asleep while driving is 16%. 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%).

As was the case in previous years, the current survey suggests a degree of recidivism, in that of those that have ever fallen asleep while driving[4], 43% have done so more than once and 26% on three or more occasions. For 10% of those who had fallen asleep while driving, the most recent episode had resulted in a road accident.

Measures suggested to reduce the likelihood of becoming tired when driving included[5]: getting a good night's sleep beforehand (29%), planning for regular/frequent stops (16%), taking a break every two hours (10%), avoiding driving when tired (10%) and sharing the driving (8%). 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 98% 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, current year results show community approval of the compulsory carriage of a licence while driving remains high, at 85%.

Nationally, 78% of people believe it is a legal requirement in their jurisdiction to carry their licence while driving, though only NSW (88%), Tasmania (97%) and the ACT (81%) have compulsory licence carriage laws in place.

Seat belt wearing

Over 1 in 5 respondents (21%) are of the view that the level of enforcement of compulsory seat belt wearing has increased over the last two years, 53% think it is unchanged, 6% feel as though there has been a decrease and 21% don't know. The proportion of the view that there has been an increase in the enforcement of seat belt wearing is virtually unchanged from 2008 (22%) 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 2009) 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 5 percentage points for the current period (in 2009, 92% said they always wear a seatbelt in the rear set).

Mobile phone usage

CAS 21 is the fourth 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 (92%) now have a mobile phone and

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

5 Note that multiple responses were accepted

61% report that they use a mobile phone while driving (also 61% in 2008, 55% in 2006 and 47% in 2005).

While differences between the current year results and those obtained in 2008 are not statistically significant, overall, mobile phone usage continues to increase year-on-year:

- 58% answered calls while driving (56% in 2008, 52% in 2006 and 43% in 2005)
- 34% made calls (32% in 2008, 28% in 2006 and 24% in 2005)
- 30% read text messages (28% in 2008, 21% in 2006 and 16% in 2005), and
- 16% sent text messages (14% in 2008, 13% in 2006 and 8% in 2005).

The last three surveys have included questions measuring attitudes in relation to the laws governing mobile phone use while driving. Responses show that 92% approve of the current laws banning the use of a hand-held mobile phone while driving, with 77% approving strongly. The hypothetical introduction of a new law banning the use of hands-free mobile phones while driving attracted 39% community support. A significantly higher proportion of respondents are opposed to such a law (49%).

The current survey introduced a new question to measure whether people thought that their chances of having an accident would increase if they were using a mobile phone while driving. Results show that the majority (87% of respondents) believed this to be the case.

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 high at 55%, results range from 46% in Western Australia to 62% in Tasmania. In terms of year-on-year change at the state/territory level, Western Australia is the only state that saw a significant change in perceptions of speed as a contributing factor in road crashes (decreasing from 60% in 2008 to 46% for the current period).

The perception of drink driving as a contributing factor in road crashes (51% nationally) ranges from a low of 43% in Queensland to 59% in Victoria and 69% in the Northern Territory, where drink driving tends to be the dominant perceived cause of road crashes. There were no significant year-on-year differences across the states or territories.

The increase in the nomination of ‘inattention/lack of concentration’ as a contributing factor in road crashes (up from 27% to 35%) seems mainly attributable to increases in Victoria (up from 23% to 37%), Queensland (up from 25% to 36%) and Western Australia (up from 29% to 40%).Year-on-year comparisons also reveal that this increase in the extent to which ‘inattention / lack of concentration’ is nominated as a contributing factor to road crashes is more evident in capital cities (up from 28% to 40%) than other locations (26% in 2008 and 28% in 2009).

The proportion of the community mentioning ‘driver fatigue’ as a contributing factor in road crashes continues to decrease (down from 20% to 18%). While not significant, year-on-year comparisons show this decline is more evident in Queensland (26% to 17%) and outside of the capital cities (down from 30% to 24%).

Alcohol and drink driving

Support for RBT remains extremely high (98% nationally) and no lower than 96% in any state or territory. There were no significant differences across the states or territories with regard to support for RBT.

The perceived level of RBT activity does, however, show some state/territory variations. Only 28% of Western Australian respondents are of the view that RBT activity has increased over the last two years compared with 36% nationally. Almost one in five (18%) of residents of the ACT and 16% of those in New South Wales 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 6% of South Australians and Victorians share this view.

In terms of RBT visibility, Western Australians were the least likely to report having seen RBT in operation in the last six months (64% compared with 75% nationally) and NSW residents the most likely (82%). South Australians were the least likely to report having been personally tested in the last six months (18% compared with 28% nationally) and Northern Territory residents the most likely (41%).

At the overall level, 45% 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 38% of South Australians and 41% of Victorians displaying accurate knowledge of the guidelines, compared with 50% of those in New South Wales and 52% of Northern Territory residents.

As a drink driving strategy, South Australian respondents were significantly less likely than all other respondents to restrict what they drink when driving (33%, compared to 41% nationally).

When asked how likely it was that they had driven over the BAC limit in the last 12 months, 9% of Northern Territory residents said it was ‘very’ or ‘fairly’ likely, compared to 4% nationally.

Speed

There is some variation in perceptions across the states and territories regarding the amount of speed limit enforcement. The perception that there has been an increase in speed limit enforcement in the last two years (56% nationally) is most common in the ACT (65%) and least common in Western Australia (43%).

Victorians are far more likely to report having been booked for speeding in both the last two years (31%, compared with 23% overall) and the last six months (15%, compared with 9% overall).

In terms of attitudes to speeding and speed limit enforcement, the following state/territory differences were noted:

- Residents of the Northern Territory are less likely (50%, compared with 58% overall) to be of the view that ‘fines for speeding are mainly intended to raise revenue’. There is also lower acceptance in the Northern Territory of the link between speeding and being involved in a road crash (61% 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 75% nationally).
- Residents in Queensland were far less likely to agree with the statement be ‘it is okay to exceed the speed limit if you are driving safely’ (18%, compared with 25% nationally).
- Attitudes to 50 km/h speed limits in residential areas also show some state/territory variation. Nearly a quarter of residents in New South Wales (23%) are of the view that the 50 km/h limit in residential areas is too low (compared with the national result of 16%). In contrast, only 6% of Tasmanian residents think the 50 km/h limit in residential areas is too low.

- Attitudes to the number of sub-60 km/h streets also show some variation. More than a quarter of Queenslanders (26%) believe the number of sub-60 km/h zones should increase, whereas only 12% of Western Australians are of this view (compared with the national result of 19%).
- To the extent that these attitudes may be reflected in driving behaviour, it is interesting to note that 11% of those that reside in the ACT and 9% of Western Australians report 'always, nearly always or mostly' driving at 10 km/h over the speed limit. These results are significantly higher than the national result of 6%.

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 55% 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 (62%) than speed (42%).

Alcohol and drink driving

Consistent with the results of recent years, a significantly higher proportion of males (36%) than females (21%) report having had a Random Breath Test in the last six months. This result is likely to be associated with the different driving patterns of males and females, and is supported by the fact that frequent distance drivers and commuters (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 (65% versus 75% overall) and are also less likely to have had their breath tested (20% versus 28% overall).

With respect to drink driving behaviour, females (42%) are more likely than males (36%) to say they abstain from drinking when driving. Female drivers are also significantly 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 (49% compared to 33% of females). Similarly, 55% of 15 to 24 year olds say they don't drink when driving, compared with 39% nationally.

Sixty per cent of males and 31% of females made 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 (85% and 65% respectively).

Speed

There are significant gender differences in relation to speeding. Males are more likely than females to have been booked for speeding in the last two years (27% for males compared with 18% for females)

and in the last 6 months (11% for males compared with 7% for females). Males are also less likely to support a zero tolerance approach to speed limit enforcement in 100 km/h zones in rural areas (22% for males compared with 36% for females) and less likely to support an increase in the level of speed limit enforcement (40% compared with 52%) or an increase in the severity of penalties (22% for males compared with 31% for females). By extension males are less likely to see the connection between increased speed and involvement in an accident, more likely to think speeding is okay if driving safely, and less likely to think the speed limits are generally reasonably set.

The driving behaviour of respondents aged 60 years and over is quite different to other age groups. Only 2% of those aged 60 years and over (compared with 6% overall) report routinely driving at 10 km/h or more over the speed limit. There is also a difference in their attitudes to speeding: they are much more likely to support zero tolerance speed limit enforcement and more likely to support an increase in penalties for speeding.

The following sections of this report describe the research that was carried out for the 2009 Survey of Community Attitudes to Road Safety and provide a more detailed analysis of the survey findings. Where appropriate, findings are compared with previous surveys in this series. A table of comparisons of findings over time is attached as Appendix 2.

Further information can be obtained through the Australian 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 2009 survey of community attitudes to road safety. This survey is the twenty-first 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 twenty-first Community Attitudes Survey (CAS) was conducted in March and April 2009 using Computer Assisted Telephone Interviewing (CATI). This was the second time a Random Digit Dialing (RRD) sampling methodology (see Appendix 3 for further information) has been 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 was used. The in-scope population for the survey was persons aged 15 years and over. In total, 1,615 interviews were conducted, with an average interview length of 18 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 the 2009 survey is provided as Appendix 4.

1.3 About this report

1.3.1 Comments on analysis, weighting and statistical testing

This report provides descriptive analysis of the main findings from the 2009 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 data that has been weighted 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 previous 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.

More than two-thirds (68%) of 'frequent distance drivers' are male and the average age of this group is 43 years. Twenty two per cent have a heavy vehicle licence (compared with 11% of all licensed drivers) and 79% are in paid work, with a relatively high proportion employed as tradespeople (19%) compared to the population overall (12%). Around one in six (15%) have a full motorcycle licence. The frequent distance driver category comprises 15% 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[6], and are not frequent distance drivers.

Sixty-five 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 28% of the survey population overall. Correspondingly, a relatively high proportion of commuters are employed in professional occupations (25%) compared to frequent distance drivers (12%). Commuters comprise 29% of the survey population.

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

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.

Sixty per cent of the 'other frequent driver' group are female and the average age of this group is 49 years, with 15% 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 32% of this group being retired (compared with 19% overall) and 15% describing their main activity as home duties (compared with 6% overall). 'Other frequent drivers' comprise 31% 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 43 years, with males and females almost equally represented. Almost one-sixth of this group (14% compared with 10% overall) are aged 70 years and over while 26% are learner drivers or provisional licence holders compared with 9% overall. Less frequent drivers account for 13% 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 12% of the survey population. Just over half (54%) are aged 15 to 24 years, with 35% still attending school. Sixty-four per cent are female and 24% have previously held a driver's or motorcycle licence.

2 COMMUNITY PERCEPTIONS OF FACTORS CONTRIBUTING TO ROAD CRASHES

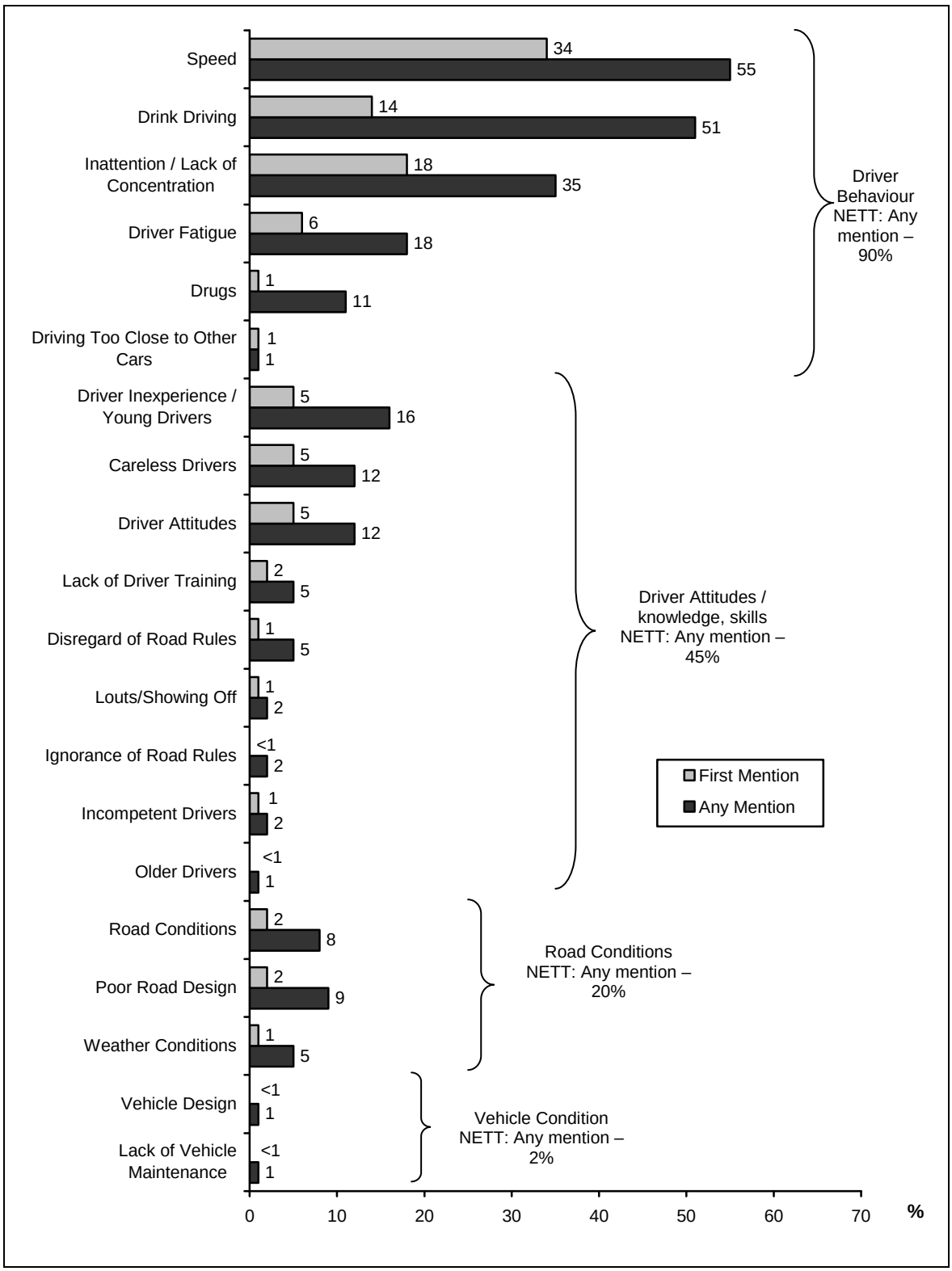
Figure 2.1a (see next page) shows general community perceptions of the factors thought to most often lead to road crashes. Respondents were asked:

> '*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 (55%), drink driving (51%), inattention/lack of concentration (36%) and driver fatigue (18%).

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, 90% of the general community made some mention of 'driver behaviour' as a contributing factor to road crashes, 45% cited aspects of driver attitudes, knowledge or skills as factors contributing to road crashes, 20% cited road conditions and 2% made mention of vehicle condition.

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



Base: Total sample (n=1,615).

Total mentions of speed as a contributing factor in road crashes has decreased significantly in 2009 (from 60% to 55%), as have first mentions of this factor (39% in 2008 to 34% in 2009).

Total mentions of driver fatigue decreased from 20% to 18%, with first mentions of this factor also decreasing slightly, from 7% to 6%.

Drink driving has consistently been the second most commonly mentioned cause of road crashes. Between 2008 and 2009 there has been an increase in mentions of drink driving, with first mentions of this factor increasing from 11% to 14% and total mentions increasing from 48% to 51%.

Finally, the proportion of the population mentioning inattention or lack of concentration as a contributing factor in road crashes has risen in terms of total mentions; from 27% in 2008 to 35% in 2009.

Table 2.1b: Factors thought to most often lead to road crashes: First mentions / total mentions, 2004 – 2009.

	2004 %	2005 %	2006 %	2008 %	2009 %
First mentions					
Speed	39	40	35	39	34#
Drink driving	12	11	11	11	14
Inattention/lack of concentration	13	11	18	14	18
Driver fatigue	10	8	11	7	6
Total mentions					
Speed	59	61	58	60	55#
Drink driving	50	48	52	48	51
Inattention/lack of concentration	27	31	36	27	35#
Driver fatigue	29	26	30	20	18

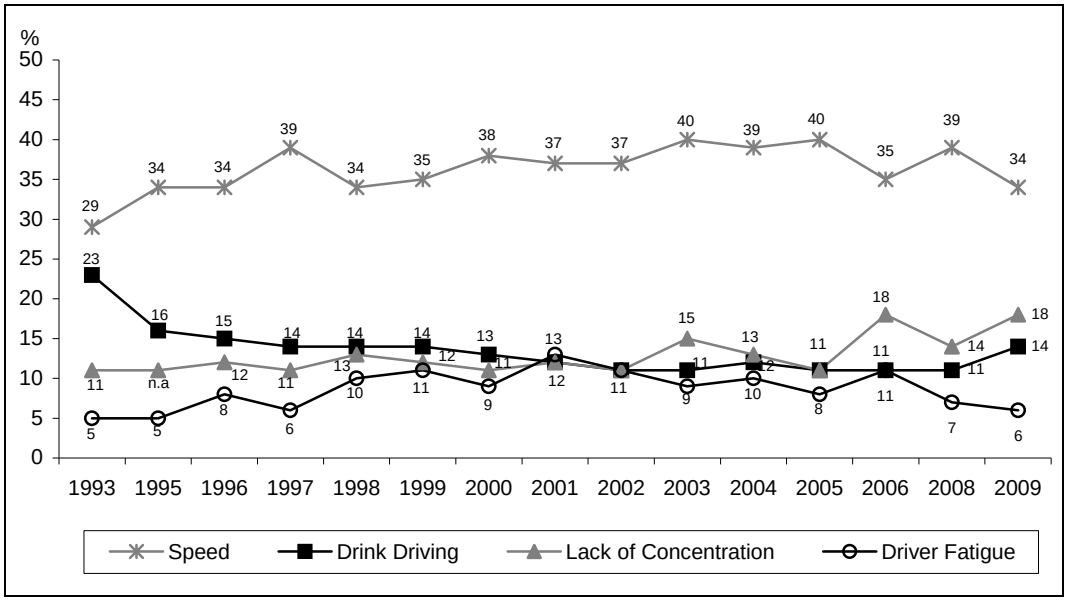
Base: Total sample (n=1,615 in 2009).

# Denotes statistically significant difference between 2009 and 2008 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 (between 50% and 60%).

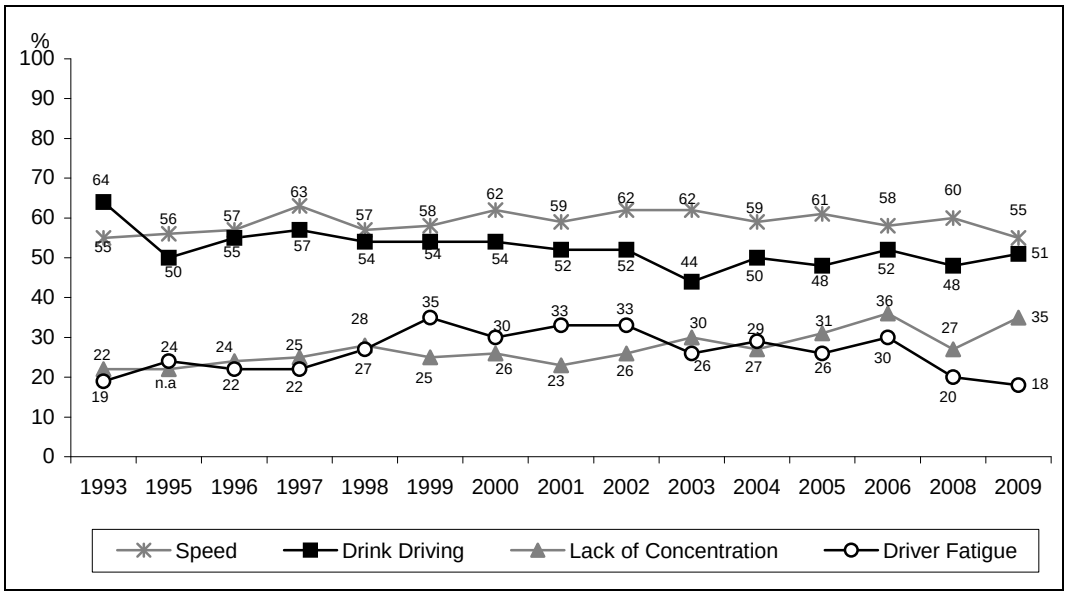
The decline seen in 2008 for driver fatigue is still evident (20% in 2008 compared to 18% for the current year), while lack of concentration has returned to levels achieved prior to the 2008 survey.

Figure 2.1c: Factors thought to most often lead to road crashes: First mentions, 1993 to 2009.



Base: Total sample (n=1,615 in 2009).

Figure 2.1d: Factors thought to most often lead to road crashes: Total mentions, 1993 to 2009.



Base: Total sample (n=1,615 in 2009).

The decrease in speed as a factor considered to most often lead to road crashes (down from 60% to 55%) is more evident among 15 to 24 year olds than any other age group (down from 52% in 2008 to 42% in 2009). There were also significant declines in Victoria (62% to 53%), South Australia (59% to 50%) and Western Australia (60% to 46%).

The proportion of the community mentioning driver fatigue as a factor continues to decrease (down from 20% in 2008 to 18% in 2009). While not statistically significant, year-on-year comparisons show that this decline is greater in Queensland (26% to 17%) and outside of the capital cities (down from 30% to 24%).

The increased nomination of drink driving as a factor (up from 48% in 2008 to 51% in 2009) is more evident among males (up from 45% to 50%) than females (up from 50% to 52%). There were also significant increases among 40 to 59 year olds (up from 38% in 2008 to 48% in 2009).

The increase in the extent to which inattention or lack of concentration was nominated as a factor that most often leads to road crashes (increased nationally from 27% in 2008 to 35% in 2009) is mainly attributable to substantial increases in Victoria (up from 23% to 37%), Queensland (up from 25% to 36%), Western Australia (up from 29% to 40%) and Tasmania (up from 44% to 52%). Year-on-year comparisons also reveal that this decline is greater in capital cities (up from 28% to 40%) than other locations (26% to 28%).

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)**	**%**	**%**	**%**	**%**
	1,615	**55**	**35**	**51**	**18**
Sex					
Male	774	55	35	50	18
Female	841	55	36	52	19
Age group (years)					
15–24	262	42#	38	62#	17
25–39	435	51	33	46#	23#
40–59	549	61#	37	48	19
60+	369	61	33	54	13#
State/Territory					
NSW	267	59	28#	48	19
VIC	237	53	37	59#	15
QLD	221	55	36	43#	17
SA	203	50	50#	54	19
WA	220	46#	40	53	27#
TAS	158	62	52#	44	15
NT	164	49	27#	69#	30#
ACT	145	54	35	53	24
Capital city/Other					
Capital city	1066	55	40#	53	15#
Other location	549	55	28#	47	24#
Licences currently held					
Full car licence	1280	57#	35	49#	20#
Heavy vehicle licence	173	56	39	47	23
Full motorcycle licence	163	52	40	38#	17
Provisional car licence	66	44	45	58	23
Net: Currently licence holder	1426	56	36	50	20#
Driver status					
Frequent distance drivers	244	54	35	41#	21
Commuters	471	60	37	48	17
Other frequent drivers	504	57	38	53	23#
Less frequent drivers	207	47	32	56	16
Non-Drivers	189	46#	29	61#	8#
Been directly involved in a road accident in the last three years					
Yes	265	47#	34	51	21
No	1350	57#	36	51	18

Base: Total sample (n=1,615).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

3 ALCOHOL AND DRINK DRIVING

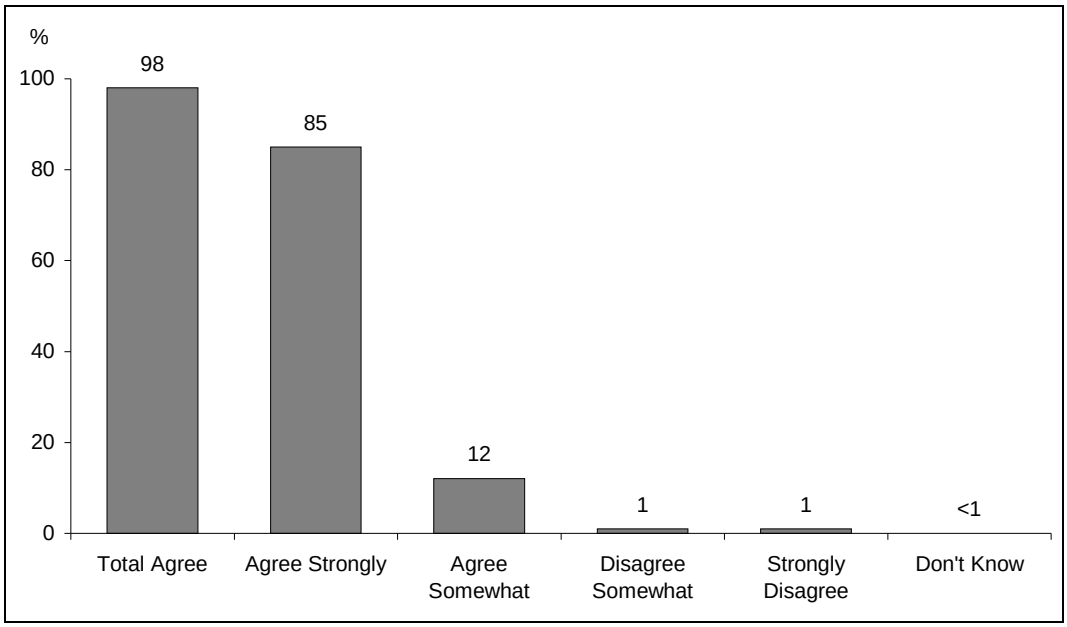
3.1 Support for Random Breath Testing (RBT)

Support among the in-scope population for random breath testing (RBT) 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. Overall agreement has not fallen below 96% since 1997. The level of 'strong' community support for RBT is also very high and remained consistent at 85% between 2008 and 2009.

Figure 3.1a: Percentage agreement with random breath testing.



Base: Total sample (n=1,615)

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 support for RBT, the level of strong support is significantly higher among females (88%) and significantly lower among 15 to 24 year olds (78%).

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

Selected characteristics	Total Agree %	Strongly Agree %
Total	**98**	**85**
Sex		
Male	97	83#
Female	98	88#
Age group (years)		
15–24	96	78#
25–39	98	88
40–59	98	87
60+	98	86
State/Territory		
NSW	98	83
VIC	97	89
QLD	96	84
SA	98	87
WA	99	86
TAS	99	83
NT	98	88
ACT	100	85
Capital city/Other		
Capital city	98	86
Other location	97	85
Licences currently held		
Full car licence	98	87
Heavy vehicle licence	98	79
Full motorcycle licence	96	79
Provisional car licence	100	89
Net: Currently licence holder	98#	86
Driver status		
Frequent distance drivers	98	85
Regular commuters	98	89
Other regular drivers	99	86
Less frequent drivers	97	82
Non-Drivers	95#	79
Been directly involved in a road accident in the last three years		
Yes	94#	84
No	99#	86

Base: Total sample (n=1,615).

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 2009 survey results (see Table 3.2a, next page) show that more than a third of the general community (36%) believe the level of random breath testing being carried out by police over the last two years has increased and a similar proportion (37%) feel it has stayed the same. Only 11% feel as though there has been a decline in RBT activity and 16% don't know. The states with the highest proportion of respondents who believe RBT levels have increased are the Northern Territory and South Australia at 42% and 41% respectively. South Australia also had the highest proportion in 2008 (37%).

Persons aged 15 to 24 years (at 46%) 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 25%) 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 (37%), non-drivers (35%), less frequent drivers (32%) and South Australians and Victorians (35% and 31% respectively). Those groups for whom the 'nett difference' is smaller, thereby indicating that people are more evenly divided on this issue include residents of the ACT (12%) and Western Australia (15%).

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	**36**	**37**	**11**	**16**	**25**
Sex					
Male	35	37	14#	13#	22
Female	36	37	9#	18	27
Age group (years)					
15–24	46#	31	6#	16	39#
25–39	36	39	13	13	23
40–59	34	44#	12	10	22
60+	31	29#	12	28#	19#
State/Territory					
NSW	35	36	16#	13	19
VIC	38	43	6#	13	31#
QLD	38	29#	10	23#	27
SA	41	35	6#	18	35#
WA	28#	41	13	18	15#
TAS	32	43	10	15	22
NT	42	37	12	9#	30#
ACT	30	42	18#	10	12#
Capital city/Other					
Capital city	34	38	12	15	22
Other location	38	35	9	18	29
Licences currently held					
Full car licence	34#	39#	13#	14#	21#
Heavy vehicle licence	38	27#	20#	15	18#
Full motorcycle licence	32	38	18#	12	14#
Provisional car licence	41	30	4	24	37#
Net: Currently licensed	35	38#	12	15#	23
Driver status					
Frequent distance drivers	35	39	16	10#	19#
Regular commuters	35	41	12	11#	23
Other regular drivers	34	38	11	18	23
Less frequent drivers	39	34	8	19	32#
Non-Drivers	41	27#	6	26#	35#
Been directly involved in a road accident in the last three years					
Yes	38	34	11	16	27
No	35	38	11	16	24

Base: Total sample (n=1,615).

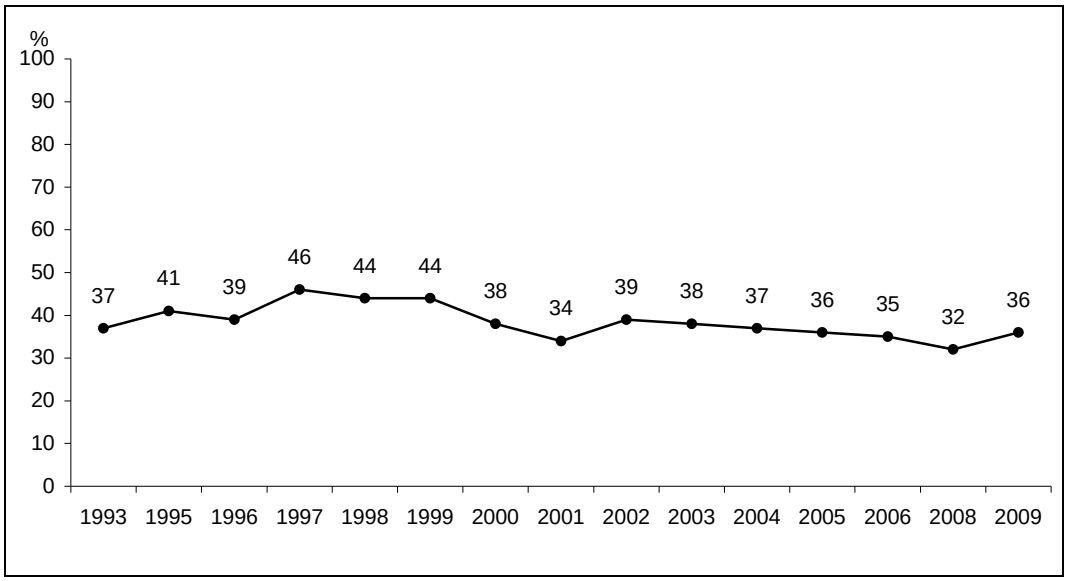
Significance testing compares sub-groups to the total population.

#Denotes statistically significant at the 95% confidence interval.

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

After a gradual decline since 2002, time series data showing the proportion of the population of the view that the level of RBT has increased over the last two years has increased from 32% in 2008 to 36% in 2009.

Figure 3.2b: Perception that level of RBT has increased over the last two years, 1993 to 2009.



Base: Total sample (n=1,615 in 2009)

3.3 Exposure to RBT activities in the last six months

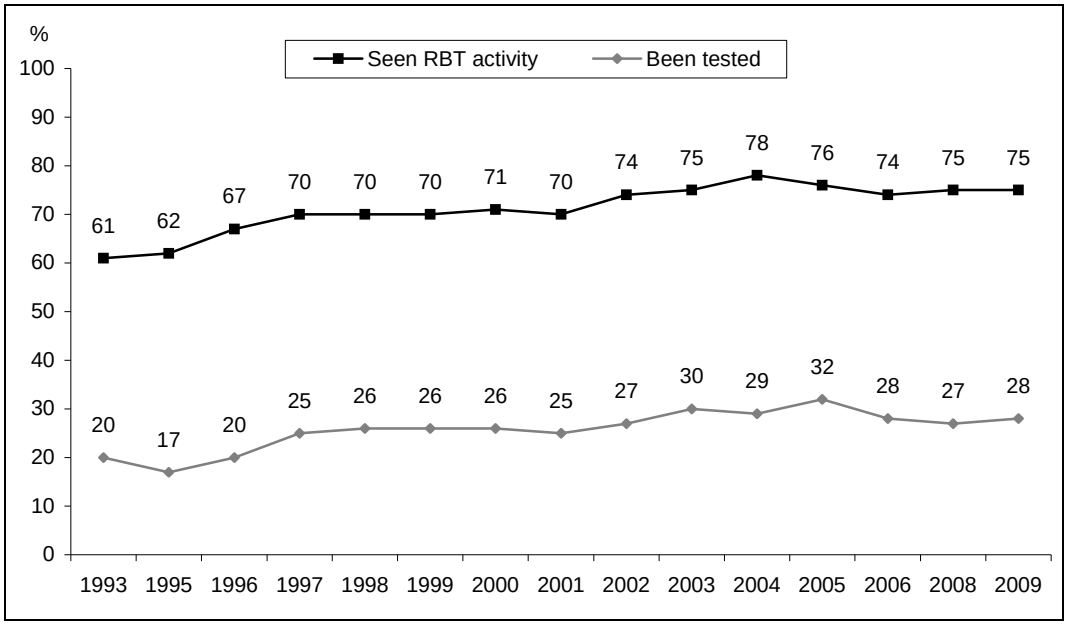
All respondents were asked:

> *'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 28% 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 continue to show a link between being personally breath tested and perceptions regarding the level of RBT activity. Fifty-five per cent of those who had personally been tested in the last six months were of the view that the level of RBT activity had increased, compared with 36% overall.

Figure 3.3a: Exposure to RBT activity in the last six months, 1993 to 2009.



Base: Total sample (n=1,615 in 2009).

Western Australia (64%) has the lowest proportion of residents who report having seen RBT in operation in the last six months and New South Wales (82%) has the highest (see Table 3.3b below). The Northern Territory has the largest proportion of respondents that report having personally been tested in the last six months (41%), while results in South Australia (18%), Tasmania (21%) and Western Australia (22%) are significantly below the national average. In the case of the Northern Territory, the proportions that report having seen RBT in operation (67% in 2008 to 78% in 2009) and have been personally tested in the last six months (30% in 2008 to 41% in 2009) have increased significantly.

More frequent road users such as frequent distance drivers and commuters (both 38%) are more likely to report having been personally tested. Those aged 60 years and over are less likely to report either having seen RBT in operation (65% compared with 75% overall) or having been personally tested (20% compared with 28% overall).

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**	**28**
Sex		
Male	77	36#
Female	73	21#
Age group (years)		
15–24	79	22
25–39	76	32
40–59	79	33#
60+	65#	20#
State/Territory		
NSW	82#	29
VIC	74	33
QLD	72	27
SA	75	18#
WA	64#	22#
TAS	70	21#
NT	78	41#
ACT	81	34
Capital city/Other		
Capital city	73	27
Other location	79	31
Licences currently held		
Full car licence	75	31#
Heavy vehicle licence	75	34
Full motorcycle licence	78	29
Provisional car licence	80	40
Net: Currently licensed	76	31#
Driver status		
Frequent distance drivers	77	38#
Commuters	80#	38#
Other frequent drivers	75	26
Less frequent drivers	70	21
Non-drivers	68	5#
Directly involved in a road accident in the last three years		
Yes	80	35
No	74	27#

Base: Total sample (n=1,615).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

3.4 Self–reported drink driving behaviour

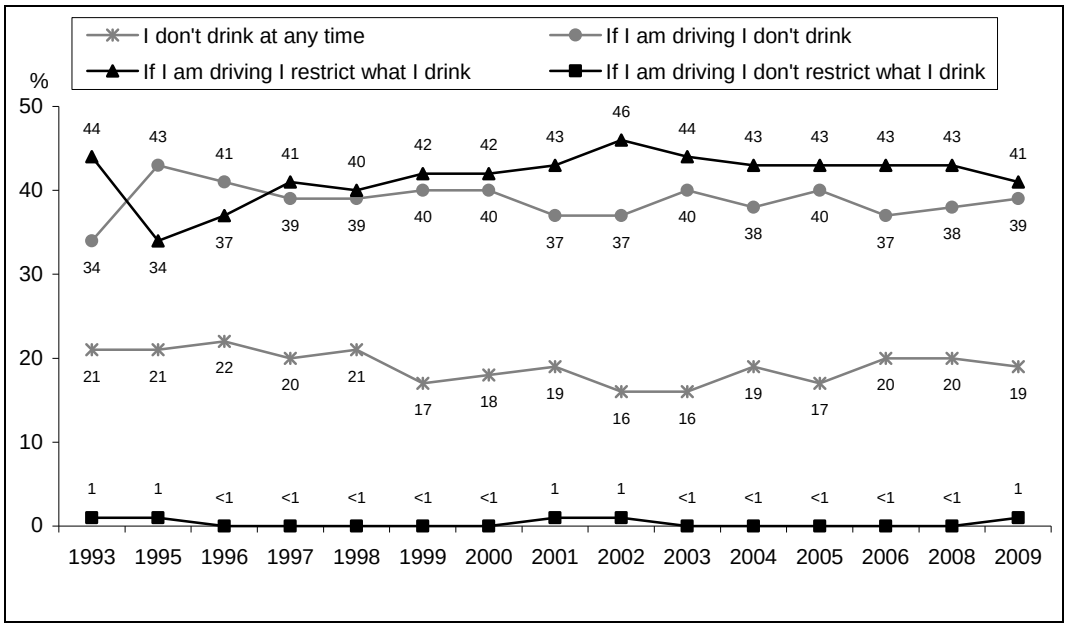
Active drivers, that is, current licence holders who drive at least sometimes, were asked which one of the following statements best described their drink driving behaviour:

- *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 (19% for the current year). Of active drivers, 41% indicated that they restrict what they drink when they are going to drive while 39% indicated that they do not drink at all when they are going to drive.

Figure 3.4a: Self-reported drink driving behaviour, 1993 to 2009.



Base: Active drivers (n=1,407 in 2009).

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	**58**	**80**	**19**	**39**	**41**	**1**
Sex						
Male	51#	84#	15#	36	49#	1
Female	66#	76#	24#	42	33#	<
Age group (years)						
15–24	77#	78	22	55#	22#	1
25–39	54	86#	14#	40	46	<
40–59	51#	80	19	32#	48#	1
60+	64	75#	25#	39	35	<
State/Territory						
NSW	58	81	18	40	42	<
VIC	58	79	21	37	42	<
QLD	57	78	21	36	42	-
SA	64	76	20	44	33#	3#
WA	59	84	16	43	41	-
TAS	51	85	14	38	47	1
NT	55	86	13	42	45	1
ACT	52	86	14	38	47	1
Capital city/Other						
Capital city	57	80	19	38	42	1
Other location	60	81	19	41	40	<
Licences currently held						
Full car licence	55#	81	18	37#	44#	<
Heavy vehicle licence	47#	89#	9#	39	50	2#
Full motorcycle licence	41#	86	12	28#	58#	1
Provisional car licence	87#	78	22	65#	13#	-
Net: Currently licensed	58	80	19	39	41	1
Driver status						
Frequent distance drivers	56	83	17	39	44	1
Commuters	46#	90#	9#	38	53#	1
Other frequent drivers	63#	76	23#	40	36#	<
Less frequent drivers	75#	65#	35#	40	25#	1
Been directly involved in a road accident in the last three years						
Yes	54	82	17	37	45	1
No	59	80	20	39	41	<

Base: Active drivers (n=1,407).

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 is on par with previous years (58%). This group is comprised of non-drinkers (19%) and those that don't drink at all when driving (39%).

The composition of the 'don't drink and drive' group is mixed. Of particular note, 87% of provisional license holders don't drink and drive (compared to 55% of persons holding a full car license), likely a reflection of the zero blood alcohol limit for provisional drivers as opposed to the limit of 0.05 BAC for full license holders. A related finding is that 77% of 15 to 24 year olds don't drink and drive, compared with 54% of 25 to 39 year olds, 51% 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 64% in South Australia to 51% in Tasmania.

The proportion of drivers that don't drink and drive also varies by driver status, with 46% of commuters and 56% of frequent distance drivers reporting that they do not drink at all when driving (unchanged from 2008). This compares with 63% 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 (39%) or restricting what they drink when driving (41%) totals 80% (unchanged since 2006). The practice of restricting one's alcohol intake when driving, as opposed to abstaining, is more common among males (49%) than females (33%), 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 (53%) 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 (47% and 41%, respectively) is significantly below the overall result (58%).

The following 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 when 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 25 (4%) of active drivers report being 'likely' (1% 'very likely' and 3% 'fairly likely') to have driven when over the blood alcohol limit in the last 12 months. This compares with the 2008 result of 5%. The gender differences that were apparent in 2006 and 2008 are still evident, with 6% of males reporting it 'likely' that they had driven over the BAC limit in the last 12 months compared to 3% of females.

Those in the Northern Territory were significantly more likely to have driven over the BAC limit in the last 12 months (9%).

Nine 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.

Active drivers who classified themselves as heavy drinkers (see Section 3.8) were significantly more likely to have driven over the BAC in the last 12 months (35%).

Female drivers were more likely than male drivers to report that they had definitely not driven over the BAC in the last 12 months (85% and 65% respectively).

The state/territory with the lowest proportion of drivers reporting that they have definitely not driven over the BAC limit in the last 12 months is Western Australia (67%).

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	**4**	**75**
Sex		
Male	6	65#
Female	3	85#
Age group (years)		
15–24	7	74
25–39	6	67#
40–59	3	75
60+	3	83
State/Territory		
NSW	5	76
VIC	3	75
QLD	4	78
SA	6	70
WA	7	67#
TAS	5	76
NT	9#	69
ACT	6	71
Capital city/Other		
Capital city	5	74
Other location	3	76
Licences currently held		
Full car licence	4	74
Heavy vehicle licence	8	57
Full motorcycle licence	5	60
Provisional car licence	7	69
Net: Currently licensed	4	75
Driver status		
Frequent distance drivers	5	70
Commuters	6	65
Other frequent drivers	3	81#
Less frequent drivers	4	83#
Non-drivers		
Directly involved in a road accident in the last three years		
Yes	8#	66#
No	4#	76#

Base: Active drivers (n=1,407).

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[7], respondents who mainly drink beer were asked:

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

and those who mainly drink wine were asked:

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

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

The results from these questions are shown in Figures 3.5a and 3.5b. For beer drinkers, one in six (59%) accurately report on the number of standard drinks in a 375 ml stubby or can of full strength beer (compared with 54% in 2008).

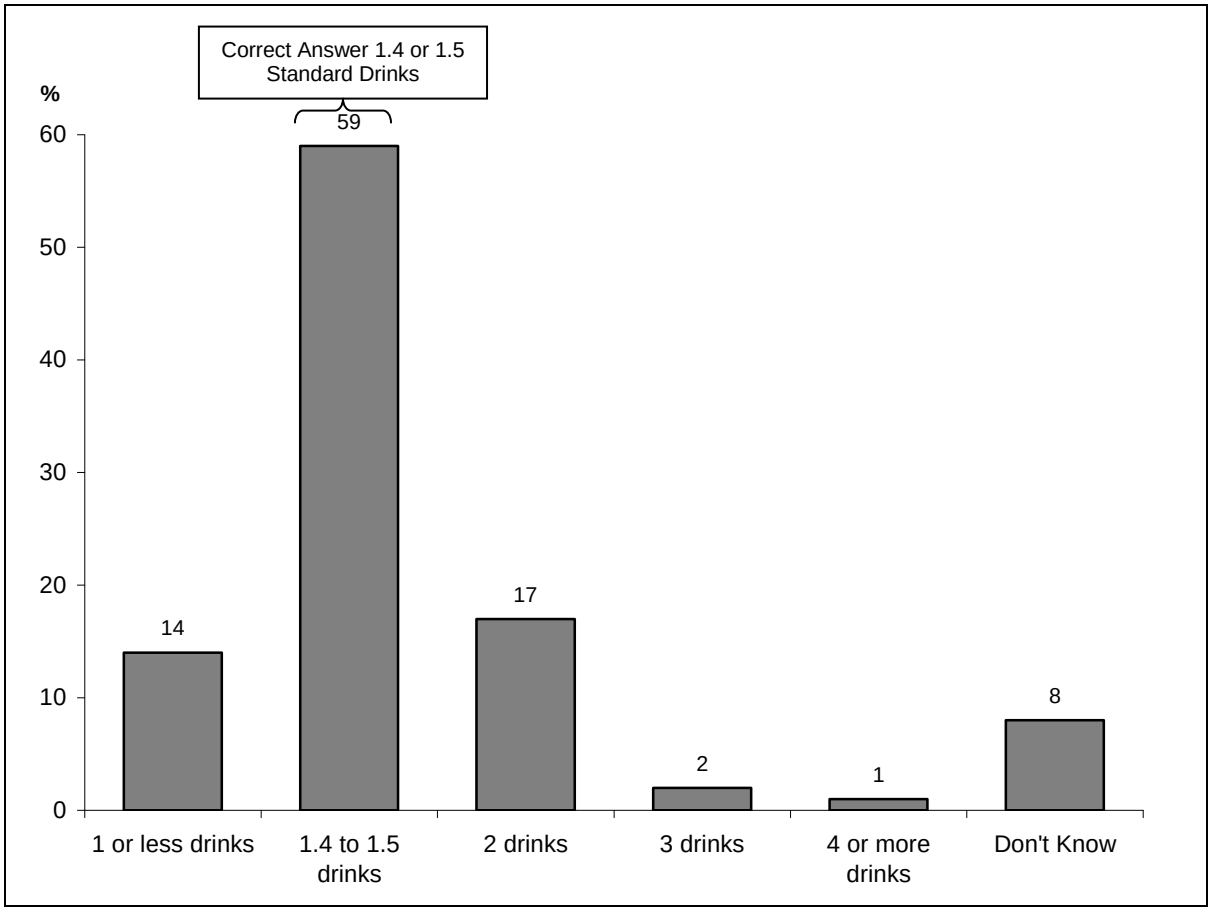
One in five (20%) overestimated the number of standard drinks in a stubby or can of full strength beer (compared with 15% in 2008).

Fourteen per cent of beer drinkers underestimate the alcohol content of a 375 ml stubby or a can of full strength beer (down from 15% in 2008).

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

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

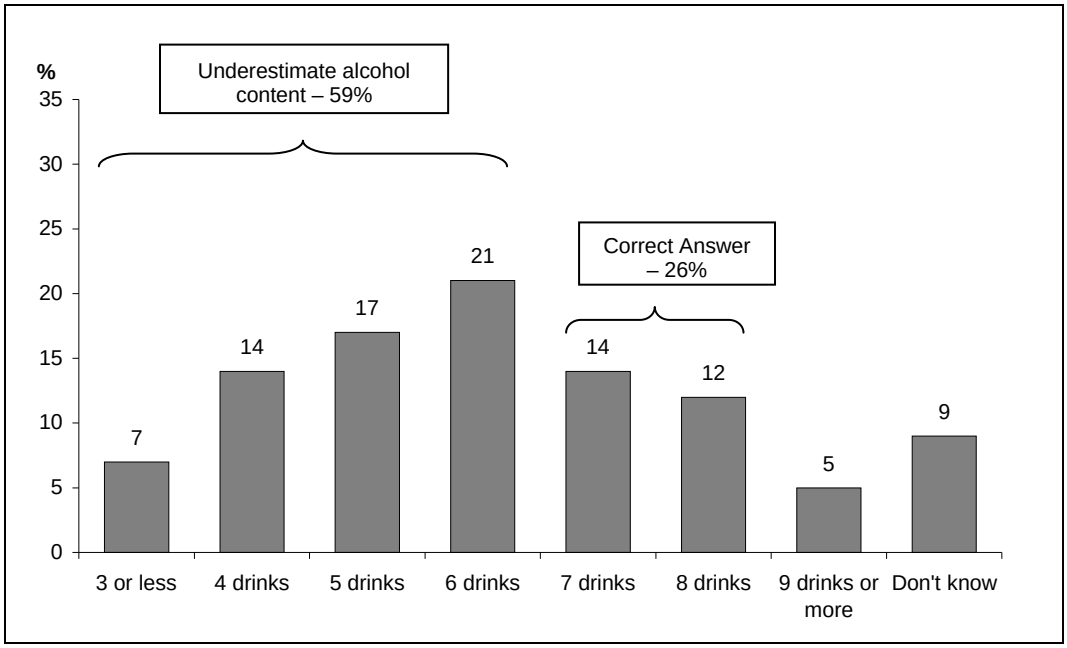
Figure 3.5a: Number of standard drinks thought to be contained in a 375ml stubby or can of full strength beer.



Base: Beer drinkers (n=535 in 2009)

The proportion of wine drinkers (see Figure 3.5b) that underestimate the number of standard drinks in a 750ml bottle of wine (59%) is on par with 2008 results (60%), and remains significantly lower than 2005 and 2006 levels (66% and 68% respectively). This positive finding is also reflected in the gradual increase (to 26%) in the proportion with reasonably accurate knowledge of the alcohol content of a bottle of wine (27% in 2008, up from 22% in 2006).[9] 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=551 in 2009).

9 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?'*

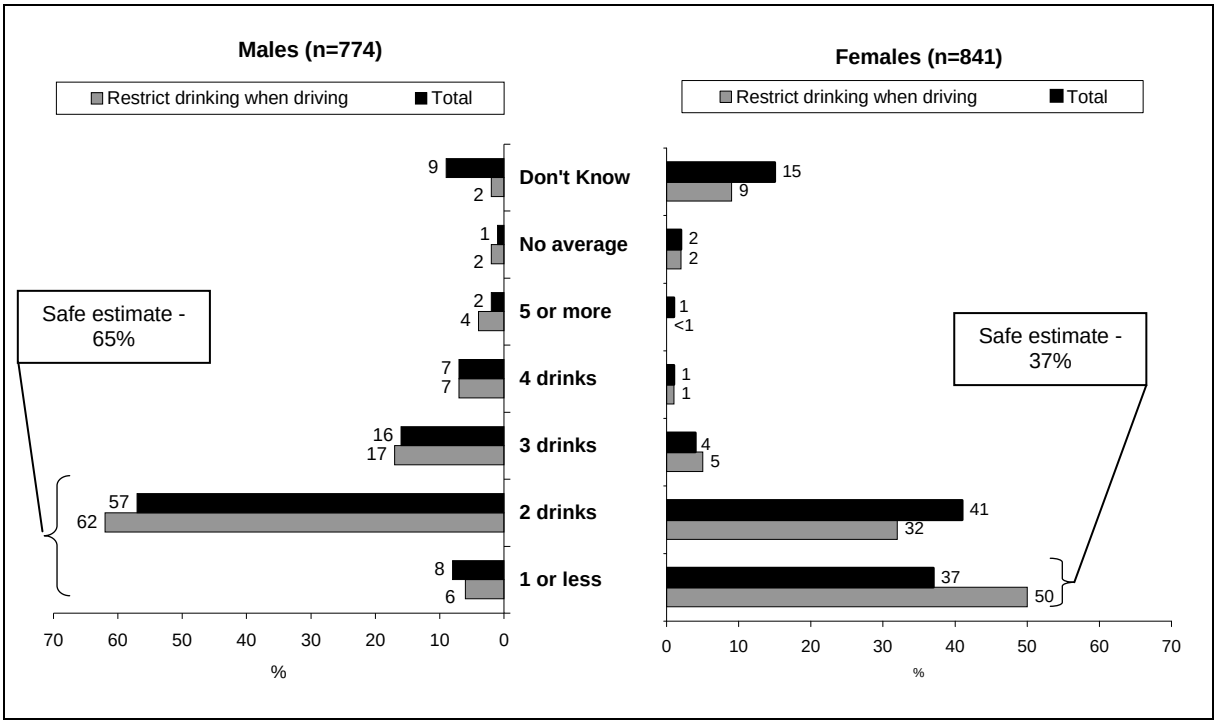
3.6.1 First hour

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 65% of males made a safe estimate regarding the number of drinks they could have in the first hour and stay under .05. This is a significant increase on the 2008 result of 58%. For females, 37% made a safe estimate about the number of drinks they could have in the first hour and stay under .05, compared with 33% in 2008.

As was the case in previous years, females who restrict what they drink when they are driving are significantly more likely (at 50%) 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 those aged 15 to 24 years (80%) and 25 to 39 years (79%) were much more likely to make a safe estimate about alcohol consumption in the first hour than their older counterparts (40 to 59 at 54%, and 60 years and over at 53%). This was largely due to the younger groups having more accurate knowledge of the blood alcohol guidelines relating to number of standard drinks in the first hour: 73% of those aged 15-24 and 69% of those aged 25-39 gave the correct answer.

Between 2008 and 2009 there were significant increases in the proportion of 'safe estimates' in Victoria (from 45% to 59%) and Queensland (from 58% to 68%).

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	**8**	**57**	**65**	**25**	**9**
Age group (years)					
15–24	7	73#	80#	14#	5
25–39	10	69#	79#	16#	5
40–59	8	46#	54#	38#	7
60+	5	49#	53#	25	20#
State/Territory					
NSW	4	66#	70	22	7
VIC	8	52	59	32	8
QLD	4	64	68	18	13
SA	7	48	55	34	9
WA	25#	41#	66	22	11
TAS	5	50	56	34	9
NT	12	53	65	22	13
ACT	9	48	57	37#	4
Capital city/Other					
Capital city	9	59	67	23	9
Other location	6	55	61	29	8
Licences currently held					
Full car licence	7	56	63	27#	8
Heavy vehicle licence	4	53	58	33	7
Full motorcycle licence	7	53	60	30	9
Provisional car licence	19	68	86	12	1
Net: Currently licensed	8	57	65	26	8
Driver status					
Frequent distance drivers	7	64	71	18	11
Commuters	11	50#	60	34	5#
Other frequent drivers	6	58	64	26	8
Less frequent drivers	5	66	71	14#	14
Non-Drivers	5	59	64	18	18#
Been directly involved in a road accident in the last three years					
Yes	9	65	74	20	5
No	7	55	63	26	10

Base: Males (n=774).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

a) The overall result for 'unsafe estimate' comprises: 3 drinks in the first hour – 16%, 4 drinks in the first hour – 7% and 5 drinks in the first hour – 2%.

Compared with males (65%), females (at 37%) 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. Those aged 25 to 39 (52%) were significantly more likely to make a safe assumption about alcohol consumption in the first hour than those aged 40 to 59 (30%) and 60 years and over (26%).

Females in the Northern Territory (50%) and the ACT (49%) 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	**37**	**46**	**15**
Age group (years)			
15–24	44	48	7#
25–39	52#	41	8#
40–59	30#	53	15
60+	26#	42	30#
State/Territory			
NSW	42	45	12
VIC	32	44	22
QLD	35	51	11
SA	29	54	18
WA	41	40	19
TAS	36	49	14
NT	50#	40	9
ACT	49#	40	9
Capital city/Other			
Capital city	40	43	15
Other location	32	51	16
Licences currently held			
Full car licence	39	47	13#
Heavy vehicle licence	9	58	14
Full motorcycle licence	28	72	-
Provisional car licence	45	45	11
Net: Currently licensed	39	48	13#
Driver status			
Frequent distance drivers	48	38	10
Commuters	36	50	14
Other frequent drivers	39	50	10#
Less frequent drivers	34	45	20
Non-Drivers	27#	38	32#
Been directly involved in a road accident in the last three years			
Yes	38	46	15
No	37	46	15

Base: Females (n=841).

Significance testing compares sub-groups to the total population.

#Denotes statistically significant at the 95% confidence interval.

(a) The overall result for 'Unsafe estimate' comprises: 2 drinks in the first hour - 41%, 3 drinks in the first hour – 4%, 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 84% of males (up from 78% in 2008) and 70% of females (69% in 2008) 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, 92% of males and 80% 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 (12% for males and 26% for females). This discrepancy has also been apparent in previous years and is most likely partly attributable to the relatively high proportion of females that are non-drinkers (24%) and are much more likely to give a 'don't know' response to questions pertaining to knowledge of blood alcohol guidelines.

The difference in the proportion of 'don't know/can't say' responses is also evident amongst males and females who restrict what they drink when driving (5% for males and 17% for females). This difference appears to be due to the increase in the proportion of males who said one standard drink or less per hour.

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

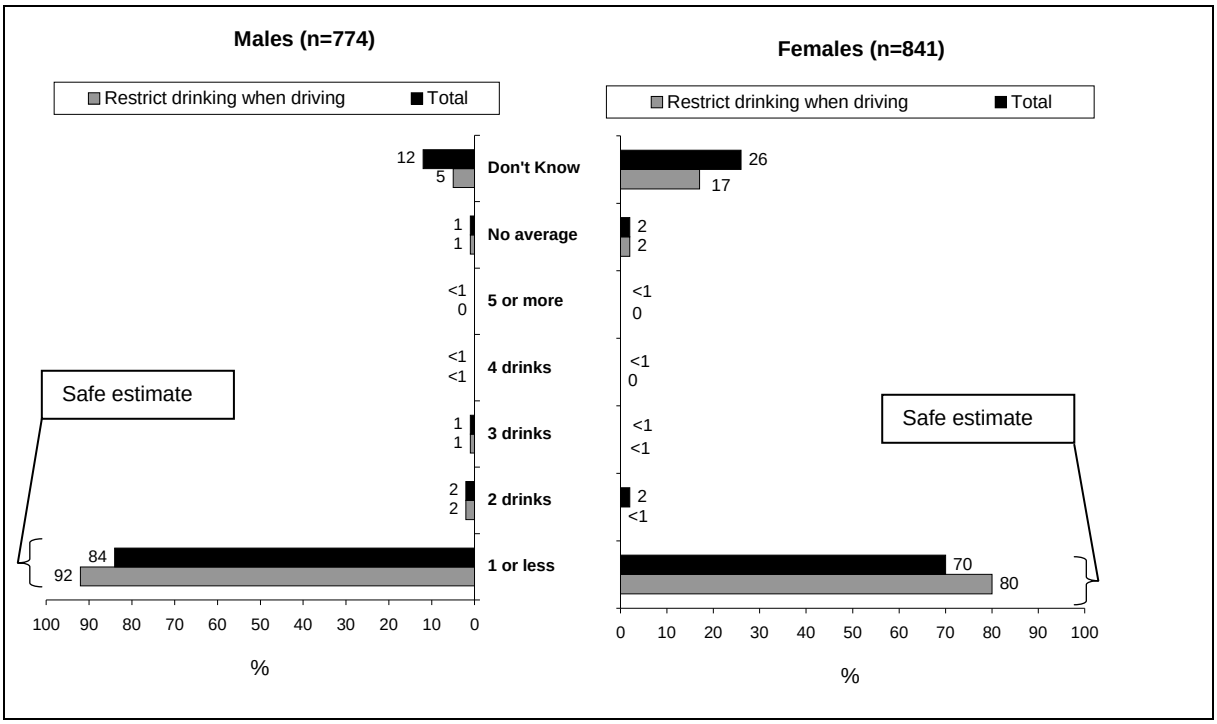


Table 3.6.2b shows the proportion of males that made safe or unsafe estimates about the amount of alcohol they could drink after the first hour and remain under .05 (overall, 84% made safe estimates – higher than the 2008 result of 78%).

As in 2008, males aged 25 to 39 (90%) are significantly more likely than those in other age groups to have accurate knowledge relating to the guidelines on the number of standard drinks that can be consumed in subsequent hours while remaining under .05.

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

	Safe estimate	Other	
Selected characteristics	**One or less**	**Unsafe estimate[(a)]**	**Don't know**
	%	%	%
Total	**84**	**3**	**12**
Age group (years)			
15–24	88	4	7
25–39	90#	4	6#
40–59	87	2	11
60+	67	5	27#
State/Territory			
NSW	88	2	10
VIC	83	6	12
QLD	81	3	16
SA	81	3	11
WA	81	4	14
TAS	78	4	17
NT	76	10#	14
ACT	86	-	14
Capital city/Other			
Capital city	82	4	13
Other location	86	2	11
Licences currently held			
Full car licence	85	3	11
Heavy vehicle licence	85	3	12
Full motorcycle licence	89	1	9
Provisional car licence	90	2	7
Net: Currently licensed	85	3	12
Driver status			
Frequent distance drivers	84	2	14
Commuters	91#	1	7#
Other frequent drivers	81	6	12
Less frequent drivers	75	4	20
Non-Drivers	72#	8	20
Been directly involved in a road accident in the last three years			
Yes	88	4	8
No	83	3	13

Base: Males (n=774).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

(a) The overall result for 'Unsafe estimate' comprises: 2 drinks – 2%, 3 or more drinks – 1%.

< Denotes less than 0.5%

Table 3.6.2c provides a breakdown of females' level of knowledge of the guidelines on the number of drinks that can be consumed per hour after the first hour to remain under .05, and shows that 70% of females safely assume that they can have one standard drink or less per hour (69% in 2008). As in previous years, females aged 60 years and over are less likely to make a safe assumption (44%) and are much more likely not to know the guidelines (49%).

Overall, 45% (compared with 39% in 2006 and 40% in 2008) of the community made a safe assumption about the number of drinks they could have in both the first hour and subsequent hours. This was the case for 60% of males (compared with 50% in 2006 and 53% in 2008) and 31% of females (compared with 28% in 2006 and 2008).

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	**70**	**3**	**26**
Age group (years)			
15–24	83#	1	15#
25–39	85#	1	14#
40–59	70	2	25
60+	44#	6#	49#
State/Territory			
NSW	76	3	20
VIC	63	1	34#
QLD	70	3	25
SA	66	3	27
WA	67	5	26
TAS	66	6	25
NT	81#	6	13#
ACT	70	1	28
Capital city/Other			
Capital city	69	2	27
Other location	71	4	24
Licences currently held			
Full car licence	72	3	24
Heavy vehicle licence	54	14	33
Full motorcycle licence	43	-	29
Provisional car licence	87	1	12
Net: Currently licensed	72#	3	23#
Driver status			
Frequent distance drivers	68	5	26
Commuters	78	1	17#
Other frequent drivers	74	2	23
Less frequent drivers	64	5	31
Non-Drivers	53#	2	42#
Been directly involved in a road accident in the last three years			
Yes	78	5	16
No	68	2	28

Base: Females (n=841).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval

a) The overall result for 'Unsafe estimate' comprises: 2 drinks – 2%, 3 or more drinks – 1%.

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

The proportion of the community that feel as though a blood alcohol reading of .05 would affect their ability to act safely as a pedestrian (58%) has remained consistent with previous years (57% in 2008, 55% in 2006 and 57% in 2004 and 2005). A breakdown of the 2009 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	**58**	**32**	**10**
Sex			
Male	52#	40#	7#
Female	63#	24#	13#
Age group (years)			
15–24	66#	26	8
25–39	60	33	7
40–59	56	37	7
60+	51#	30	19#
State/Territory			
NSW	64#	27#	9
VIC	58	32	10
QLD	48#	40#	12
SA	62	29	9
WA	54	37	9
TAS	56	37	6
NT	53	41#	7
ACT	55	30	15
Capital city/Other			
Capital city	60	30#	11
Other location	55	37#	9
Licences currently held			
Full car licence	56	35#	9
Heavy vehicle licence	44#	54#	3#
Full motorcycle licence	42#	55#	2#
Provisional car licence	65	28	7
Net: Currently licensed	57	34#	9#
Driver status			
Frequent distance drivers	52	42#	6
Commuters	56	37	7
Other frequent drivers	58	32	10
Less frequent drivers	63	24#	13
Non-Drivers	62	19#	19#
Been directly involved in a road accident in the last three years			
Yes	60	32	8
No	57	32	10

Base: Total sample (n=1,615).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

3.8 Self reported drinking status

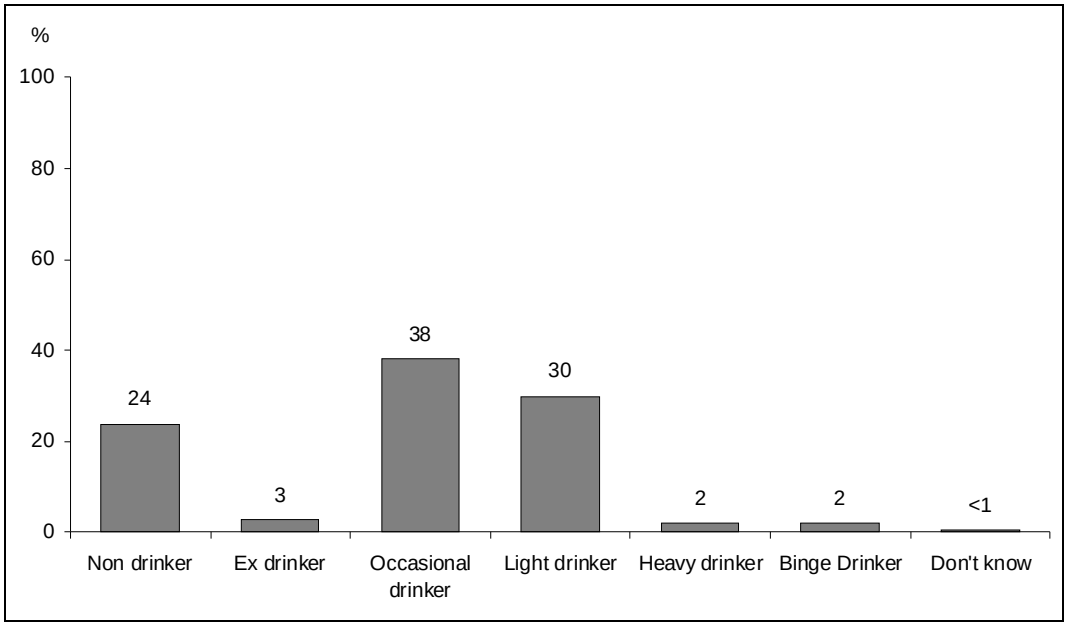
A new question was included in the 2009 survey asking respondents to classify their drinking status.

The question asked was:

> *At the present time do you consider yourself a non drinker, an ex drinker, an occasional drinker, a light drinker, a heavy drinker or a binge drinker?*

Figure 3.8a shows that more than a third (38%) of respondents reported to be an occasional drinker, and a similar proportion (30%) considered themselves to be a light drinker. Almost one-quarter (24%) of all respondents interviewed classified themselves as non drinkers.

Figure 3.8a: Self reported drinking status.



Base: Total sample (n=1,615)

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 56% of respondents are of the view that the level of speed limit enforcement has increased, 33% feel it has stayed the same and just 6% feel the amount of speed limit enforcement has decreased. One in twenty (5%) don't know.

There is a degree of variation across the states and territories in the extent to which speed limit enforcement is viewed as having increased, ranging from a low of 43% in Western Australia to 65% in the ACT. The current year result for Queensland (53%) is a significant decline from 2008 (68%).

Drivers who have been booked for speeding in the last six months (77%) are significantly more likely to feel 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 (64%).

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. Using this method the prevailing view (by a margin of 50%) 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 75%, last two years 59%).

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	**56**	**33**	**6**	**5**	**50**
Sex					
Male	56	33	7	4	49
Female	57	32	5	6	52
Age group (years)					
15–24	52	39#	5	4	47
25–39	59	34	3#	4	55
40–59	58	32	6	4	52
60+	54	27	10#	9#	45#
State/Territory					
NSW	59	29	7	4	52
VIC	59	33	4	4	55#
QLD	53	35	5	7	48
SA	59	28	6	7	53
WA	43#	44#	8	4	35#
TAS	51	40	4	5	47
NT	56	37	4	3	52
ACT	65	26	4	6	61#
Capital city/Other					
Capital city	58	32	6	4	52
Other location	54	35	6	6	48
Licences currently held					
Full car licence	58#	32	6	4#	52
Heavy vehicle licence	55	32	11	3	44#
Full motorcycle licence	55	30	11#	3	44#
Provisional car licence	38#	51#	6	4	32#
Net: Currently licensed	57	33	6	4#	51
Driver status					
Frequent distance drivers	61	28	8	3	53
Commuters	59	33	6	2#	53
Other frequent drivers	55	36	4	4	51
Less frequent drivers	52	30	9	8	43#
Non-Drivers	52	33	4	12#	48
Been directly involved in a road accident in the last three years					
Yes	58	30	8	4	50
No	56	33	6	5	51
Been booked for speeding …					
In last six months	77#	20	2	2	75#
In last two years	64#	29	5	2#	59#

Base: Total sample (n=1,615).

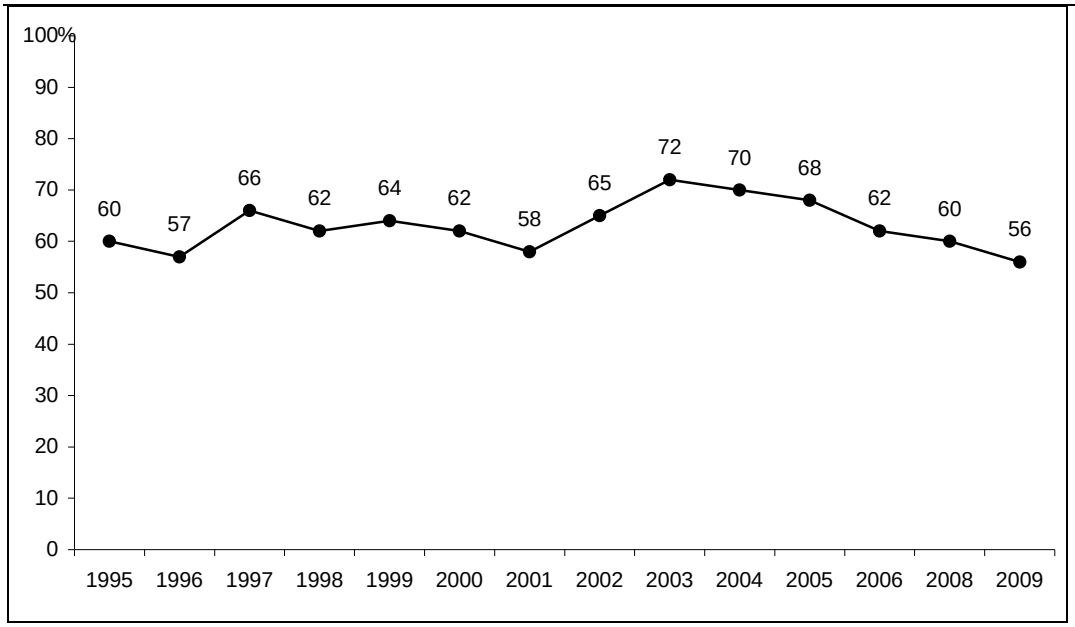
Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

a) Nett difference is the percentage who think speed limit enforcement has increased minus the percentage who 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 of 56% 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 2009.



Base: Total sample (n=1,615 in 2009).

4.2 Incidence of being booked for speeding

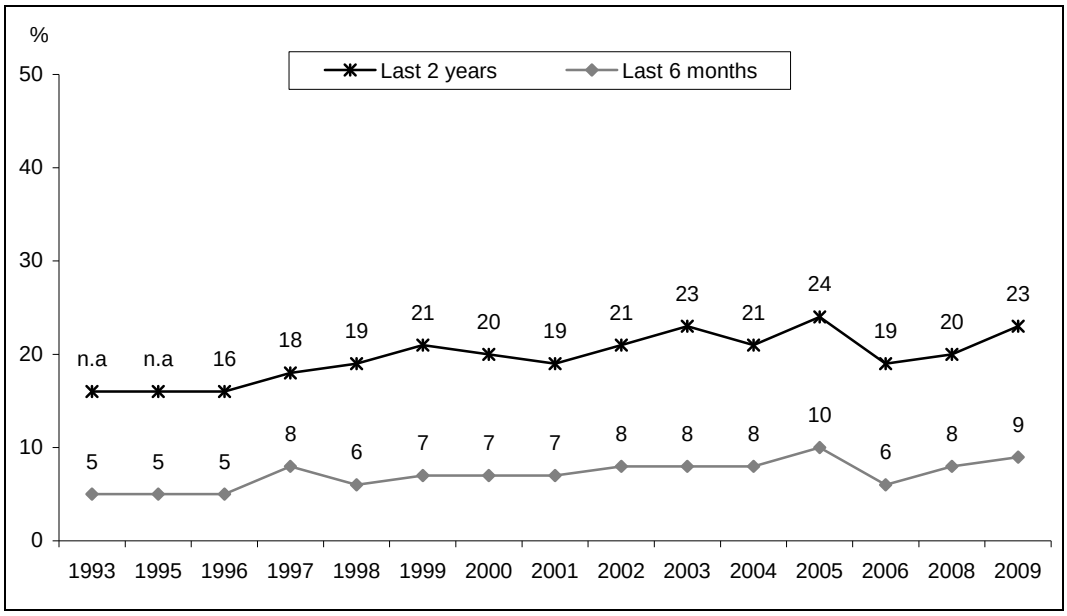
The results presented in Figure 4.2a show the prevalence of being booked for speeding in the last two years and the last six months. The following questions were used to obtain this data:

'*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 23% of '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 (up slightly from 20% in 2008) and 9% 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 2009.



Base: Recent drivers – current drivers and non-current drivers that have driven in the last two years (n=1,430 in 2009).

Figure 4.2b shows the reported prevalence of having been recently booked for speeding by selected characteristics. There is a difference in the prevalence with which males and females are booked for speeding, for both the six month measure (males 11%; females 7%) and the two year measure (males 27%; females 18%), a finding consistent over time.

As was the case in previous years, frequent distance drivers are significantly more likely to report having been booked for speeding in the last two years (33%) and in 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	**23**	**9**
Sex		
Male	27#	11#
Female	18#	7#
Age group (years)		
15–24	24	10
25–39	26	11
40–59	23	10
60+	18	7
State/Territory		
NSW	15#	4#
VIC	31#	15#
QLD	26	11
SA	22	6
WA	27	12
TAS	22	6
NT	18	6
ACT	19	9
Capital city/Other		
Capital city	24	10
Other location	21	8
Licences currently held		
Full car licence	23	10
Heavy vehicle licence	23	5
Full motorcycle licence	30	6
Provisional car licence	23	6
Net: Currently licensed	23	9#
Driver status		
Frequent distance drivers	33#	14#
Regular commuters	27	11
Other regular drivers	16#	7
Less frequent drivers	17	3#
Non-Drivers	56	46
Been directly involved in a road accident in the last three years		
Yes	23	11
No	23	9

Base: Recent drivers (n=1,430 in 2009). Current drivers and non-current drivers that have driven in the last two years.

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

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

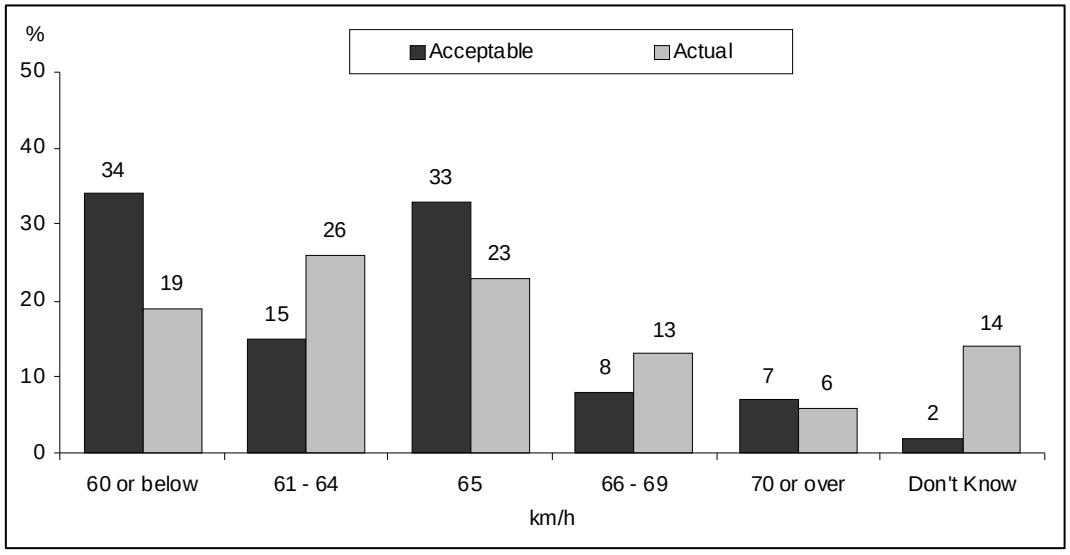
To assess community attitudes to speed limit enforcement in 60 km/h zones in urban areas, respondents were asked:

> *'Thinking about 60 km/h speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?'* ('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 (acceptable speed tolerances), the most common response is zero tolerance, with 34% of the community of the view that only speeds at or below the 60 km/h limit should be permissible (compared with 38% in 2008, which was a substantial increase on the 2006 result of 29%). However, this still means that 63% of the community are of the view that speeds in excess of the 60 km/h limit should be tolerated in 60 km/h urban zones without penalty (up from 60% in 2008). The level of support for travelling at speeds over 60 km/h without being booked is 15% for speeds of 61 to 64 km/h (14% in 2008), 33% for 65 km/h (up from 28% in 2006) and 15% for speeds greater than 65 km/h (down from 18% in 2008).

Community perceptions of the actual speed tolerances enforced in urban 60 km/h zones show little variation since 2006. 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, 19% are of the view that a zero tolerance policy is enforced, 26% nominated speeds from 61 to 64km/h as being possible without being fined, 23% felt a speed of 65 km/h would escape penalty and 19% 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.

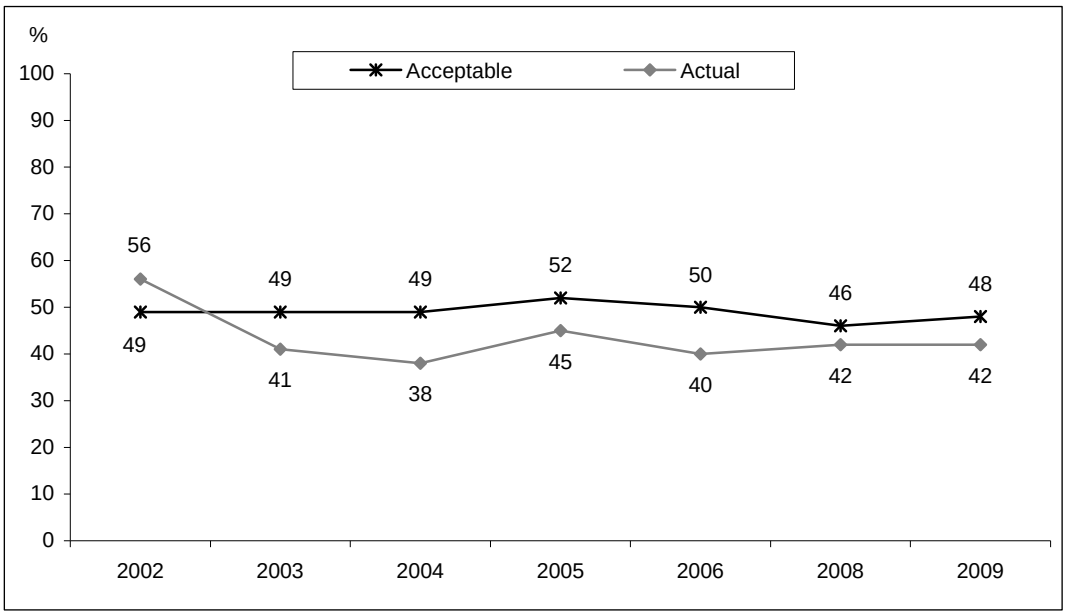


Base: Total sample (n=1,615).

Figure 4.3b shows that in 2009, 48% of the community nominate speeds of 65 km/h or more when asked how fast they should be allowed to drive in 60 km/h urban areas without being booked. The level of community tolerance for this level of speeding has been fairly constant at around 50% in recent years with the exception of the 2008 decline to 46%.

Just over 4 in 10 respondents (42%) feel they can travel at 65 km/h in 60 km/h urban zones without being booked (they feel this is the enforced speed limit in such areas). The proportion holding this view is unchanged from 2008, although has shown some variation over the 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 60 km/h urban zones.



Base: Total sample (n=1,615 in 2009).

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 64 km/h. This is the same as results obtained in 2004, 2005 and 2006; the median in 2008 was 63 km/h.

As previously noted, the proportion of the community who feel that a zero speeding tolerance *should be* enforced in urban 60 km/h zones (34%) has decreased slightly from 2008 (38%). Persons aged 60 years and over are the most likely to hold the view (52%) that a zero tolerance approach to speeding should be applied in 60 km/h urban zones. Of the driver status groups, 'commuters' are the least likely to hold this view (27%).

Looking at the actual speed tolerances people think are enforced, 19% of the in-scope population believe that a no tolerance regime is enforced in urban 60 km/h zones. This increases to 30% for less frequent drivers and to 26% for persons aged 60 years and over.

Table 4.3c: Median "acceptable" and "actual" speed limits and the proportion citing "no tolerance" speed limit enforcement in 60 km/h urban zones[10].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**64**	**34**	**63**	**19**
Sex				
Male	65	29#	63	19
Female	63	39#	63	20
Age group (years)				
15–24	65	32	63	16
25–39	65	30	64	18
40–59	65	27#	63	18
60+	60	52#	62	26#
State/Territory				
NSW	65	32	65	21
VIC	63	34	63	20
QLD	61	45#	63	21
SA	65	24#	63	15
WA	65	30	64	17
TAS	64	32	64	11#
NT	63	37	63	21
ACT	65	34	64	22
Capital city/Other				
Capital city	65	30#	63	19
Other location	62	42#	63	20
Licences currently held				
Full car licence	64	34	63	20
Heavy vehicle licence	64	36	64	27
Full motorcycle licence	65	33	64	18
Provisional car licence	65	18#	64	6#
Net: Currently licensed	64	32#	63	20
Driver status				
Frequent distance drivers	65	31	63	19
Commuters	65	27#	63	14#
Other frequent drivers	64	35	63	21
Less frequent drivers	62	39	62	30#
Non-Drivers	60	49#	62	16
Been directly involved in road accident in last 3 years				
Yes	65	33	63	23
No	64	35	63	19

Base: Total sample (n=1,615).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

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

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 NSW (51%) who feel that they can travel at least at 65 km/h in 60 km/h urban zones without being booked is significantly higher than the national result of 41%. The proportion of Queensland residents who share this view has declined significantly from 53% in 2008 to 42% 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 60 km/h urban zones are Queenslanders and Tasmanians (18% don't know). Victoria, Northern Territory and the ACT 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 65 km/h or more in a 60 km/h zone without being booked (22%). The situation in Victoria with respect to allowable speeding tolerances is unique, in that a speed camera tolerance of 3 km/h has been widely publicised in the media since 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	19	21	20	21	15	17	11#	21	22
61 km/h	1	1	2	1	1	1	2	2	<
62 km/h	9	5#	16#	8	6	9	7	5	4
63 km/h	12	5#	25#	7#	16	7#	11	12	10
64 km/h	4	3	4	4	7#	6	2	4	2
65 km/h	23	31#	15#	15#	22	30#	28	26	21
66–69 km/h	13	12	4#	22#	16	11	15	9	19#
70 km/h and over	6	9#	3	4	3	4	7	10#	10#
Subtotal 65 km/h or more	*41*	*51#*	*22#*	*42*	*42*	*45*	*50#*	*46*	*50#*
Don't know	14	13	11	18	13	16	18	11	11
Total	100	100	100	100	100	100	100	100	100
Base:	1615	267	237	221	203	220	158	164	145

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:

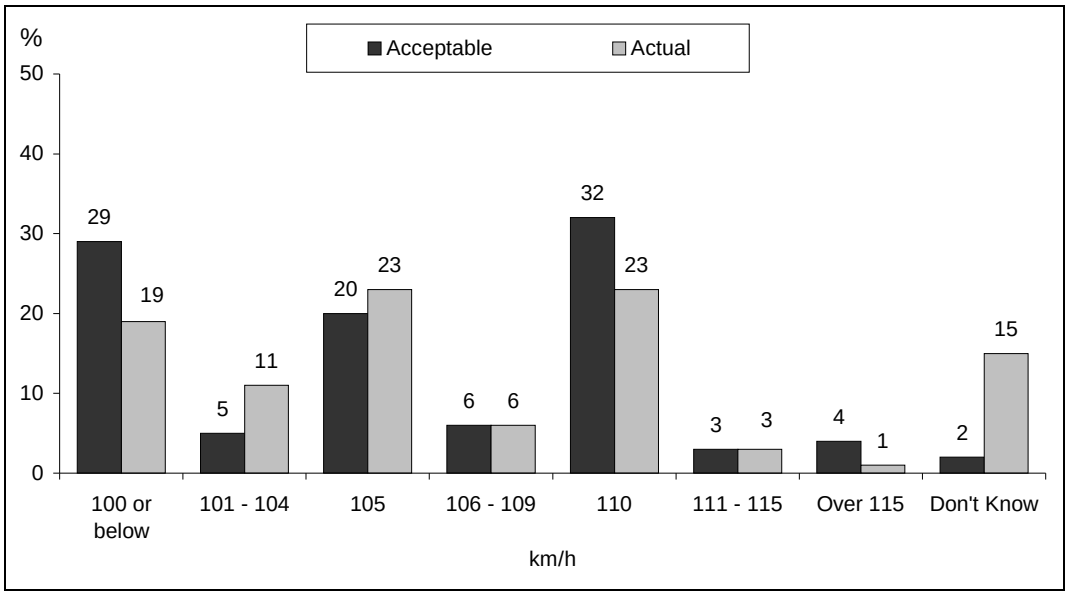
> *'Thinking about 100 km/h speed zones in rural areas, how fast should people be allowed to drive without being booked for speeding?'* ("acceptable" speed tolerance)
>
> and*…'How far over the speed limit are people generally allowed to drive without being booked for speeding?'* (perceived "actual"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

The results from these questions are shown in Figure 4.4a (next page)[11]. Looking at acceptable speed tolerances, the most common view (held by 32% 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. The proportion of the population of the view that no speed in excess of 100 km/h is acceptable in 100 km/h rural zones is 29% (unchanged from 2008).

When looking at perceived actual speed tolerances in 100 km/h zones in rural areas, the most common responses are 105km/h and 110 km/h (both 23%). The proportion of the in-scope population that believe a zero tolerance speeding regime is enforced is 19%, compared with the 15% in 2008.

The proportion of respondents that report not knowing the actual speed limit tolerance in 100 km/h rural zones increased slightly to 15%, from 13% in 2008.

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



Base: Total sample (n=1,615).

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

Table 4.4b (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 2008). The ACT has the highest median acceptable speed, at 110 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% (unchanged from 2008). As was the case in previous years, persons aged 60 years and over were the most likely (47%) to support enforcement of a zero tolerance policy (44% in 2008, 40% in 2006 and 41% in 2005).

People with full motorcycle licences and provisional licenses have the highest median acceptable speed of all groups, at 110 km/h. Motorcycle licence holders (16%) are also significantly less likely to feel that a zero speeding tolerance should be enforced in rural 100 km/h zones, as are commuters (22%).

The median speed tolerance that people think is being enforced in rural 100 km/h zones is also 105 km/h, unchanged from 2008.

Residents of South Australia, Tasmania (both 11%) and Western Australia (12%) are significantly less likely to hold the view that a no tolerance regime is enforced in rural 100 km/h zones.

Table 4.4b: Median "acceptable" and "actual" speed limits and the proportion of the population citing "no tolerance" speed limit enforcement in 100 km/h zones in rural areas[12].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**105**	**29**	**105**	**19**
Male	108	22#	105	16
Female	105	36#	104	21
Age Group (years)				
15–24	105	26	105	15
25–39	108	24#	105	17
40–59	105	23#	105	15
60+	102	47#	102	28#
State/Territory				
NSW	105	29	105	21
VIC	105	29	103	20
QLD	105	33	105	21
SA	105	23	105	11#
WA	105	26	105	12#
TAS	105	30	105	11#
NT	109	27	105	17
ACT	110	23	107.9	15
Capital city/Other				
Capital city	105	28	105	18
Other location	105	31	105	19
Licences currently held				
Full car licence	105	27#	105	20
Heavy vehicle licence	105	24	105	26
Full motorcycle licence	110	16#	105	15
Provisional car licence	110	19	105	4#
Net: Currently licensed	105	27#	105	19
Driver status				
Frequent distance drivers	105	26	105	13
Commuters	109	22#	105	13#
Other frequent drivers	105	29	105	23#
Less frequent drivers	105	32	105	25
Non-Drivers	100	47#	103	18
Directly involved in accident in last 3 years				
Yes	105	28	105	20
No	105	29	105	18

Base: Total sample (n=1,615)

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

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

4.5 Attitudes to speeding, speed enforcement and speeding penalties

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

One in four (25%) of the in-scope population agree with the statement ‘I think it is okay to exceed the speed limit if you are driving safely’. The time series indicates a fairly steady decline in the proportion of the community who consider it okay to speed if driving safely, with the exception of a slight increase in 2008.

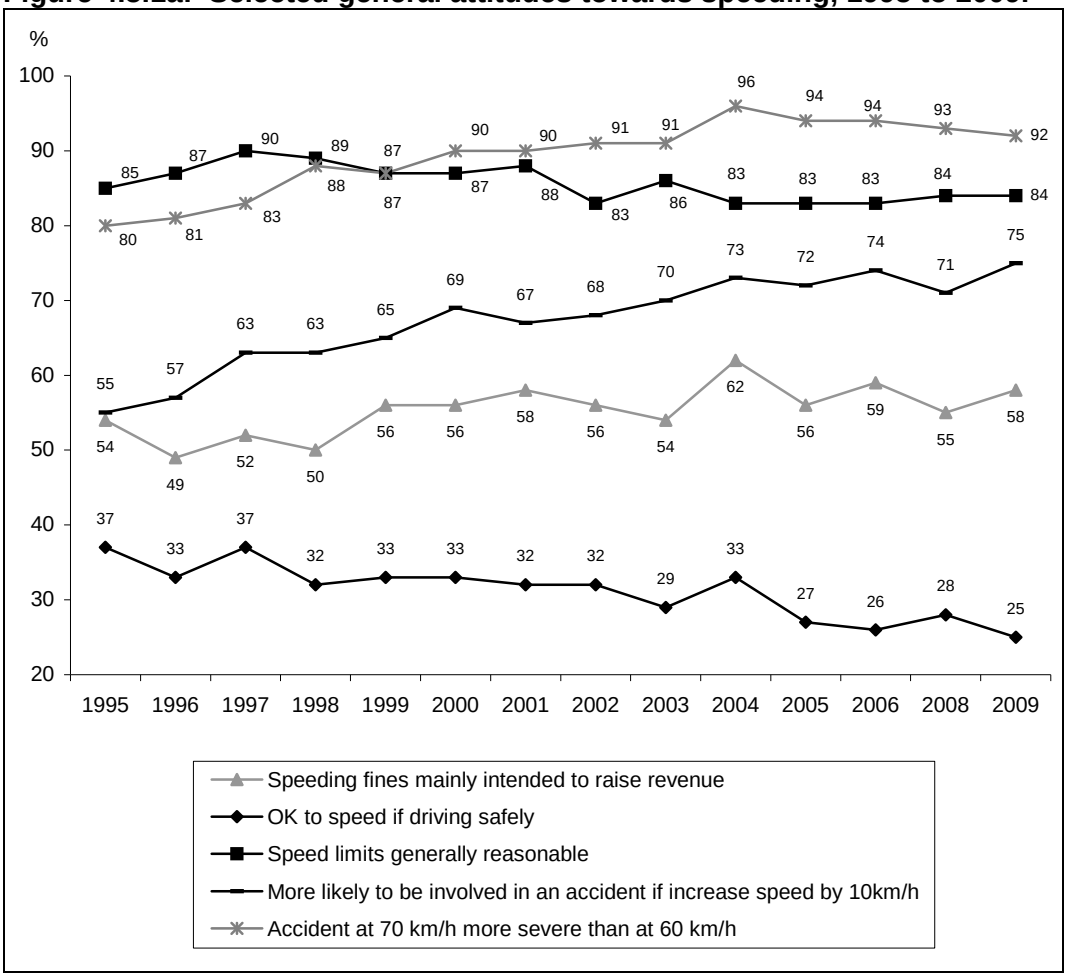
The proportion of the community that agree that speeding fines are mainly intended to raise revenue increased to 58% for the current period, from 55% in 2008.

The current year’s results shows that 75% 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. The time series for this measure 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 92-94% since 2005 (currently at 92%).

Finally, community perceptions that speed limits are generally set at reasonable levels has been stable between 83% and 84% over the past five years. Those that agree that speed limits are generally reasonably set are more likely (32%) than those who do not (14%) to feel that there should be zero tolerance of speeding in 100 km/h zones in rural areas. This view is also apparent in 60 km/h zones in urban areas, with those that agree that speed limits are generally reasonably set (36%) more likely than those who do not (26%) to feel that there should be zero tolerance of speeding in 60 km/h zones.

Figure 4.5.1a: Selected general attitudes towards speeding, 1995 to 2009.



Base: Total sample (n=1,615 in 2009).

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 okay 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 has increased to 26% for the current period, compared with 24% in 2006 and 2008.

Provisional license holders (41%) are significantly more likely than holders of other license types to have a conservative attitude to speeding and speed limit enforcement. Attitudes to speeding and speed limit enforcement vary somewhat by driver status, with just 19% of ‘frequent distance drivers’ classified has having a conservative approach to speeding and speed limit enforcement compared with 30% of ‘other regular drivers’.

Table 4.5.1b: Agreement (strongly/somewhat) with statements on speed related issues by selected characteristics.

Selected characteristics	Speeding fines mainly intended to raise revenue	OK to speed if driving safely	Speed limits generally reasonable	More likely to be involved in an accident if increase speed by 10 km/h	Accident at 70 km/h more severe than 60 km/h	TOTAL: Cautious / Conservative attitude to speeding / speed limit enforcement
	%	%	%	%	%	%
Total	**58**	**25**	**84**	**75**	**92**	**26**
Sex						
Male	60	29#	81#	72#	93	25
Female	56	21#	86#	78#	92	27
Age group (years)						
15–24	52	23	87	83#	92	30
25–39	55	24	85	77	93	29
40–59	62	26	80	71	93	23
60+	60	25	86	74	91	22
State/Territory						
NSW	60	28	85	75	91	26
VIC	59	27	85	77	93	25
QLD	56	18#	84	76	92	25
SA	54	22	79	80	93	27
WA	55	28	83	70	95	30
TAS	62	19	88	69	94	21
NT	50#	29	80	61#	92	29
ACT	59	21	86	73	92	25
Capital city/Other						
Capital city	60	27#	83	76	93	25
Other location	55	21#	85	74	91	26
Licences currently held						
Full car licence	59	26	83	74#	93	25
Heavy vehicle licence	62	32	75#	68	92	25
Full motorcycle licence	63	30	81	60#	92	26
Provisional car licence	48	21	79	81	94	41#
Net: Currently licensed	59	26	83	74	93	26
Driver status						
Frequent distance drivers	65	29	82	70	91	19#
Regular commuters	60	27	84	72	94	25
Other regular drivers	57	24	86	76	93	30#
Less frequent drivers	51	24	76#	81	90	27
Non-Drivers	53	17	89	82	90	23
Directly involved in a road accident in last three years						
Yes	60	29	84	77	95	24
No	58	24	84	75	92	26

Base: Total sample (n=1,615).

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 (52%) 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, 6% support a decrease and 46% want no change.

Support for an increase in the level of speed limit enforcement varies considerably across states/territories, ranging from 42% in South Australia to 54% in Queensland.

Support for a decrease in the amount of speed limit enforcement was significantly higher among heavy vehicle licence holders (13%) and full motorcycle license holders (11%) than for any other groups. Support for the status quo in terms of the amount of speed limit enforcement is substantially higher among commuters (51%) than other drivers.

Twenty-seven per cent of the in-scope population think that penalties for exceeding the speed limit should be made more severe (down from 31% in 2008). A further 12% believe speeding penalties should be made less severe and 57% (up from 52% in 2008) opt for no change to the current regime. The 2009 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 (41%). Those classified as 'non-drivers' also showed a high level of support (46%).

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**	**6**	**46**	**27**	**12**	**57**
Sex						
Male	40#	9#	50#	22#	16#	57
Female	52#	3#	42#	31#	7#	56
Age group (years)						
15–24	50	6	44	26	14	58
25–39	43	6	51	24	11	60
40–59	46	8	44	20#	12	64#
60+	49	4	44	41#	9	40#
State/Territory						
NSW	44	4	50	21#	16#	58
VIC	44	9	45	29	12	55
QLD	54#	6	39#	32	7#	55
SA	42	7	49	20#	11	63
WA	48	5	46	33	9	55
TAS	43	8	47	35#	7	53
NT	46	6	47	25	9	61
ACT	46	7	43	24	9	61
Capital city/Other						
Capital city	44	7	47	26	14#	56
Other location	50	5	43	28	7#	59
Licences currently held						
Full car licence	45	6	47	24#	12	59#
Heavy vehicle licence	46	13#	40	29	11	51
Full motorcycle licence	36#	11#	51	20	17	56
Provisional car licence	41	7	52	23	18	56
Net: Currently licensed	45	6	47#	24#	12	59#
Driver status						
Frequent distance drivers	45	9	45	24	10	60
Commuters	41	7	51#	18#	15	65#
Other frequent drivers	48	5	45	28	11	55
Less frequent drivers	47	6	45	27	12	54
Non-drivers	55	6	35#	46#	8	41#
Directly involved in a road accident in the last 3 years						
Yes	47	9	42	26	17	51
No	46	6	46	27	10#	58

Base: Total sample (n=1,615).

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 of 50 km/h. The use of 40 km/h limits in school areas during specific school times has also 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 five 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 2008 and the current period, (see Table 4.5.3a, next page). As has been the case since 2006, support for the 50 km/h default speed limit in local streets in residential areas is higher in Tasmania (91%) 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	**16**	**5**	**79**
Sex			
Male	18	5	77
Female	15	5	80
Age group (years)			
15–24	9#	2	89#
25–39	17	6	77
40–59	20#	4	75
60+	14	6	79
State/Territory			
NSW	23#	4	73#
VIC	11#	4	85#
QLD	11#	8#	81
SA	20	4	77
WA	18	4	78
TAS	6#	3	91#
NT	18	6	76
ACT	13	7	80
Capital city/Other			
Capital city	18	5	78
Other location	13	5	81
Licences currently held			
Full car licence	19#	4	77#
Heavy vehicle licence	22	6	72
Full motorcycle licence	21	2	77
Provisional car licence	8	1	91#
Net: Currently licensed	18#	4	78#
Driver status			
Frequent distance drivers	15	4	80
Commuters	21#	3	77
Other frequent drivers	20#	3	77
Less frequent drivers	11	10#	80
Non-drivers	3#	9#	88#
Directly involved in a road accident in the last three years			
Yes	15	4	81
No	17	5	79

Base: Total sample (n=1,615).

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, with 19% in favour (compared with 21% in 2008 and 19% in 2006). More than two-thirds of the in-scope population (69%) support the status quo and 12% 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	**19**	**12**	**69**
Sex			
Male	18	14#	67
Female	20	10#	70
Age group (years)			
15–24	10#	10	79#
25–39	18	12	70
40–59	20	14	66
60+	26#	10	64
State/Territory			
NSW	15	18#	67
VIC	23	7#	70
QLD	26#	5#	69
SA	17	21#	62
WA	12#	14	73
TAS	19	7	74
NT	20	7	72
ACT	20	6#	74
Capital city/Other			
Capital city	18	13	69
Other location	22	10	68
Licences currently held			
Full car licence	18	13#	68
Heavy vehicle licence	23	15	62
Full motorcycle licence	15	16	68
Provisional car licence	4#	11	86#
Net: Currently licensed	17#	13#	70
Driver status			
Frequent distance drivers	16	9	74
Regular commuters	16	15	69
Other regular drivers	15#	15	70
Less frequent drivers	26#	8	66
Non-drivers	34#	4#	62
Directly involved in a road accident in the last three years			
Yes	18	15	67
No	19	11	69

Base: Total sample (n=1,615).

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, this section examines self-reported speeding behaviour.

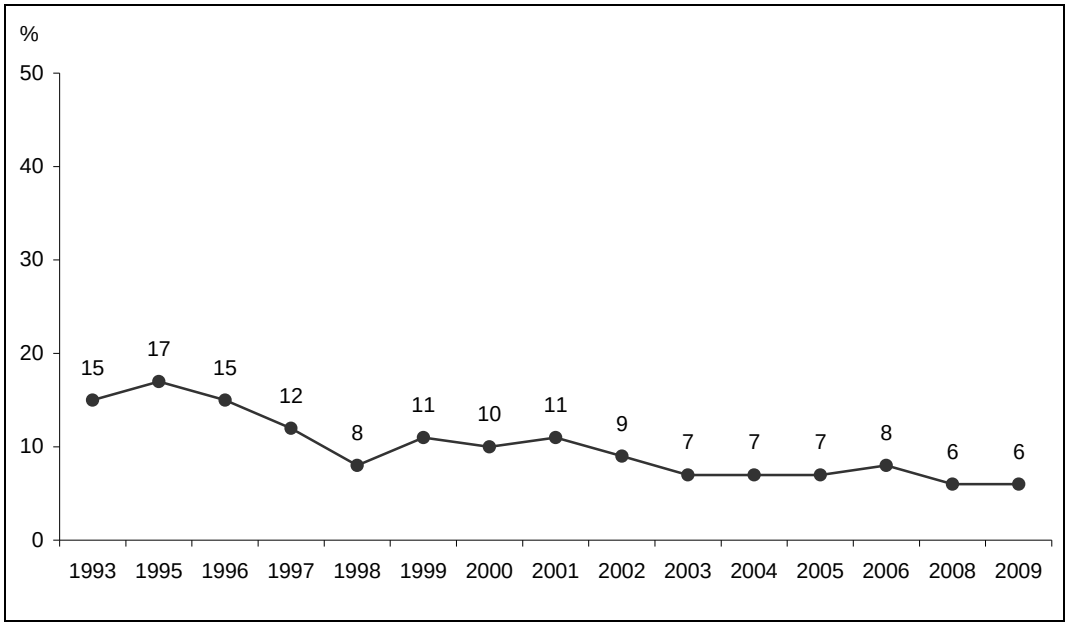
In order to try to identify any changes in driver behaviour, respondents who were recent drivers (those currently driving or having driven in the last two years) were asked:

> *'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 2009 result of 6% is consistent with an overall 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 2009.



Base: Recent drivers (n=1,430 in 2009).

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 (2%). By contrast, those aged 15 to 24 years (11%) are significantly more likely to report always, nearly always or mostly driving at 10 km/h over the speed limit, as are frequent distance drivers (11%), and those in the ACT (11%) and Western Australia (9%).

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

Base: Recent drivers (n=1,430).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

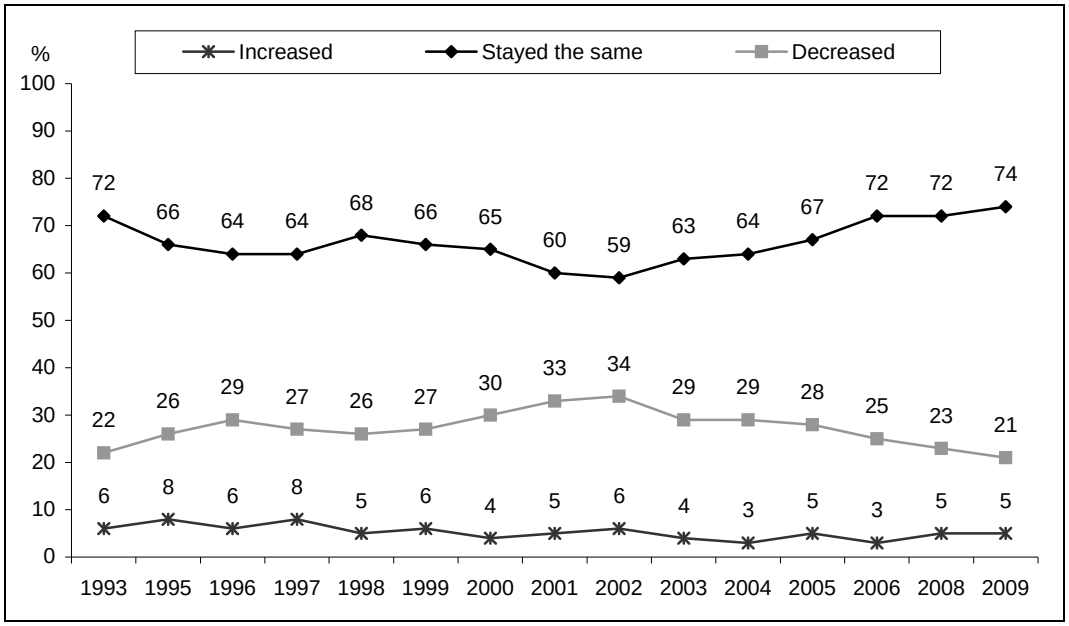
4.6.2 Reported changes in driving speed over the last two years

Another aspect of speed–related driving behaviour examined in the survey is whether respondents report that their driving speeds have increased, decreased or stayed the same over the last two years. Figure 4.6.2a presents time series from 1993 to 2009.

The decline in the proportion of drivers that report having reduced their speed over the last two years (down from 34% in 2002 to 21% 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 74% over the same period), indicates a continued slow-down in the rate of speed reduction.

One possible explanation for this is that after a prolonged period of many drivers having gradually reduced their speed (1993 to 2002), these drivers now feel 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 2009.



Base: Recent drivers (n=1,430 in 2009).

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 (24%). 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), changes in speed restrictions in some jurisdictions in the transition from learners' permits to provisional licences and from provisional licences to full licences may also have some bearing on this result.

Drivers aged 40 to 59 are more likely to be of the view that their driving speed has decreased (nett difference of 21%) as are heavy vehicle license holders (nett difference of 21%) and motorcycle license holders (nett difference of 31%).

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**	**74**	**21**	**17**
Sex				
Male	4	71	24#	20
Female	5	77	18#	13#
Age group (years)				
15–24	16#	75	8#	-8#
25–39	4	72	24	20
40–59	2#	76	23	21#
60+	4	73	23	19
State/Territory				
NSW	7	69	24	17
VIC	3	79	19	16
QLD	3	78	19	16
SA	4	75	21	18
WA	5	73	22	17
TAS	4	71	25	21#
NT	7	74	19	11#
ACT	4	73	23	19
Capital city/Other				
Capital city	5	74	21	16
Other location	4	75	21	17
Licences currently held				
Full car licence	3#	74	23#	20
Heavy vehicle licence	7	65#	28	21#
Full motorcycle licence	4	61#	35#	31#
Provisional car licence	24#	72	5#	-19#
Net: Currently licensed	5	74	21	17
Driver status				
Frequent distance drivers	5	74	21	16
Regular commuters	4	75	21	17
Other regular drivers	5	71	24	20
Less frequent drivers	4	83#	13#	8#
Non-drivers	23	50	27	4#
Directly involved in a road accident in the last 3 years				
Yes	7	67#	27	20
No	4	76#	20	16

Base: Recent drivers (n=1,430).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

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

5 DRIVER FATIGUE

The 2009 survey is the eighth 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

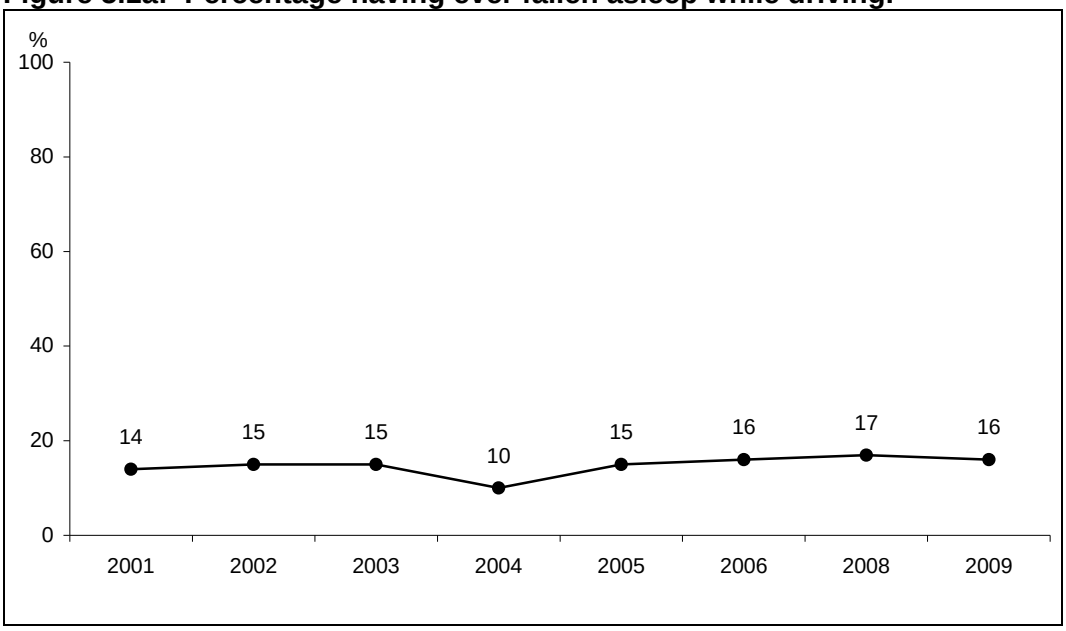
The reported prevalence of drivers ever having fallen asleep while driving was captured by the question:

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

Results for the last eight years are shown in Figure 5.1a. The 2004 result aside, the current result of 16% is in line with the established time series.

Of those that have ever fallen asleep while driving (data not shown)[13], 43% have done so more than once and 26% had fallen asleep while driving on three or more occasions. For 10% of those who had ever fallen asleep while driving, the most recent episode had resulted in a road accident.

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



Base: Ever held a licence (n=1,484 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 (7%) to report having ever fallen asleep while driving. The same is true of those with a heavy vehicle licence (36%), those with a motorcycle licence (23%), and frequent distance drivers (26%). Those aged 15 to 24 (7%) are significantly less likely to have reported having ever fallen asleep while driving.

13 Please note this analysis is based on a relatively small sample size of 231.

As reported in previous years, the CAS data suggest a possible link between alcohol consumption and drivers falling asleep at the wheel. Drivers whose drink driving strategy is to restrict what they drink when they are driving are significantly more likely to have reported having ever fallen asleep while driving (19%) than those drivers who don't drink at all when driving (14%). Those who classified themselves as heavy drinkers (43%) and binge drinkers (47%) were also far more likely to have fallen asleep while driving.

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

Selected characteristics	%
Total	**16**
Sex	
Male	24#
Female	7#
Age group (years)	
15–24	7#
25–39	18
40–59	18
60+	15
State/Territory	
NSW	17
VIC	17
QLD	12
SA	17
WA	15
TAS	8#
NT	18
ACT	17
Capital city/Other	
Capital city	17
Other location	14
Licences currently held	
Full car licence	17#
Heavy vehicle licence	36#
Full motorcycle licence	23#
Provisional car licence	7
Net: Currently licensed	16
Driver status	
Frequent distance drivers	26#
Commuters	19
Other frequent drivers	11#
Less frequent drivers	11
Non-drivers	7
Been directly involved in a road accident in the last three years	
Yes	24#
No	14#

Base: Ever held a licence (n=1,486).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

Reference to Table 5.1c shows that 31% of drivers who have fallen asleep while driving have done so in the last two years. This equates to 5% of all 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 2009.

Selected characteristics	2001 n=221 %	2002 n=241 %	2003 n=249 %	2004 n=187 %	2005 n=246 %	2006 n=258 %	2008 n=260 %	2009 n=231 %
Less than 6 months	11	13	16	9	16	14	12	12
Between 6 and 12 months	4	8	6	3	8	6	6	12
1 to 2 years	9	11	3	8	8	5	9	7
Nett: 2 years or less	***24 (3)***	***32 (5)***	***25 (4)***	***20 (2)***	***31 (5)***	***24 (4)***	***28 (4)***	***31 (5)***
3 to 5 years	14	16	12	15	12	12	15	12
6 to 10 years	19	17	17	12	12	9	11	13
More than 10 years	42	36	45	54	44	55	47	44

Base: Fallen asleep while driving (n=231 in 2009).

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 eight 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 only 17% 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, 2001 to 2009.

Selected characteristics	2001 %	2002 %	2003 %	2004 %	2005 %	2006 %	2008 %	2009 %
Duration of trip								
Less than 1 hour	22	35	32	22	33	25	34	36
1 – 2 hours	18	13	20	22	17	22	21	17
More than 2 hours	58	52	46	56	50	52	46	46
Location								
Capital City	13	25	21	9	18	19	20	19
Regional City	6	6	9	6	11	8	9	11
Country Road	47	36	34	44	26	43	33	35
Country Highway	35	33	40	40	45	33	38	35
Time of Day								
6:00am – 10:00am	17	17	12	12	9	15	11	13
10:00am – 3:00pm	12	19	15	17	15	17	24	13
3:00pm – 7:00pm	18	15	21	16	19	20	17	21
7:00pm – 12:00am	15	13	16	12	18	23	14	14
12:00am – 6:00am	37	36	36	41	37	24	34	38

Base: Fallen asleep while driving (n=231 in 2009).

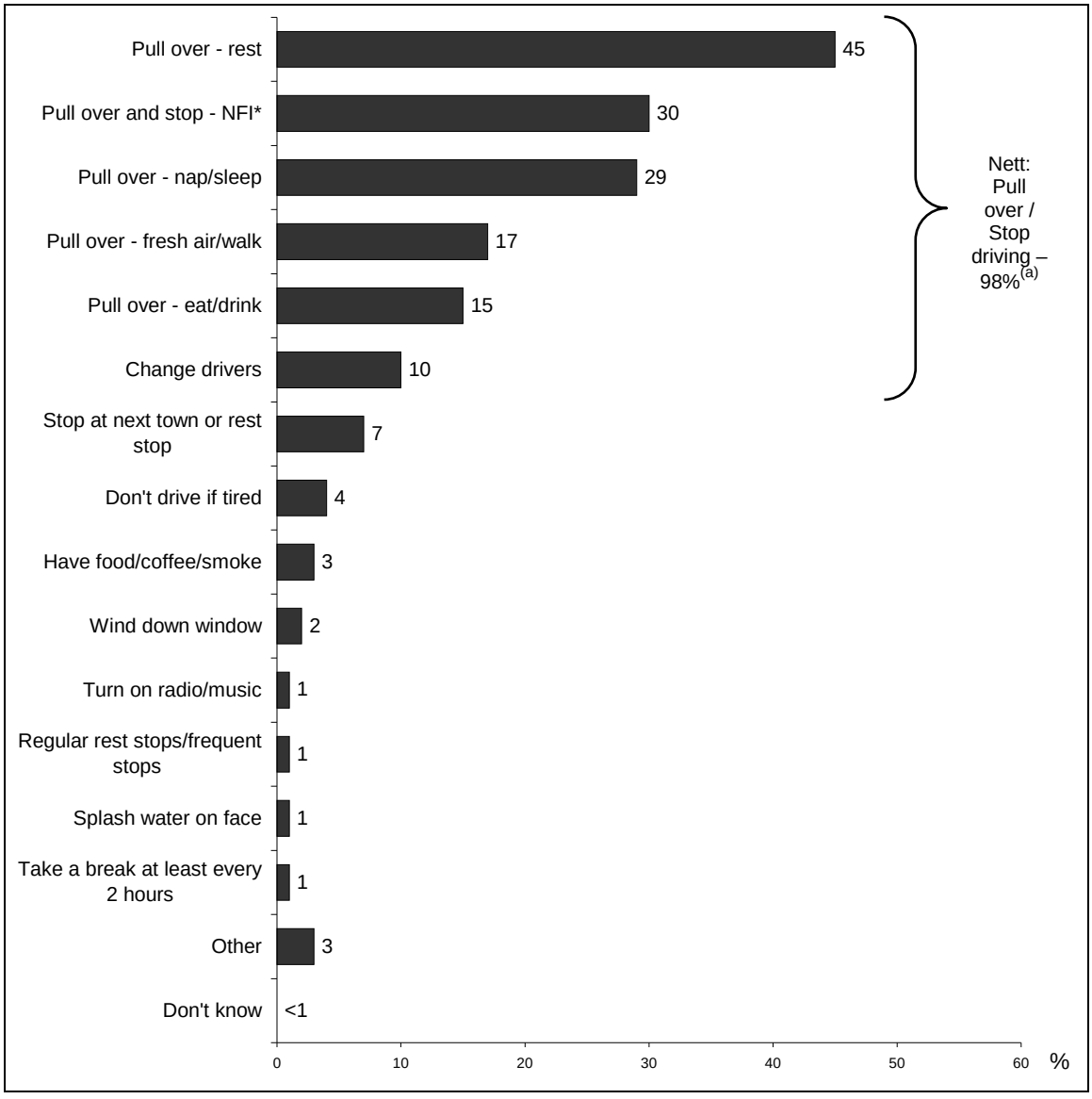
5.2 Awareness of strategies for avoiding and dealing with fatigue

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 98% 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 drinking something and not driving when tired.

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



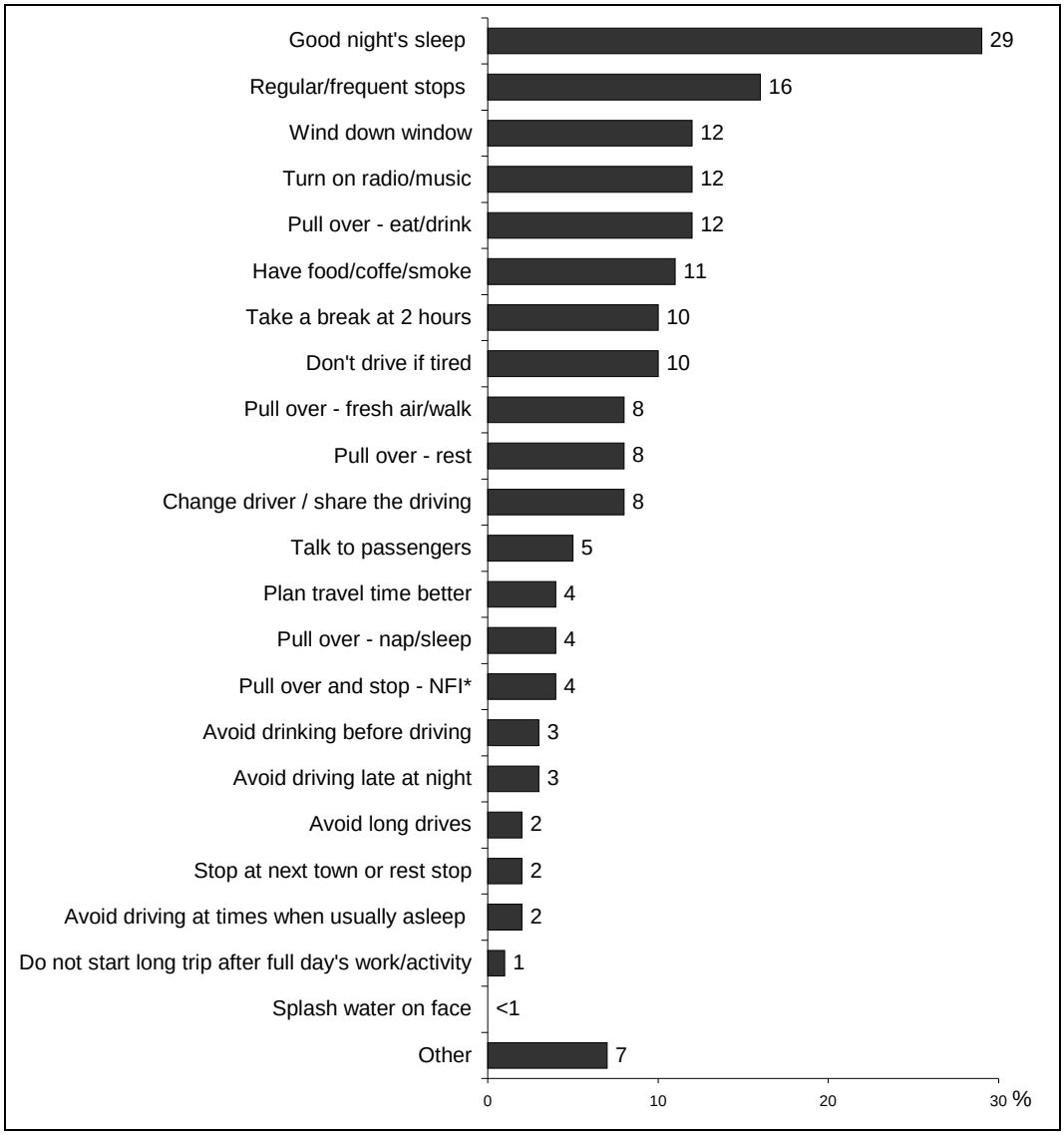
Base: Total sample (n=1,615).
Multiple responses accepted.
* NFI = No Further Information
a) The proportion of respondents who mentioned at least one of the bracketed factors.

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'[14] mentioned by respondents include: get a good night's sleep beforehand (29%), plan for regular/frequent stops (16%), take a break every two hours (10%), avoid driving when tired (10%) and share the driving (8%).

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



Base: Total sample (n=1,615).

Multiple responses accepted.

* NFI = No Further Information

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

6 MOBILE PHONES

CAS 21 is the fourth 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?'*

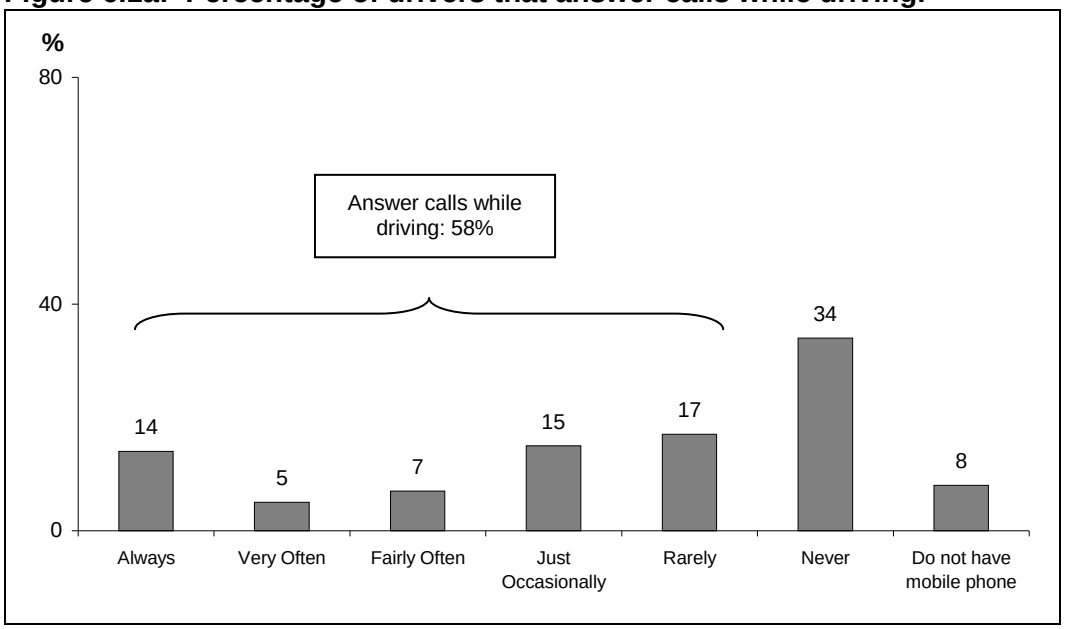
For the purposes of these questions if interviewers were queried by respondents they explained that 'while driving' included being stopped at traffic lights.

6.1 Patterns of specific mobile phone usage while driving

Figures 6.1a and 6.1b show the percentage of active drivers that answer or make calls while driving, regardless of whether they use a hands-free car kit or not (with 30% of active drivers using a hands-free car kit either sometimes or all of the time, compared with 31% in 2006 and 2008).

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 (58%) continues to increase (from 43% in 2005 to 52% in 2006 and 56% in 2008). The increase in recent years is largely attributable to an increase in the proportion who 'rarely' or 'just occasionally' 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, 44% in 2008 and 34% for the current period.

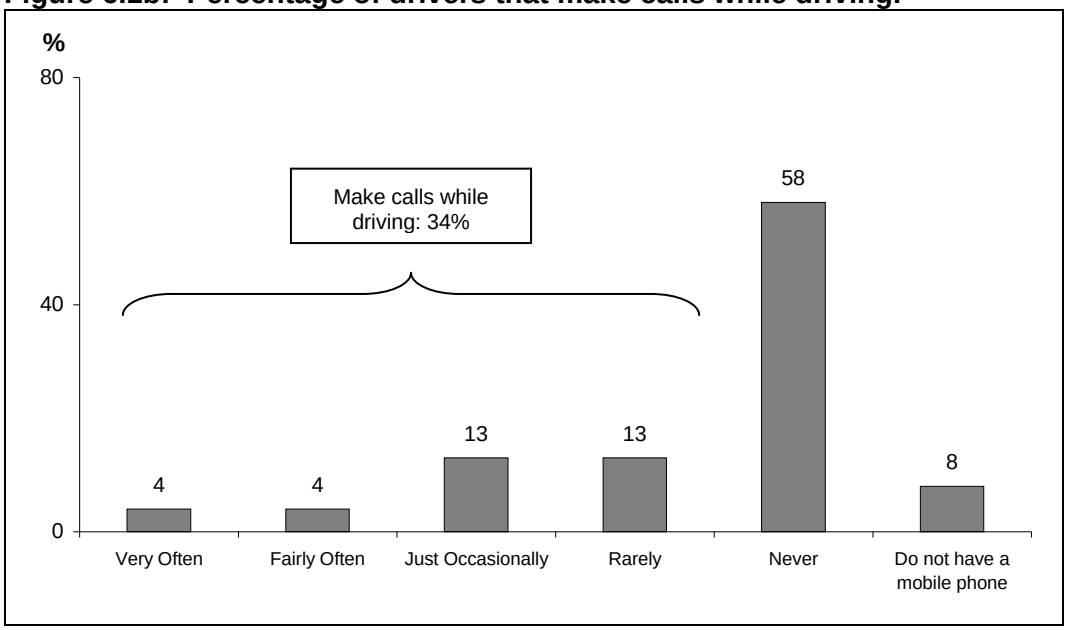
Figure 6.1a: Percentage of drivers that answer calls while driving.



Base: Active drivers (n=1,407).

More than a third (34%) of active drivers make calls on their mobile phone while driving. Again, this result is higher than those reported in 2005 (24%), 2006 (28%) and 2008 (32%).

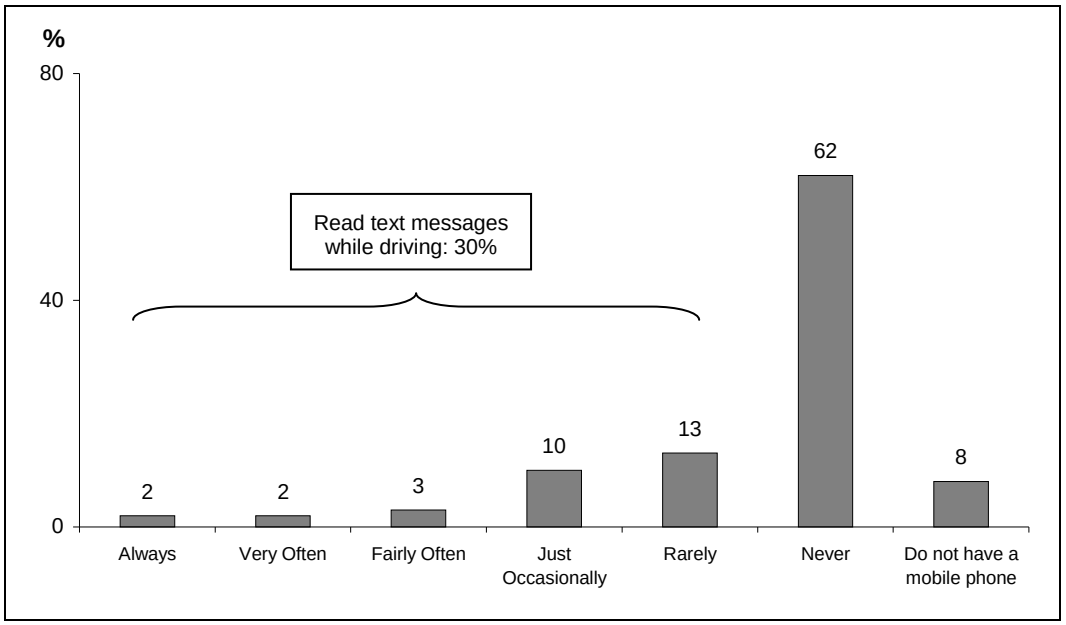
Figure 6.1b: Percentage of drivers that make calls while driving.



Base: Active drivers (n=1,407).

Responses to questions about the use of text messaging further indicates 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 30% of active drivers report reading text messages on their phone while driving. This represents an increase on 16% in 2005, 21% in 2006 and 28% in 2008.

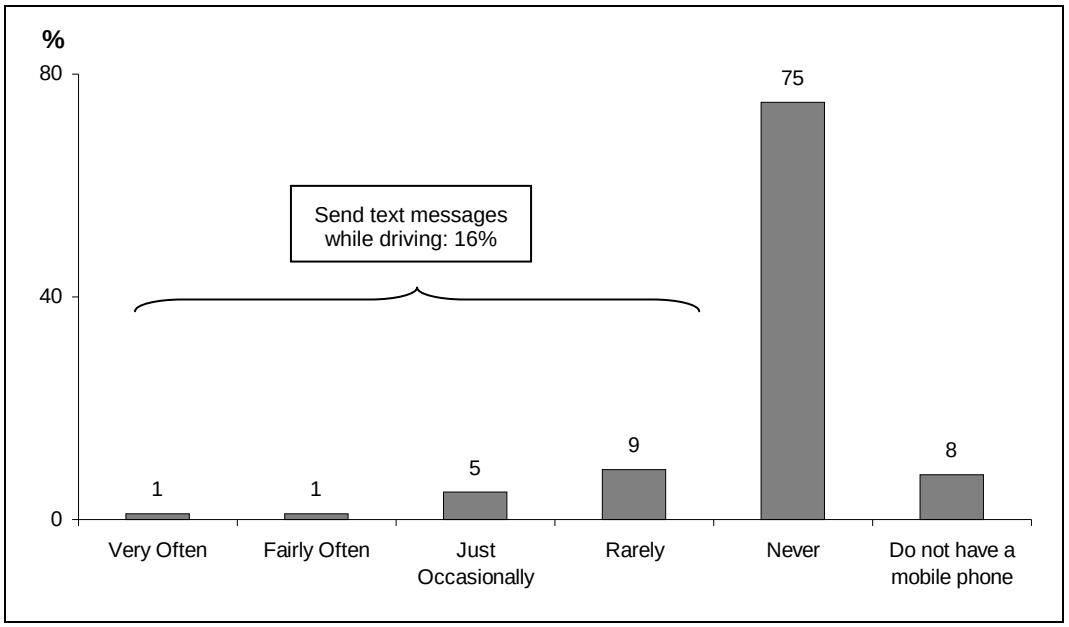
Figure 6.1c: Percentage of drivers that read text messages while driving.



Base: Active drivers (n=1,407).

Sending text messages while driving has also increased in the current period. Figure 6.1d shows that 16% of active drivers reported sending text messages while driving, compared with 8% in 2005, 13% in 2006 and 14% in 2008.

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



Base: Active drivers (n=1,407).

6.2 Overall use of mobile phone while driving

The data presented in Table 6.2a shows that 61% of active drivers report that they use a mobile phone while driving. With the exception of the current year where results remain unchanged, overall usage of mobile phones while driving has shown significant year-on-year increases.

Table 6.2a: Use a mobile phone while driving, 2005 to 2009.

Selected characteristics	2005 n=1,490 %	2006 n=1,442 %	2008 n=1,415 %	2009 n=1,407 %
Answer calls while driving	43	52#	56	58
Make calls while driving	24	28	32	34
Read text messages while driving	16	21#	28#	30
Send text messages while driving	8	13#	14	16
Total use mobile phone while driving	*47*	*55#*	*61#*	*61*

Base: active drivers (n=1,407 in 2009)

Significance testing compares each result to that of the previous year.

# Denotes statistically significant at the 95% confidence interval.

As can be seen in Table 6.2b (next page), males (66%, compared with 61% in 2008) are significantly more likely than females (56%, compared with 61% in 2008) to use a mobile phone while driving.

The state/territory with the highest level of self-reported mobile phone usage while driving is New South Wales (68%), while South Australia (54%) has the lowest reported usage level.

Mobile phone use while driving is also significantly higher among 25 to 39 year olds (79%), those in capital cities (64%), provisional car license holders (80%) and frequent distance drivers and commuters (74% and 75% respectively). Provisional car license holders' use of mobile phones while driving has increased considerably since 2008 (67%).

Table 6.2b: 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	**92**	**61**
Sex		
Male	90	66#
Female	94	56#
Age group (years)		
15–24	99#	69
25–39	97#	79#
40–59	95#	65
60+	76#	25#
State/Territory		
NSW	93	68#
VIC	91	56
QLD	93	55
SA	88	54
WA	92	66
TAS	91	62
NT	95	62
ACT	96	62
Capital city/Other		
Capital city	92	64#
Other location	91	55#
Licences currently held		
Full car licence	91	62
Heavy vehicle licence	89	70
Full motorcycle licence	91	67
Provisional car licence	100	80#
Net: Currently licensed	92	61
Driver status		
Frequent distance drivers	94	74#
Commuters	96#	75#
Other frequent drivers	90	50#
Less frequent drivers	87#	43#
Been directly involved in a road accident in the last three years		
Yes	95	69#
No	91	59#

Base: Active drivers (n=1,407)

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 2006 survey introduced two additional 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:

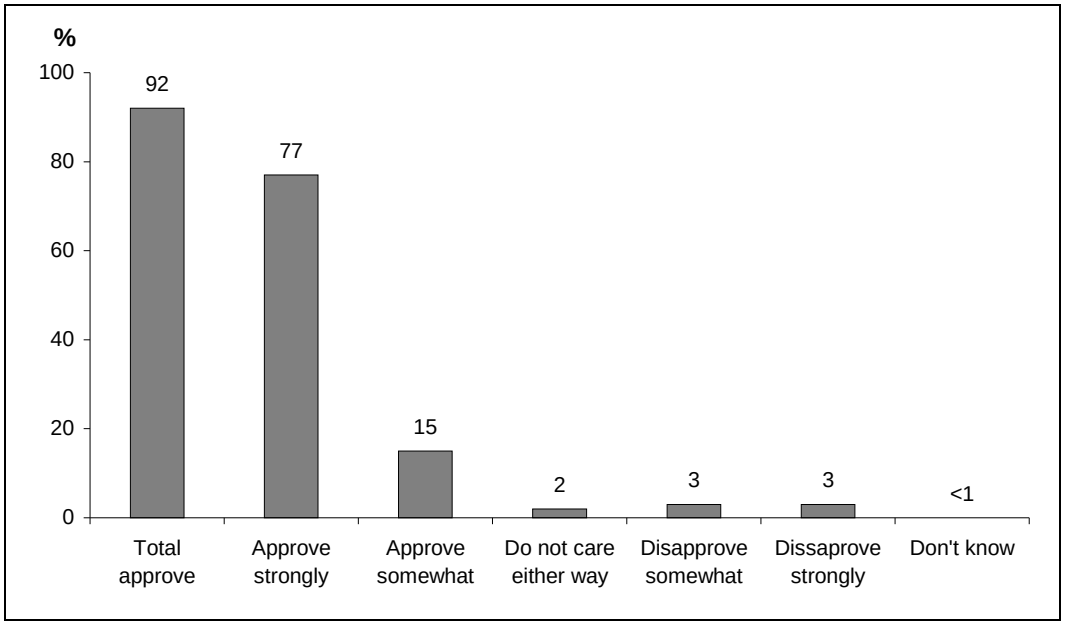
> *'It is illegal throughout Australia to use a HAND HELD mobile phone while driving. How do you feel about this law?*

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 92% of those aged 15 years and over approve of the law banning the use of hand-held mobile phones while driving (77% approve strongly). Community attitudes in this area are similar to 2008 when the corresponding results were 90% and 78%.

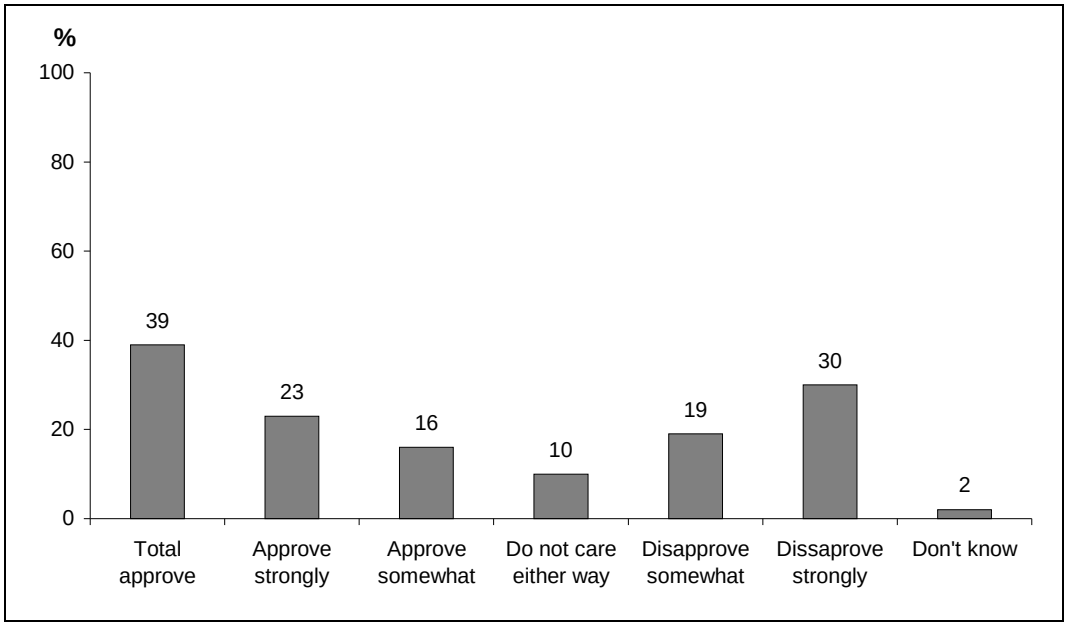
Figure 6.3a: Percentage approval of current law banning the use of hand held mobile phone while driving.



Base: Total sample (n=1,615).

The hypothetical introduction of a new law banning the use of hands-free mobile phones while driving attracted 39% community support. A higher proportion of respondents were opposed to this law (49%) than in favour of it. These results are similar to those reported in 2008 (45% opposed, 42% in favour).

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



Base: Total sample (n=1,615).

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 commuters (88%). Those aged 60 years and over (96%) 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 (32%) than females (45%) and increases with age from 29% for those aged 15 to 24 years to 55% for those aged 60 years and over. Support is lowest in Queensland and Western Australia (both 32%).

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	**92**	**39**
Sex		
Male	90#	32#
Female	94#	45#
Age group (years)		
15–24	89	29#
25–39	91	32#
40–59	91	38
60+	96#	55#
State/Territory		
NSW	93	36
VIC	91	50#
QLD	91	32#
SA	92	39
WA	91	32#
TAS	93	43
NT	87	41
ACT	90	41
Capital city/Other		
Capital city	91	39
Other location	94	39
Licences currently held		
Full car licence	92	38
Heavy vehicle licence	92	30
Full motorcycle licence	93	36
Provisional car licence	87	23#
Net: Currently licensed	92	38
Driver status		
Frequent distance drivers	94	29#
Commuters	88#	29#
Other frequent drivers	95#	46#
Less frequent drivers	90	46
Non-drivers	90	48#
Been directly involved in a road accident in the last three years		
Yes	91	33
No	92	40

Base: Total sample (n=1,615)

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

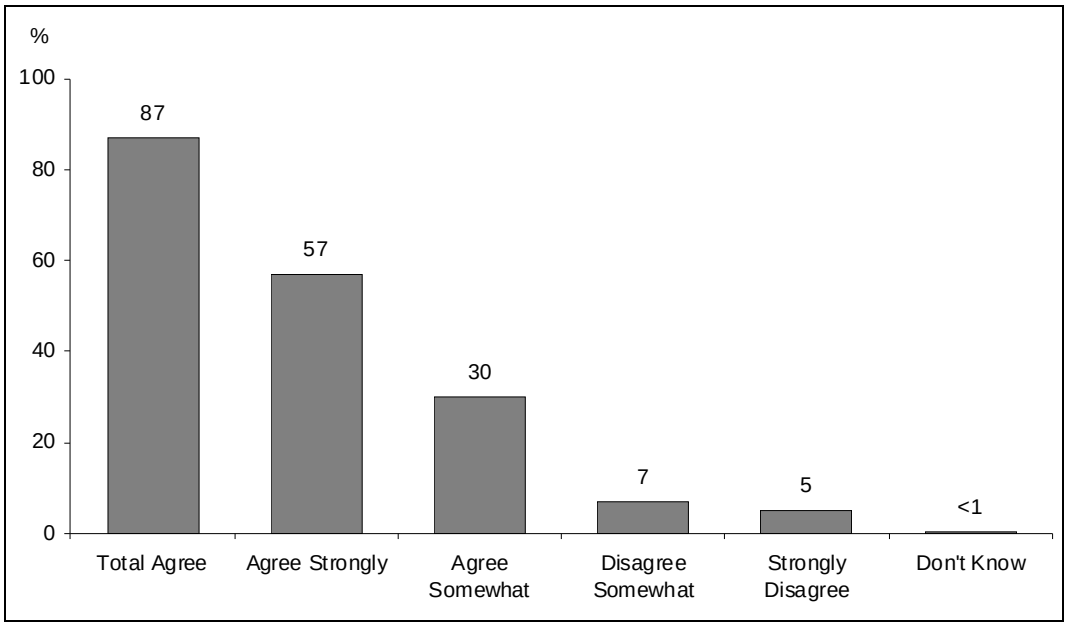
A new question was introduced to the 2009 survey to measure whether or not people thought their use of a mobile phone while driving would increase their chance of having an accident.

The question asked was:

> *'To what extent do you agree or disagree that talking on a mobile phone while you are driving your chances of being involved in an accident?*

Figure 6.3d shows that 87% of those aged 15 years and over agree that using a mobile phone while driving would increase their chance of being involved in an accident (57% agree strongly).

Figure 6.3d: Percentage that agree with talking on a mobile phone while driving would increase chances of having an accident.



Base: Total sample (n=1,615).

The level of agreement with this statement is shown by selected characteristics in Table 6.3e.

The results show that females (90%) are significantly more likely than males (85%) to be of the view that their chances of having an accident would increase when using a mobile phone. Respondents aged 60 years and over (92%), other regular drivers (91%) and less frequent drivers (93%) were also substantially more likely to hold this view. In terms of licenses held, heavy vehicle license holders (77%) and full motorcycle license holders (80%) were significantly less likely to hold this view.

Table 6.3e: Percentage that agree with talking on a mobile phone while driving would increase chances of having an accident.

Selected characteristics	Total Agree %	Strongly Agree %
Total	**87**	**57**
Sex		
Male	85#	52#
Female	90#	62#
Age group (years)		
15–24	91	52
25–39	85	52
40–59	84	56
60+	92#	70#
State/Territory		
NSW	89	53
VIC	91	68#
QLD	82#	53
SA	84	55
WA	85	56
TAS	87	57
NT	89	54
ACT	90	56
Capital city/Other		
Capital city	88	58
Other location	86	57
Licences currently held		
Full car licence	86	56
Heavy vehicle licence	77#	54
Full motorcycle licence	80#	51
Provisional car licence	86	50
Net: Currently licence holder	87	56
Driver status		
Frequent distance drivers	80#	50
Regular commuters	82#	49#
Other regular drivers	91#	61
Less frequent drivers	93#	68#
Non-Drivers	92	65
Been directly involved in a road accident in the last three years		
Yes	86	53
No	88	58

Base: Total sample (n=1,615)

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

7 OTHER SELECTED FINDINGS

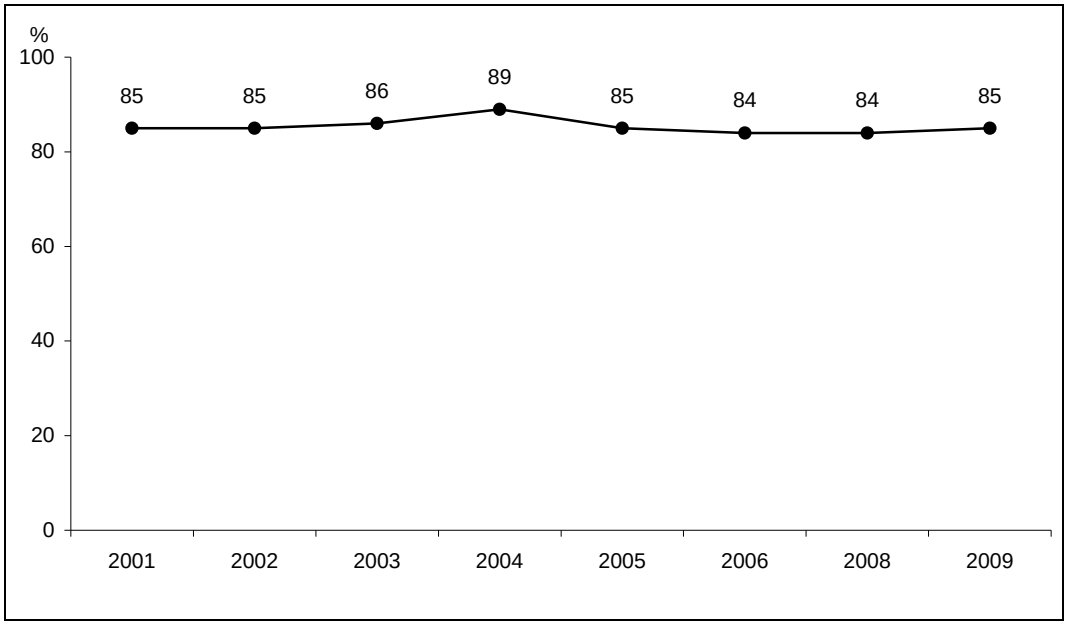
7.1 Legal requirement for drivers to carry their licence

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 to ensure offenders are properly identified and required to pay their fines[15]. Respondents were then asked:

How do you feel about this law?

Figure 7.1a shows the proportion of the general community aged 15 years and over who approve of 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 2009.



Base: Total sample (n=1,615 in 2009).

[15] 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 and non drivers (both 92%) and lower among 25-39 year olds (79%), those in South Australia and the Northern Territory (80% and 77% respectively), motorcycle licence holders (75%) and provisional car license holders (73%).

As was the case in previous years, females are significantly more likely than males to support compulsory licence carriage (89% and 82% 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	**85**
Sex	
Male	82#
Female	89#
Age group (years)	
15–24	82
25–39	79#
40–59	87
60+	92#
State/Territory	
NSW	89
VIC	86
QLD	82
SA	80#
WA	82
TAS	87
NT	77#
ACT	89
Capital city/Other	
Capital city	85
Other location	86
Licences currently held	
Full car licence	85
Heavy vehicle licence	82
Full motorcycle licence	75#
Provisional car licence	73#
Net: Currently licensed	84
Driver status	
Frequent distance drivers	85
Regular commuters	82
Other regular drivers	86
Less frequent drivers	84
Non-drivers	92#
Been directly involved in a road accident in the last three years	
Yes	82
No	86

Base: Total sample (n=1,615).

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?'*

Compulsory licence carriage laws for all drivers are currently in place within NSW, Tasmania and the ACT. Victoria, South Australia and the Northern Territory only have compulsory carriage laws for L-plate and P-plate drivers and drivers of heavy vehicles.

Respondents in NSW, Victoria and Tasmania are significantly more likely to believe that compulsory license carriage laws exist in their state.

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**	88#	86#	69#	68#	46#	97#	67#	81
No	**10**	5#	5#	14	20#	26#	-	13	4#
Don't know	**12**	7#	9	17#	12	27#	3#	21#	15
Base: Total sample	1,615	267	237	221	203	220	158	164	145

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

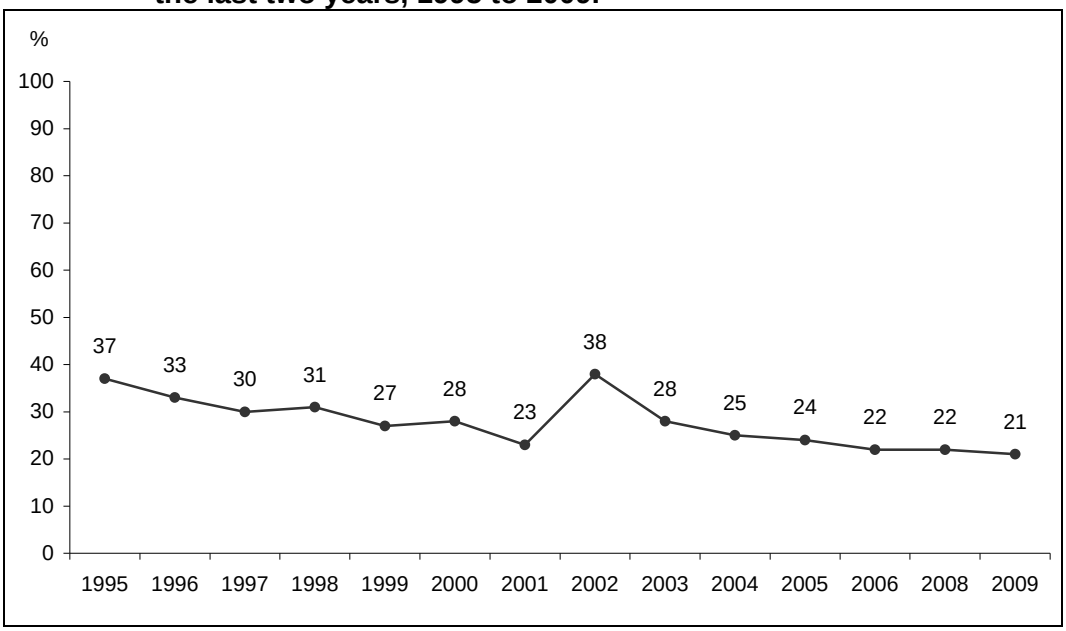
7.2 Perceptions regarding the level of seat belt enforcement

The Survey of Community Attitudes to Road Safety 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 2009 survey results (Figure 7.2a) show 21% are of the view that the level of enforcement of compulsory seat belt wearing has increased over the last two years. This result is in line with previous years and substantially below the 2002 high point of 38%.

Figure 7.2a: Perception that the level of seat belt enforcement has increased over the last two years, 1995 to 2009.



Base: Total sample (n=1,615 in 2009).

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 53% of the community). A further 6% feel as though there has been a decrease in enforcement activity and a sizeable 21% '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.

Females (25%) are significantly more likely than males (16%) to be of the view that the level of seat belt enforcement has increased in the last two years. Males were far more likely to indicate that the level of seat belt enforcement hasn't changed, as were persons aged 15 to 24 (61%) and 25 to 39 (59%), and provisional car license holders (68%).

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	**21**	**53**	**6**	**21**
Sex				
Male	16#	59#	6	19
Female	25#	47#	5	23
Age group (years)				
15–24	23	61#	8	8#
25–39	20	59#	3	18
40–59	19	52	7	22
60+	23	42#	4	31#
State/Territory				
NSW	24	51	6	19
VIC	19	54	6	21
QLD	17	56	6	21
SA	23	50	3	23
WA	21	51	4	23
TAS	21	56	3	20
NT	23	61	6	10#
ACT	19	54	4	23
Capital city/Other				
Capital city	20	53	6	21
Other location	23	53	5	19
Licences currently held				
Full car licence	20	53	5	22
Heavy vehicle licence	21	53	10	16
Full motorcycle licence	17	51	10#	22
Provisional car licence	20	68#	4	8#
Net: Currently licensed	20	54	5	21
Driver status				
Frequent distance drivers	22	56	7	16
Regular commuters	18	57	5	21
Other regular drivers	20	53	5	22
Less frequent drivers	20	50	4	25
Non-drivers	28#	44#	9	19
Been directly involved in a road accident in the last three years				
Yes	19	52	9#	21
No	21	53	5#	21

Base: Total sample (n=1,615).

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

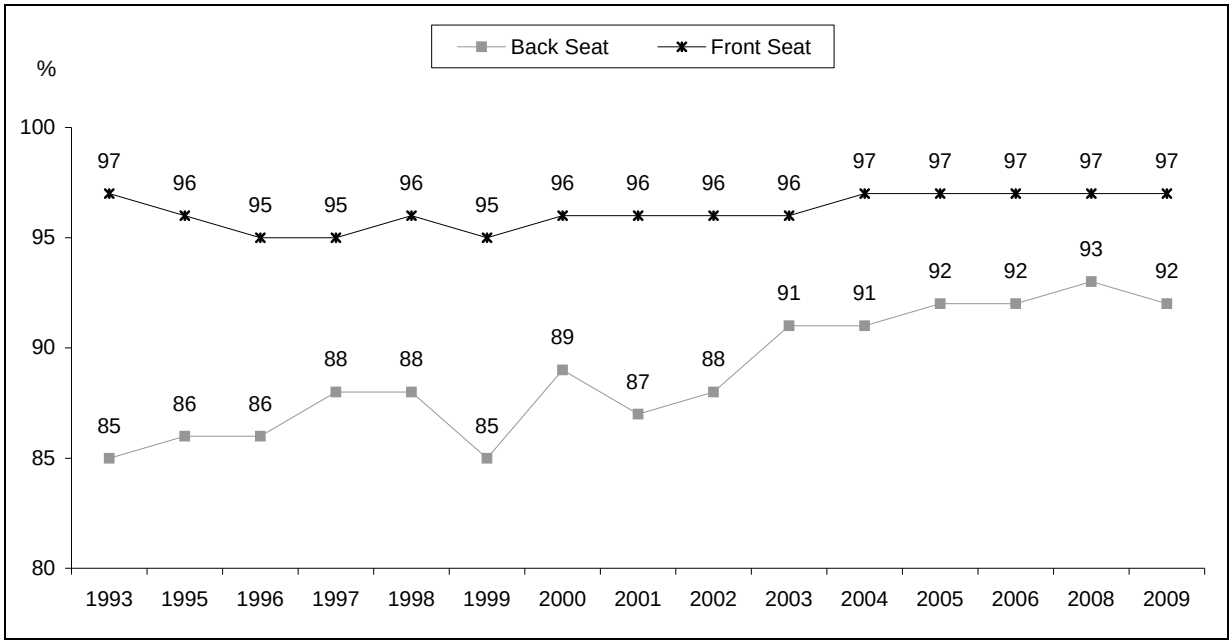
Self-reported seat belt wearing behaviour when travelling in the front and rear seats of cars is ascertained by asking:

> '*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 self-reported seat belt wearing rates in the front and rear seats has closed appreciably in the last few years, from 12% in 1993 to 5% 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 2009.



Base: Total sample (n=1,615 in 2009).

An analysis of seat belt wearing behaviour by selected characteristics is provided in Table 7.3b. This shows that 15 to 24 year olds (94%) and those who reside in the Northern Territory (92%) are significantly less likely to 'always' wear a seat belt in the front seat.

In terms of 'always' wearing a seat belt in the rear seat, residents of Queensland and the Northern Territory (both 88%) are significantly less likely to do so, this was also the case in 2008.

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

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

Base: Total sample (n=1,615).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval.

7.4 Riding a motorcycle on the road in the last year

Questions relating to the incidence of respondents travelling by motorcycle on the road in the last twelve months, as either riders or passengers, were introduced to the survey program in 1999. 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 42% of motorcycle licence holders (whether Learner's permit, Provisional or Full licence holders) had ridden on the road in the 12 months, compared with 53% in both 2006 and 2008.

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 previous years, this data shows that the on–road use of motorcycles (4% overall) is much more common for males (8%) than females (1%).

Commuters (8%) 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 the Northern Territory (9%), the lowest being New South Wales (3%).

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

Base: Total sample (n=1,615).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval

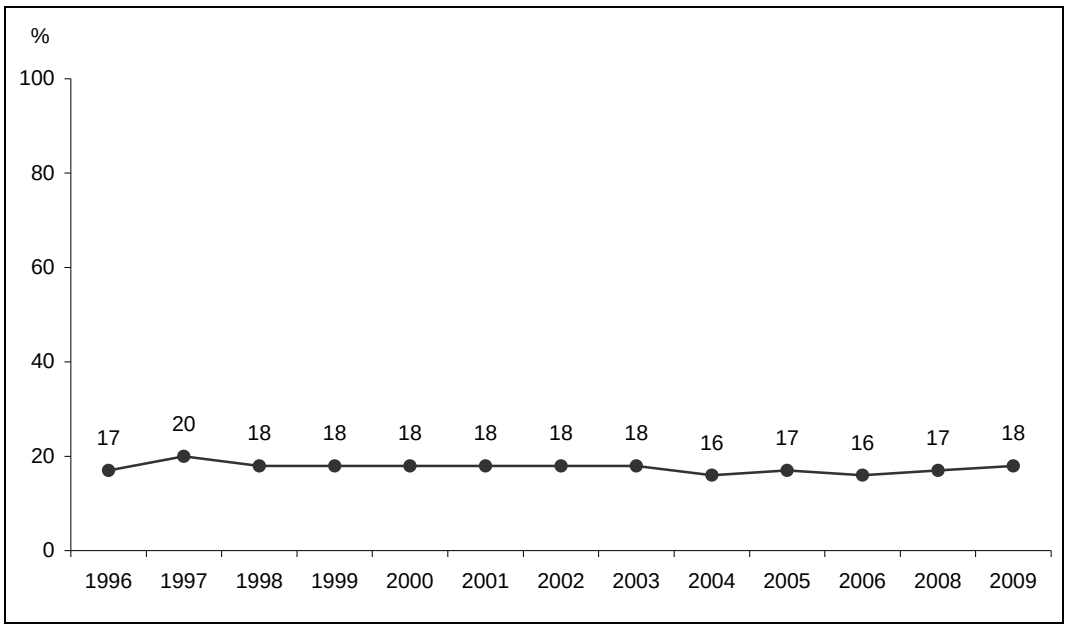
7.5 Involvement in road crashes

The survey 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 2009 survey results (Figure 7.5a) show 18% 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.

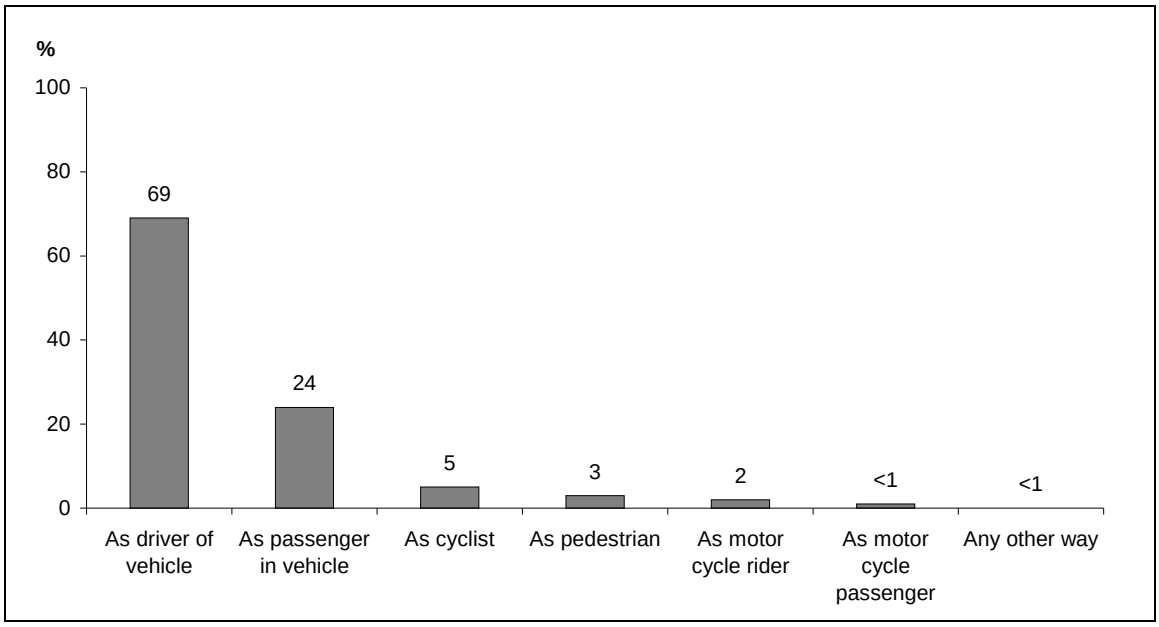
Figure 7.5a: Percentage of the community that has been involved in road crashes over the last three years, 1996 to 2009.



Base: Total sample (n=1,615 in 2009).

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, more than two-thirds (69%) were drivers and 24% were passengers. One in twenty (5%) mentioned being involved in an accident as a cyclist, 3% were pedestrians and 2% were riding a motorcycle.

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

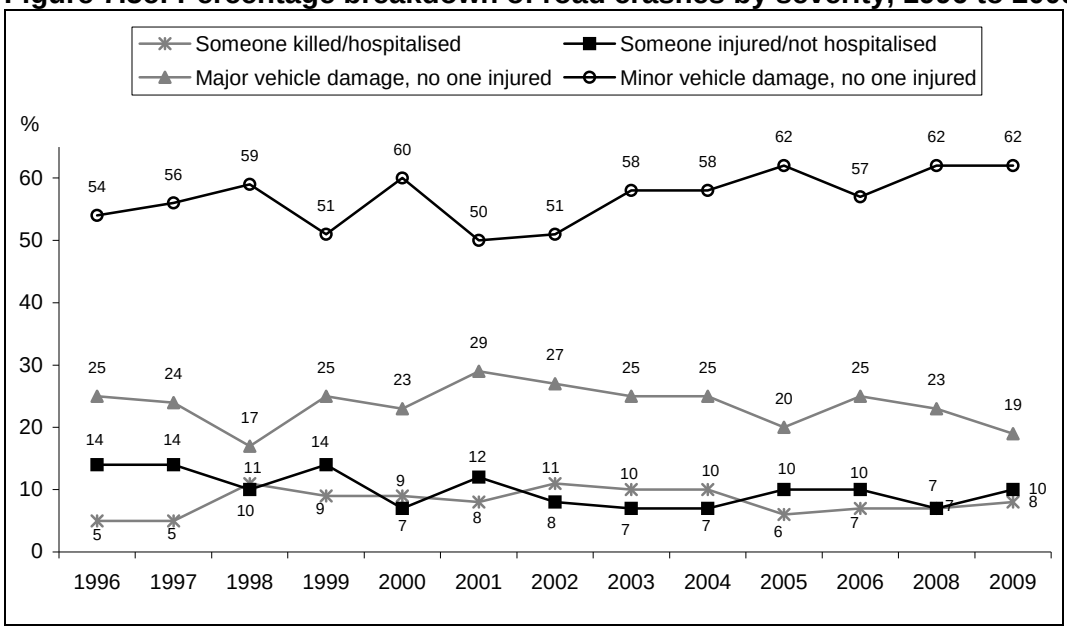


Base: Been involved in a road crash in the last three years (n=265 in 2009).

Note: Multiple responses 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 19% resulted in major vehicle damage with no-one injured, 10% resulted in someone being injured but not hospitalised and 8% resulted in someone being killed or hospitalised.

Figure 7.5c: Percentage breakdown of road crashes by severity, 1996 to 2009.



Base: Been involved in a road crash in the last three years (n=265 in 2009).

Persons aged 15 to 24 are significantly more likely than any other age group to report having been involved in a road accident in the last three years (29%), as are males (21%), and those that live in capital cities (20%).

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	**18**
Sex	
Male	21#
Female	14#
Age group (years)	
15–24	29#
25–39	22
40–59	16
60+	8#
State/Territory	
NSW	20
VIC	18
QLD	16
SA	20
WA	16
TAS	11#
NT	16
ACT	12
Capital city/Other	
Capital city	20#
Other location	14#
Licences currently held	
Full car licence	18
Heavy vehicle licence	10#
Full motorcycle licence	16
Provisional car licence	25
Net: Currently licensed	17
Driver status	
Frequent distance drivers	16
Commuters	20
Other frequent drivers	17
Less frequent drivers	13
Non-drivers	20

Base: Total sample (n=1,615).

Significance testing compares sub-groups to the total population.

# Denotes statistically significant at the 95% confidence interval

APPENDIX 1: SELECTED DEMOGRAPHIC AND ROAD USAGE CHARACTERISTICS

The tables below provide an overview of some of the demographic and driver and road usage characteristics of the in-scope population for 2005 to 2009 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) %	2009 (n=1,615) %
Total	**100%**	**100%**	**100%**	**100%**
Sex				
Male	49	49	49	49
Female	51	51	51	51
Age group (years)				
15–24	17	17	17	17
25–39	28	28	26	26
40–59	34	34	34	34
60+	21	21	23	23
State/Territory				
NSW	34	34	33	33
VIC	25	25	25	25
QLD	19	19	19	20
SA	8	8	8	8
WA	10	10	10	10
TAS	2	2	2	2
NT	1	1	1	1
ACT	2	2	2	2
Capital city/Other				
Capital city	64	64	64	64
Other location	36	36	36	36
Licences currently held				
Full car licence	82	80	79	79
Heavy vehicle licence	11	11	9	9
Full motorcycle licence	9	11	8#	9
Provisional car licence	5	4	5	5
Net: Currently licensed	88	89	89	89
Driver status				
Frequent distance drivers	17	18	17	17
Commuters	33	28#	29	27
Other frequent drivers	32	31	31	33
Less frequent drivers	9	12#	13	13
Non-Drivers	10	11	11	11
Been directly involved in a road accident in the last three years				
Yes	17	16	17	18
No	83	84	83	82
Ever held a driver or motorcycle licence				
Yes	93	90#	92#	91
No	7	10#	8#	9

Selected road usage characteristics[(1)].

Selected Driver Characteristics	2005 (n=1,571) %	2006 (n=1,458) %	2008 (n=1,436) %	2009 (n=1,426) %
Total	**100%**	**100%**	**100%**	**100%**
Licences currently held				
Full car licence	91	90	88	89
Heavy vehicle licence	12	13	10#	11
Full motorcycle licence	10	12	9#	10
Provisional car licence	6	5	6	5
Car learner's permit	2	3	4	4
Bus licence	1	2#	1#	1
Motorcycle learner's permit	1	1	1	1
Taxi/hire car	<	1	<	<
Provisional motorcycle licence	<	<	<	<
Net: Currently licensed	100	100	100	100
Length of time held licence				
Up to 3 years	10	9	11	10
3 to 5 years	5	4	4	4
6 to 10 years	8	6#	6	8
Over 10 years	77	81#	79	78
Been directly involved in a road accident in the last three years				
Yes	17	16	18	18
No	83	84	82	82
Main alcoholic beverage				
Beer	33	36	36	35
Wine/champagne	36	37	39	38
Mixed drinks/spirits/liqueurs	23	22	23	20
Do not drink at all	17	20#	20	22

# Denotes statistically significant at the 95% confidence interval.

Significance testing compares each result to that of the previous year.

< Denotes less than 0.5%

Figures may not add to 100% due to rounding.

(1) Base: Current licence holder (n=1,426 in 2009) unless otherwise specified.

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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 sample)														
Speed	34	39	35	40	39	40	37	37	38	35	34	39	34	
Drink Driving	14	11	11	11	12	11	11	12	13	14	14	14	15	
Lack of Concentration	18	14	18	12	13	15	11	12	11	12	13	11	12	
Driver Fatigue	6	7	11	8	10	9	11	13	9	11	10	6	8	
Carelessness	5	5	5	4	7	4	6	6	8	8	8	8	9	
Driver Attitudes	5	6	4	7	5	5	6	7	7	6	7	7	5	
Driver Inexperience	5	6	6	7	5	5	5	5	5	4	3	4	6	
Road Conditions	2	2	2	2	2	2	3	3	1	2	2	2	3	
Lack of Training	2	1	2	2	2	0	2	1	2	2	2	2	2	
Road Design	2	3	1	2	1	1	1	1	1	1	3	2	1	
Total Mentions (unaided, full sample)														**1b**
Speed	55	60	58	61	59	62	62	59	62	58	57	63	57	
Drink Driving	51	48	52	48	50	44	52	52	54	54	54	57	55	
Driver Fatigue	18	20	30	26	29	26	33	33	30	35	27	22	22	
Lack of Concentration	36	27	36	31	27	30	26	23	26	25	28	25	24	
Carelessness	12	12	12	11	17	14	16	17	18	17	19	19	23	
Driver Inexperience	16	16	16	21	15	12	14	15	17	15	15	15	14	
Driver Attitudes	12	11	12	14	13	12	13	14	18	14	15	18	14	
Road Conditions	8	9	8	8	10	7	12	8	7	11	11	9	12	
Drugs (other than alcohol)	11	11	9	8	7	<1	8	7	8	7	8	7	6	
Weather	5	5	5	4	4	5	6	4	7	7	9	8	6	
Lack of Driver Training	5	4	5	6	5	3	6	5	5	5	6	5	6	
Road Design	9	8	6	6	5	5	5	4	4	6	8	7	6	
Disregard Rules	5	3	2	5	4	4	3	2	4	3	4	4	3	
Lack of Vehicle Maintenance	1	1	2	1	3	2	2	2	2	2	5	2	2	
Ignorance of Rules	2	1	2	3	3	2	1	2	2	2	3	3	3	

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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
2. Agreement with Random Breath Testing														**2a**
(full sample)														
Total "Agree"	98	98	97	98	98	98	97	96	97	96	97	98	n/a	
3. RBT Activity														**2b**
(full sample)														
Increased	36	32	35	36	37	38	39	34	38	44	44	46	39	
No change	37	37	35	39	36	35	33	31	31	36	29	26	24	
Decreased	11	14	13	13	13	11	14	16	15	14	12	11	13	
Don't know	16	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	75	74	77	78	75	74	70	71	70	70	70	67	**3a**
Tested	28	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	58	57	55	57	57	57	57	53	53	55	54	47	50	
6. Attitudes Toward Drinking and Driving														**11**
(current or past licence														
I don't drink at any time	19	20	20	17	19	16	16	19	18	17	21	20	22	
If I am driving I don't drink	39	38	37	40	38	40	37	37	40	40	39	39	41	
If I am driving I restrict what I	41	43	43	43	43	44	46	43	42	42	40	41	37	
If I am driving I don't restrict	1	0	<1	<1	<1	<1	1	1	nil	nil	nil	nil	nil	

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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
7. Use of Breath Testing Machine														
(current or past licence														
Past 6 Months	n/a	n/a	n/a	n/a	n/a	6	7	6	5	8	6	8	6	**13a**
Very likely to Use, If Opportunity	n/a	n/a	n/a	n/a	n/a	35	34	34	37	28	31	33	29	**13b**
8. Alcohol Consumption Guidelines														
Males - First Hour (all males)														**14a**
One or less	8	10	9	12	11	8	8	7	5	7	7	7	10	
Two	57	48	45	49	48	47	47	44	43	42	42	38	33	
Three	16	21	24	20	23	23	25	22	27	24	25	31	31	
Four or more	9	7	7	8	7	8	12	11	11	12	11	12	9	
Don't know	9	12	13	9	7	9	8	16	11	13	15	12	17	
Males - After First Hour (all														**14b**
Less than one	3	5	3	3	4	3	2	1	1	2	3	3	3	
One	80	73	76	78	80	75	78	74	78	72	75	76	65	
Two	2	5	4	5	5	4	5	3	4	6	4	5	6	
Three	1	<1	<1	1	1	<1	1	1	0	1	1	1	1	
Don't know	12	17	15	13	10	16	12	21	14	17	16	16	24	
Females - First Hour (all														**14a**
One	37	33	31	36	34	28	33	30	24	28	29	28	27	
Two	41	41	40	40	38	39	41	38	42	40	37	42	36	
Three	4	7	9	4	7	6	7	7	7	6	7	6	9	
Four or more	1	1	<1	<1	2	2	0	nil	nil	2	2	1	1	
Don't know	15	18	18	17	17	19	17	24	24	21	24	22	27	

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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
Females - After First Hour (all														**14b**
Less than One	11	11	10	11	9	9	7	4	5	7	6	7	7	
One	59	58	63	63	63	60	66	62	58	60	56	63	54	
Two	2	3	2	2	3	1	2	2	3	4	2	2	2	
Three	<1	<1	<1	<1	1	<1	0	1	nil	nil	1	nil	nil	
Don't know	26	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	29	31	30	30	31	33	26	34	33	36	
Light Beer	17	18	15	13	12	13	21	19	21	16	20	22	20	
Net Beer (Full or Light)	39	41	41	40	41	41	46	46	53	42	54	50	49	
Wine	43	44	41	44	37	37	39	44	39	33	40	41	41	
Mixed Drinks	24	26	28	28	26	24	33	32	29	22	28	27	32	
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	14	15	19	15	17	13	21	13	19	19	15	18	15	
One and a half	59	58	46	51	49	47	40	49	42	47	45	42	39	
Two	17	13	23	21	23	19	26	23	25	22	28	25	32	
Three	2	1	2	3	2	2	3	2	3	1	2	3	1	
Four or more	1	1	<1	<1	<1	1	2	1	1	1	1	1	nil	
Don't know	8	11	7	6	7	7	7	11	11	10	9	11	13	

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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
11. Standard Drinks in a 750 ml Bottle of Wine														**15c**
(licence holders who drink wine mainly)														
Up to three	7	2	3	5	5	4	6	6	5	4	6	5	3	
Four	14	13	22	15	19	25	18	19	19	23	18	15	19	
Five	17	20	25	25	20	18	20	24	25	22	25	22	23	
Six	21	25	17	21	23	18	20	21	21	20	23	22	23	
Seven	14	14	11	13	10	10	15	9	10	9	9	6	8	
Eight	12	12	11	6	8	8	6	6	6	8	4	10	7	
Nine or more	5	5	3	7	6	3	7	5	5	3	5	5	5	
Don't know	9	8	7	10	10	8	9	10	9	11	10	13	12	
12. Police Speed Enforcement														**16**
(full sample)														
Increased	56	60	62	68	70	72	65	58	62	64	62	66	57	
No change	33	28	28	25	21	19	23	24	24	22	26	22	26	
Decreased	6	7	5	5	5	4	8	10	7	8	6	6	6	
Don't know	5	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	5	3	5	3	4	6	5	4	6	5	8	6	
Stayed the Same	72	70	72	60	64	63	59	60	65	66	68	64	64	
Decreased	21	22	25	25	29	29	34	33	30	27	26	27	29	
14. Frequency Drive 10 km/h Over Limit														**20**
(driven in past two years)														
Always/most occasions	6	6	8	7	7	7	9	11	10	11	8	12	15	
Sometimes	19	20	17	17	18	20	20	21	20	20	24	21	21	
Occasionally	47	49	47	50	51	51	50	47	49	46	45	43	42	
Never	28	25	29	26	25	25	22	19	20	23	23	23	22	

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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
15. Booked for Speeding														**18**
(drivers)														
Past 6 months	9	7	6	9	8	8	8	7	7	7	6	8	5	
Past 2 years	22	20	19	24	21	23	21	19	20	21	19	18	16	
16. Should Lower Speed Limits – Approve														
(full sample)														
To 50 km/h in residential areas	n/a	n/a	n/a	n/a	n/a	91	72	73	68	65	62	55	61	**23a**
To 40 km/h in residential areas	n/a	n/a	n/a	n/a	n/a	25	28	28	29	30	33	24	31	**23b**
17. Speed Should be Allowed to Drive in 60 km/h Zones														**21a**
(full sample - aided responses)														
60 km/h	34	38	29	32	31	35	49	49	48	44	49	44	44	
61-64 km/h	15	14	20	16	18	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/h	33	28	32	31	33	31	38	37	36	37	31	34	31	
66-69 km/h	8	8	8	10	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/h	6	10	9	9	7	10	9	11	14	14	15	18	19	
71+ km/h	1	1	1	1	<1	n/a	2	1	1	2	2	2	3	
Don't know	2	2	2	1	2	2	2	2	1	2	2	2	3	
18. Speed Allowed to Drive in 60 km/h Zones														**21h**
(full sample - unprompted)														
Nil tolerance	19	17	14	16	16	15	12	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/h	26	27	27	29	33	26	24	n/a	n/a	n/a	n/a	n/a	n/a	
Net 65-69 km/h	36	35	34	36	20	34	43	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/h	20	7	7	9	7	7	13	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	14	14	18	11	13	20	8	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/h)	63	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	

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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
19. Speed Should be Allowed to Drive in 100 km/h Zones														**21b**
(full sample - aided responses)														
100 km/h	29	29		27	27	26	36	34	33	33	36	35	34	
101-104 km/h	5	4	9	5	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/h	20	20	20	19	22	20	20	17	19	16	14	13	12	
106-109 km/h	6	3		4	16	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/h	32	34	5	36	30	35	31	37	38	38	37	37	36	
115 km/h	3	3	32	4	2	2	3	3	3	4	3	4	5	
116+ km/h	4	4		6	4	4	7	7	6	6	7	7	10	
Don't know	2	2	3	1	2	2	2	2	2	3	3	3	3	
20. Speed Allowed to Drive in 100 km/h Zones														**21l**
(full sample - unprompted)														
Nil tolerance	19	15	12	12	13	11	10	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/h	11	15	15	14	19	12	11	n/a	n/a	n/a	n/a	n/a	n/a	
Net 105-109 km/h	29	31	29	33	21	29	30	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/h	27	26	27	30	25	28	38	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	15	13	17	12	20	20	10	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/h)	105	105	105	105	105	105	106	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/h)				105	105		110	n/a	n/a	n/a	n/a	n/a	n/a	

APPENDIX 2: TIME SERIES TABLES

	CAS 21 (2009) %	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
21. Agreement with Statements on Speed														**22**
(full sample)														
a) Fines for speeding are mainly intended to raise revenue	58	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	25	28	26	27	33	29	32	32	33	33	32	37	33	
c) Speed limits are generally set at reasonable levels	84	84	83	83	83	86	83	88	87	87	89	90	87	
d) If you increase your speed by 10 km/h, you are significantly more likely to be involved in an accident	75	71	74	72	73	70	68	67	69	65	63	63	57	
e) An accident at 70 km/h will be a lot more severe than an accident at 60 km/hr	92	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	97	96	96	96	96	95	96	95	95	**25a**
Always – Rear	93	93	92	92	91	91	88	87	89	85	88	88	86	**25b**
23. Seat Belt Enforcement														**26**
(full sample)														
Increased	21	22	22	24	25	28	38	23	28	27	31	30	33	
No change	53	45	48	47	49	42	43	46	45	47	45	47	36	
Decreased	6	7	5	8	5	6	4	7	6	6	5	5	4	
Don't know	21	25	25	21	22	24	15	24	21	21	19	19	27	

APPENDIX 2: TIME SERIES TABLES

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24. Compulsory Licence Carriage														**24a**
(full sample)														
Approve strongly	66	65	65	59	67	67	67	68	69	68	72	64	68	
Approve somewhat	19	19	19	26	22	20	18	18	16	15	15	20	15	
Net "approve"	85	84	84	85	89	86	85	86	85	84	87	84	83	
25. Involvement in Road Accident														**27**
Past 3 Years														
Involved (total sample)	18	17	16	17	16	18	18	18	18	18	18	20	17	
Among those involved……														**28**
Someone killed/hospitalised	8	7	7	6	10	10	11	8	9	9	11	5	5	
Someone injured/not	10	7	10	10	7	7	8	12	7	14	10	14	14	
Major vehicle damage, no one	19	23	25	20	25	25	27	29	23	25	17	24	25	
Minor vehicle damage, no one	62	62	57	62	58	58	51	50	60	51	59	56	54	
26. Ever Fallen Asleep at the Wheel														**29**
(full sample)														
Yes	16	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	57	53	53	52	55	59	63	54	n/a	n/a	n/a	n/a	n/a	
Twice	16	19	24	16	16	15	15	27	n/a	n/a	n/a	n/a	n/a	
Three times	5	11	8	13	14	7	8	5	n/a	n/a	n/a	n/a	n/a	
More than three times	21	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 21 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 twenty-first Community Attitudes Survey (CAS 21) was conducted in March and April 2009 using Computer Assisted Telephone Interviewing (CATI) technology. The 'known blocks' or 'list-assisted' form of RDD is used for the CAS. For 2009, a more up to version of the white pages[1] was used to source additional exchange blocks not present in the 2004 DtMS product, with a view to incrementally improving coverage. The new exchange blocks were represented on a probability proportional to size basis.

The in–scope population for the survey was persons aged 15 years and over. A total of 1,615 interviews were conducted with an average interview length of 17.9 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 EWP, to be used as "seed" numbers for random number generation (all selections from the EWP are by definition from known blocks), within the agreed strata
- 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 EWP to 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).

Sensis's MacroMatch service was used to confirm the mailing address for matched sample, and the 2007 ABS National Localities Index was used to define geographic location for sample selection. Canberra and Rest of ACT were treated as a single geographic location.

Records in 20 localities worst affected by the Victorian bushfires (e.g. Marysville, Kinglake, Flowerdale) were excluded from the sample generation process, as it was deemed insensitive and inappropriate to include these areas.

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 single geographic location.

[1] From Prospect Marketing Pty Ltd.

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	**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	14	24	26	15	79	15	24	27	17	83
Other NSW	9	10	15	12	46	7	12	17	12	48
Total NSW	*23*	*34*	*41*	*27*	*125*	*22*	*36*	*44*	*29*	*131*
Melbourne	14	24	27	17	82	15	24	27	17	83
Other Vic	4	8	11	8	31	5	8	11	9	33
Total Vic	*18*	*32*	*38*	*25*	*113*	*20*	*32*	*38*	*26*	*116*
Brisbane	9	14	15	8	46	11	14	17	10	52
Other Qld	9	15	20	11	55	9	15	20	12	56
Total Qld	*18*	*29*	*35*	*19*	*101*	*20*	*29*	*37*	*22*	*108*
Adelaide	9	16	21	15	61	10	20	22	15	67
Other SA	4	6	8	6	24	4	6	8	6	24
Total SA	*13*	*22*	*29*	*21*	*85*	*14*	*26*	*30*	*21*	*91*
Perth	12	18	23	12	65	12	20	23	13	68
Other WA	4	7	7	5	23	4	7	8	5	24
Total WA	*16*	*25*	*30*	*17*	*88*	*16*	*27*	*31*	*18*	*92*
Hobart	5	8	11	7	31	7	8	11	7	33
Other Tas	6	11	15	10	42	7	11	15	11	44
Total Tas	*11*	*19*	*26*	*17*	*73*	*14*	*19*	*26*	*18*	*77*
Darwin	8	16	15	4	43	8	15	14	3	40
Other NT	8	13	11	3	35	7	12	10	3	32
Total NT	*16*	*29*	*26*	*7*	*78*	*15*	*27*	*24*	*6*	*72*
Total ACT	*15*	*22*	*26*	*11*	*74*	*15*	*23*	*26*	*12*	*76*
Total	***130***	***212***	***251***	***144***	***737***	***136***	***219***	***256***	***152***	***763***
Total %	***8.7***	***14.1***	***16.7***	***9.6***	***49.1***	***9.1***	***14.6***	***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[2]**:**

1. Primary sample (40% 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. All original top up selections were activated for all locations.

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.

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

Table A3.2 – Selections by geographic strata

Geographic 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	162	2191	13.5	151	2342	14.5
Other NSW	94	1061	11.3	655	1716	18.3
Melbourne	165	2017	12.2	322	2339	14.2
Other VIC	64	594	9.3	267	861	13.5
Brisbane	98	1058	10.8	0	854	8.7
Other QLD	111	1041	9.4	324	1365	12.3
Adelaide	128	1496	11.7	0	962	7.5
Other SA	48	499	10.4	399	898	18.7
Perth	133	1528	11.5	201	1729	13.0
Other WA	47	546	11.6	476	1022	21.7
Hobart	64	501	7.8	901	1958	30.6
Other Tas	86	745	8.7	821	1402	16.3
Darwin	83	1318	15.9	324	1566	18.9
Other NT	67	806	12.0	653	1642	24.5
ACT	150	1168	7.8	790	1459	9.7
Total	**1500**	**16569**	**11.0**	**6284**	**22115**	**14.7**

Respondent selection

The respondent selection procedure was based on that used in previous surveys. It attempts to take into account known factors such as the increased propensity of males to refuse interview, and the difficulty in finding young persons at home and willing to do the survey. There were some minor refinements to the chance of selection factors in 2009, with a view to addressing the growing shortfall in primary sample interviews with 25 to 39 year olds, relative to minimum cell targets.

Based on the age and gender information collected from the phone answerer or household informant, a person 15 plus was randomly selected for interview, using the following increased chance of selection factors:

- 15 to 24 year old males: 3.0 (no change from 2008)
- 15 to 24 year old females: 2.5 (no change from 2008)
- 25 to 39 year old males: 2.0 (previously 1.5 for males aged 25 or over)
- 25 to 39 year old females: 2.0 (previously 1.0 for females aged 25 or over)
- Persons aged 40 or over: 1.0 (no increased chance of selection)

Call Procedures and Fieldwork Statistics

Call Procedures

The call procedures adopted for CAS 21 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

Call result	n	%
Total attempts	*37480*	*100.0%*
No answer	21369	57.0%
Appointment made	4099	10.9%
Answering machine	2902	7.7%
Telstra message, number disconnected	2836	7.6%
Engaged	2747	7.3%
Refused, all types	1123	3.0%
Completed interviews	**1117**	**3.0%**
Not a residential number	655	1.7%
Fax/Modem	352	0.9%
Too old/deaf/disabled/health/family reasons	99	0.3%
Residual language difficulty	85	0.2%
Away for duration of survey	50	0.1%
Wrong number / respondent not known	36	<0.1%
Claims to have done survey	5	<0.1%
Genuine mid-survey terminations	5	<0.1%
Total numbers initiated	6684	
Average calls per interview	33.6	
Average calls per number initiated	5.6	

As can be seen, a total of 37,480 call attempts were placed to the 6,684 primary sample records – an average of 5.6 call attempts per sample record. The most frequent call outcome was no answer (57%), followed by appointments (10.9%), answering machines (7.7%) and disconnected numbers (7.6%). An interview was achieved every 33.6 calls.

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 53.9%

Table A3.4 – CAS primary sample – final result

Call result	**n**	**Final Result %**	
Total sample selected	6684	100.0%	
Ineligible numbers			
Telstra message, number disconnected	2832	42.4%	
Not a residential number	655	9.8%	
Fax/Modem	351	5.3%	
Sub total ineligible numbers	*3838*	*57.4%*	
No contact / call cycle dead (no contact after 8 calls)			
No answer	399	6.0%	
Engaged	35	0.5%	
Answering machine	121	1.8%	
Sub total no contact / call cycle dead	*555*	*8.3%*	
Out of scope contacts			
Too old/deaf/disabled/health/family reasons	99	1.5%	
Language difficulty (not target language)	63	0.9%	
Claims to have done survey	5	0.1%	
Away for duration of survey	50	0.7%	
Sub total Out of Scope contacts	*217*	*3.2%*	
Contacts			
Completed interviews	1117	16.7%	53.9%
Selected respondent unavailable to continue	65	1.0%	3.1%
Residual language difficulty	22	0.3%	1.1%
Household refusal	739	11.1%	35.6%
Respondent refusal	64	1.0%	3.1%
Wrong number / respondent not known	36	0.5%	1.7%
Remove number from list	26	0.4%	1.3%
Genuine Terminations	5	0.1%	0.2%
Sub total contacts	*2074*	*31.0%*	*100.0%*

Analysis of Response

Response overview

A total of 1,615 interviews were achieved across the primary and top-up samples. The response rate for the primary sample was 54% and the average primary sample interview length was 17.9 minutes.

As can be seen in Table A3.5, one in three primary sample interviews (346 in total) were completed as a result of some form of response maximisation activity.

Additional call attempts (260) were the most productive response maximisation activity, accounting for (75%) of the total interviews achieved from such activities.

Table A3.5 – Summary project statistics

Total interviews achieved	**1615**	**100.0%**	
Primary sample	**1117**	**69.2%**	**100.0%**
Interviews achieved from refusal conversion activity	84	5.2%	7.5%
Interviews conducted in a language other than English	2	0.1%	0.2%
Primary sample interviews achieved at 6th call or more	260	16.1%	23.3%
Other primary sample interviews	771	47.7%	69.0%
Top-up sample	**498**	**30.8%**	
Total "excess" interviews	115		
Total primary sample interviews in excess of minimum target interviews	91		
Total top up sample interviews in excess of minimum target interviews	24		

In total, 115 "excess" interviews were completed, that is, interviews additional to the number required in any one age / gender / location cell. Of these, the majority (91) occurred during primary sample interviewing.

Whilst 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[3].

[3] 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.

Questionnaire Design and Testing

The following questions were added to the CAS for the first time in 2009:

- Alcohol consumption self classification (Q.15d)
- Agree /disagree whether talking on mobile phone whilst driving increases chances of being involved in an accident (Q.47)

Country of birth (D8) and year of arrival in Australia (D9) were removed from CAS 21.

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.

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 methodology as described at 2.5
- 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 2007 population information.

APPENDIX 4: SURVEY QUESTIONNAIRE

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) 2009

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)

IF NECESSARY: There's more information about the survey available on our website. The website address is www.srcentre.com.au. Our website also contains a link to the Departments website which includes information about the survey.

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?

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

*(REFUSED)
RR2 RECORD RE-CONTACT TYPE

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

*(LOTES)
ALOTE RECORD LANGUAGE

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

*(ALL)
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.15d, 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.15d)
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 Q.15d
*(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)

*(ALL)
Q.15d At the present time do you consider yourself … (READ OUT AS APPROPRIATE)?

1. A non-drinker
2. An ex-drinker
3. An occasional drinker
4. A light drinker
5. A heavy drinker
6. A binge drinker
7. (Don't know)
8. (Refused)

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
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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)

*(ALL)

Q.47 To what extent would you agree or disagree that talking on a mobile phone while YOU are driving would increase YOUR chance of being involved in an accident? Would you say……READ OUT

IF DOES NOT USE A MOBILE PHONE WHILE DRIVING, SAY: Imagine you were using a mobile phone whilst driving. (REPEAT QUESTION IF NECESSARY)

IF ASKS WHETHER WE ARE REFERRING TO MOBILE HAND HELD OR HANDS FREE DEVICE, SAY: Please focus on talking on a mobile phone whilst driving, regardless of the device or aid that might be used. (REPEAT QUESTION IF NECESSARY)

IF DEPENDS ON THE SITUATION, SAY: On the whole, regardless of the situation (Traffic, speed limit, weather, other distractions). (REPEAT QUESTION IF NECESSARY)

1. Agree STRONGLY
2. Agree Somewhat
3. Disagree Somewhat
4. Disagree STRONGLY
5. (Don't know)

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)
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

Australian Government

Department of Infrastructure, Transport, Regional Development and Local Government

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.

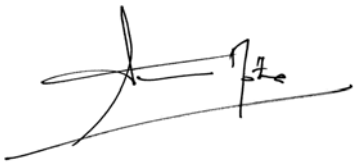
The interview will take 10 to 15 minutes to complete and will be easy to answer. Let me assure you that the responses from the household member who gives the interview will remain strictly confidential. The answers will be combined with all the other responses from people throughout Australia to present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

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

March 2009

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

GPO Box 594 Canberra ACT 2601 Australia • Telephone: 02 6274 7111 • Facsimile: 02 6257 2505
Website: www.infrastructure.gov.au • ABN 86 267 354 017

ITALIANO

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

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

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

粵語

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

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

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

ΕΛΛΗΝΙΚΑ

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

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

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

国语

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

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

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

عربـي

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

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

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

VIỆT NAM

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

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

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

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

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

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

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