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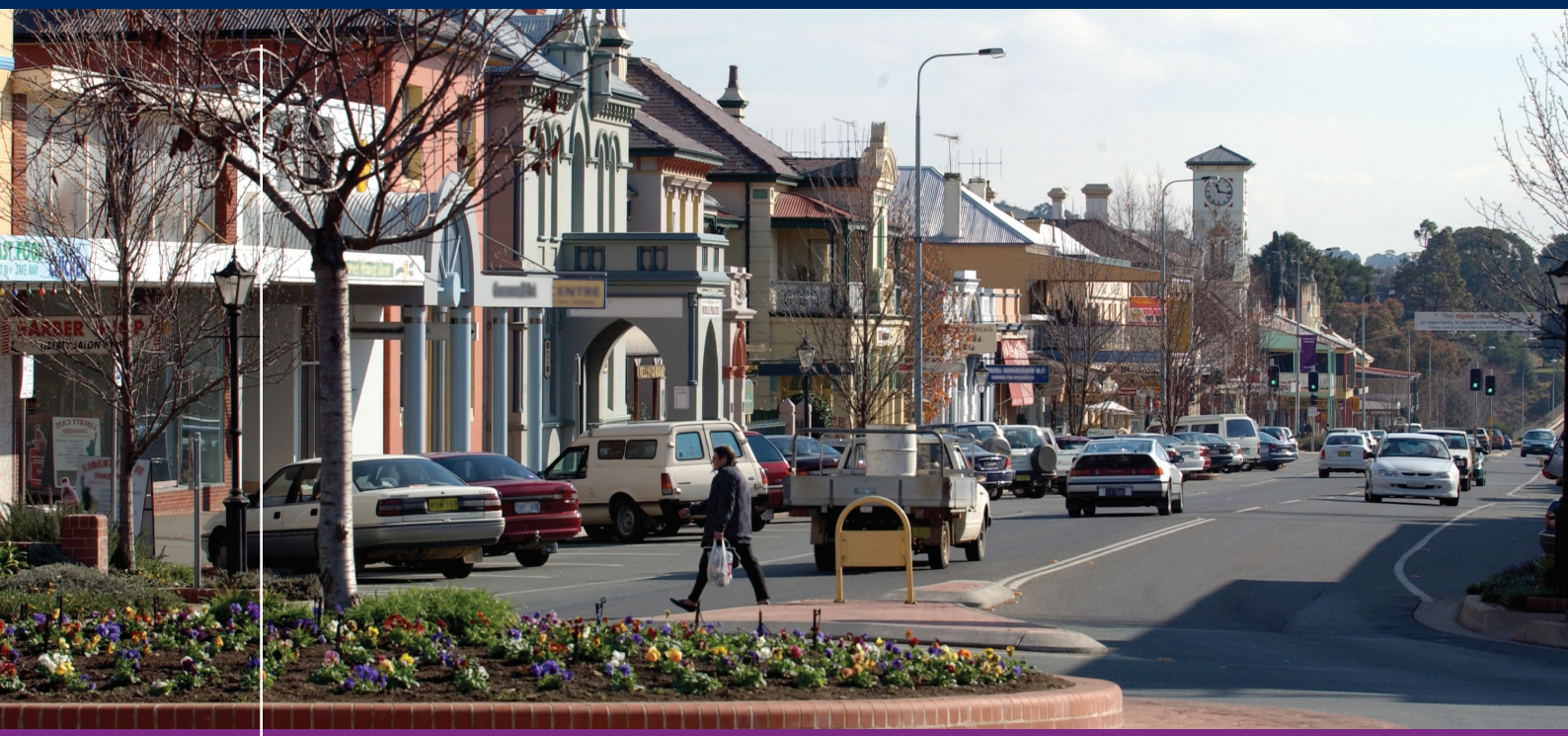

ROAD SAFETY REPORT No. 5

Community Attitudes to Road Safey – 2011 Survey Report

December 2011

ROAD SAFETY REPORT 5

Community Attitudes to Road Safety – 2011 Survey Report

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Abstract

This report documents the findings from the Australian Government Department of Infrastructure and Transport's 2011 survey of community attitudes to road safety. The twenty-second in a series of national surveys on community attitudes to road safety was conducted in May and June 2011. A total of 1,555 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 seatbelts, 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, seatbelts.

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 and Transport.

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EXECUTIVE SUMMARY

This report documents the findings from the Australian Government Department of Infrastructure and Transport 2011 survey of community attitudes to road safety. This is the twenty-second 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 May and June 2011 using Computer Assisted Telephone Interviewing (CATI) technology and a Random Digit Dialling (RDD) sampling frame. A total of 1,555 interviews were conducted with an average interview length of 17 minutes. A disproportionate stratified sampling methodology was utilised to ensure adequate coverage of the population by age, sex, state/territory and capital city/other locations. The response rate (completed interviews divided by all contacts, excluding those 'away for survey period') was 64%.

A summary of the main findings from the 2011 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, 33% mention speed, 17% inattention/lack of concentration, 14% drink driving, 7% driver fatigue and 5% driver distraction/driving while on a mobile.

When asked to nominate up to three factors that lead to road crashes, total mentions of speed was 54% (compared with 55% in 2009 and 60% in 2008), total mentions of drink driving was 47% (compared with 51% in 2009 and 48% in 2008), total mentions of inattention/lack of concentration[1] was 36% (also 36% in 2009 and 27% in 2008) and driver fatigue was 21% (compared with 18% in 2009 and 20% in 2008).

Alcohol and drink driving

Random breath testing (RBT)

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).

Forty per cent of the community feel the level of RBT has increased in the last two years. This outcome is consistent with results achieved over the past few years.

More than three-quarters of the in-scope population (80%) had seen police conducting random breath tests in the last six months (higher than the 2008 and 2009 result of 75%). In addition, 37% of the community report having been breath tested in the previous six months, which is a marked increase on results in previous years.

1 Includes driver distraction/driving while on a mobile

Self-reported drink driving behaviour

The self-reported drink driving behaviour of motorists is similar to 2009, with 38% of 'active drivers'[2] saying they restrict what they drink when driving, 43% saying they don't drink at all when driving and 19% saying that they don't drink at any time.

Most (81%) 'active drivers' modify their drinking behaviour when driving, either by abstaining from alcohol (43% of all active drivers) or restricting what they drink (38%). The practice of restricting alcohol intake when driving (as distinct from abstaining) is more common among males (43%) than females (32%), 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. Three-quarters (73%) of provisional car licence holders and 65% of 15 to 24 year olds indicate that they abstain from alcohol while driving.

Four per cent of active drivers said it was either very likely or fairly likely that they had driven when over the blood alcohol limit in the last 12 months (unchanged from 2009).

Awareness of standard drinks and alcohol consumption guidelines

Community knowledge regarding the number of standard drinks in everyday volumes of alcohol is varied with two-thirds 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[3] continues to increase at 66% (compared with 59% in 2009 and 54% in 2008), 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 11% (compared with 14% in 2009 and 15% in 2008).

The proportion of wine drinkers able to correctly nominate the number of standard drinks in a 750ml bottle of wine[4] is on par with previous results (27% in 2011, compared with 26% in 2009 and 27% in 2008). Also remaining in line with 2009 results, is the proportion of wine drinkers who underestimated the alcohol content of a bottle of wine (60% in 2008, 59% in 2009 and 61% for the current period).

Sixty-six 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 51% correctly identifying two standard drinks and a further 15% of the view that they can have one standard drink or less in the first hour. By comparison, only 47% 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 drinking. Sixty-three per cent of males (compared with 60% in 2009 and 53% in 2008) and 40% of females (compared with 31% in 2009 and 28% in 2008) made a safe assumption about both parts of these guidelines.

2 Current licence holders who drive a vehicle.

3 1.4 or 1.5 standard drinks

4 Between 7 and 8 standard drinks

Approval towards reducing the blood alcohol limit

Respondents were asked how they feel about suggestions that the general blood alcohol concentration (BAC) limit should be lowered from 0.05 to 0.02. Overall, 43% of people said they would approve of such a change, while 38% would disapprove. The level of disapproval was relatively high among motorcycle licence holders (58%) and heavy vehicle licence holders (57%). Males also recorded a significant rate of disapproval as did those from the Northern Territory (both 48%).

Speed

Selected attitudes to speed and speed regulation

Attitudes to speed and 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 2011 who consider *"it is okay to exceed the speed limit if you are driving safely"* (28%) is 9% lower than it was in 1995.
- There has been a marked increase over the past decade in community awareness of the link between speeding and road accidents. In 2011, 70% 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 since stabilised between 92% and 94%.

Attitudes to speed regulation have tended to be more stable:

- Sixty-two 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-one per cent feel that speed limits are generally set at reasonable levels. This result has remained fairly steady in recent times.

In response to a new question about the use of low speed limits, the majority of respondents (87%) supported limits of 40 km/h or lower on streets with high pedestrian activity, such as shopping areas.

Respondents were also asked this year about the promotion of speed in television commercials for new cars. Just under half (49%) felt that there is too much emphasis on speed in car advertisements, with 30% strongly agreeing with this view.

Perceived acceptable and actual speed tolerances

A large proportion of the community (51%) support quite strict speed enforcement (60-64 km/h). The most common view (held by 34% of the in-scope population) is that 65 km/h is an acceptable speed for someone to drive in a 60 km/h zone in an urban area without being booked, while 14% think speeds above 65 km/h should be tolerated.

When looking at perceptions as to what speed is actually permitted, 15% of the community think that zero tolerance is applied in urban 60 km/h zones. Some 17% of people (compared with 19% in 2009) believe that speeds greater than 65 km/h will be tolerated without a speeding fine being issued, with 5% of those nominating speeds of 70 km/h or higher.

In relation to rural 100 km/h zones, 24% of the population are of the view that no speed in excess of 100 km/h is acceptable. A further 31% supported speeds of 101-105 km/h and 4% supported speeds of 106-109 km/h. The most common view (held by 33% 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, while 7% think speeds above 110 km/h should be tolerated.

When asked what speeds are actually permitted in rural 100 km/h zones, 13% believe that the limit is strictly enforced (compared with 19% in 2009) while 21% think speeds up to 10km/h over the speed limit are tolerated.

Perceived changes in speed enforcement

Sixty-four per cent of respondents are of the view that the level of speed limit enforcement has increased in the last two years, 27% feel it has stayed the same and just 4% feel the amount of speed limit enforcement has decreased. One in twenty (5%) don't know.

The incidence of drivers booked for speeding in the last two years (16%) and the last six months (5%) shows significant decreases on findings in 2009 (23% and 9% respectively) and is down to levels not recorded since the mid-1990s. Full motorcycle licence holders recorded a higher incidence of being booked for speeding than any other licence holder type, both within the last two years (29%) and within the last six months (9%).

Attitudes to speed enforcement and speeding penalties

Overall, 35% (compared with 46% in 2008 and 2009) of the in-scope population support an increased amount of speed limit enforcement, 12% support a decrease (down from 6% in 2009 and 10% in 2008) and 50% want no change (up from 46% in 2009 and 42% in 2008).

Almost a quarter of respondents are in favour of making the penalties for exceeding the speed limit more severe. The current year result (24% in favour of harsher penalties) is lower than the 2009 result of 27%. A further 9% believe speeding penalties should be made less severe and 63% opt for no change to the current penalties.

Almost two-thirds (65%) approved of the use of point-to-point speed enforcement cameras on main roads, with almost one third (32%) showing strong support.

Self–reported speeding behaviour

The proportion of recent drivers who report 'always', 'nearly always' or 'mostly' driving at 10 km/h over the speed limit (3% in 2011) has halved since 2009 and dropped dramatically from the mid 1990s peak of 17% in 1995.

Driver fatigue

The incidence of drivers reporting having ever fallen asleep while driving is 13%. 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 who have ever fallen asleep while driving[5], 44% have done so more than once and 24% on three or

5 Please note this analysis is based on a relatively small sample size of 188.

more occasions. For 11% of those who have fallen asleep while driving, the most recent episode resulted in a road accident.

Other issues

Seatbelt wearing

Over 1 in 6 respondents (16%) are of the view that the level of enforcement of compulsory seatbelt wearing has increased over the last two years, 57% think it is unchanged, 5% feel as though there has been a decrease and 22% don't know. The proportion of the view that there has been an increase in the enforcement of seatbelt wearing has decreased significantly (21% in 2009 and 22% in 2008).

The proportion of people aged 15 years and over that always wear a seatbelt when travelling in the front seat of a car (96% in 2011) has remained steady at between 95% and 97% since 1993. The gap between seatbelt wearing in the front and rear seats has closed appreciably in the last few years, from 12 percentage points in 1993 to 4 percentage points for the current period (in 2011, 92% said they always wear a seatbelt in the rear set).

Mobile phone usage

CAS 22 is the fifth survey in the series that asks about the use of mobile phones when driving.

Nine in ten active drivers (93%) now have a mobile phone and 59% report that they use a mobile phone while driving (61% in 2008 and 2009).

With the exception of reading text messages (result virtually unchanged), other mobile phone usage measures have decreased since these questions were last asked in 2009:

- 54% answered calls while driving (58% in 2009 and 56% in 2008)
- 27% made calls (34% in 2009 and 32% in 2008)
- 31% read text messages (30% in 2009 and 28% in 2008), and
- 14% sent text messages (16% in 2009 and 14% in 2008).

The last four surveys have included a question measuring attitudes in relation to the hypothetical introduction of a new law banning the use of hands-free mobile phones while driving. This hypothetical law attracted 39% community support (unchanged from 2009). There was a significantly higher proportion of respondents opposed to such a law (46%) than there was in favour of it.

The last two surveys have included a 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 (86% 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 54%, this result ranges from 44% in Queensland to 62% in Tasmania. In terms of year-on-year change at the state/territory level, Queensland is the only state that saw a significant change in perceptions of speed as a contributing factor in road crashes (decreasing from 55% in 2009 to 44% for the current period).

The perception of drink driving as a contributing factor in road crashes (47% nationally) ranges from a low of 42% in Queensland to 53% in Victoria and 79% in the Northern Territory, where drink driving tends to be the dominant perceived cause of road crashes. The results for New South Wales showed a significant decrease from 48% in 2009 to 40% for the current year.

The increase in the nomination of 'inattention/lack of concentration' as a contributing factor in road crashes (down from 35% to 26%) seems mainly attributable to decreases in Victoria (down from 37% to 25%), ACT (down from 37% to 24%) and Northern Territory (down from 27% to 16%).

The proportion of the community mentioning 'driver fatigue' as a contributing factor in road crashes shows an increase on the last survey (up from 18% to 21%). Year-on-year comparisons show this increase is more evident in Queensland (17% to 26%) and outside of the capital cities (up from 24% to 29%).

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 24% of Tasmanian respondents are of the view that RBT activity has increased over the last two years compared with 40% nationally. Almost one in four (23%) of residents of Tasmania are of the view that the level of RBT activity has decreased over the last two years. At the other end of the scale only 8% of Northern Territory and Victorians residents 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 (59% compared with 80% nationally) and NSW residents the most likely (88%). Tasmanians were the least likely to report having been personally tested in the last six months (20% compared with 37% nationally) and New South Wales residents the most likely (45%).

Fifty one per cent 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 39% of Tasmanians displaying accurate knowledge of the guidelines compared with 62% of those in Queensland and Western Australia.

There were no substantial differences across the states or territories with regard to drink driving strategies adopted by drivers.

When asked how likely it was that they had driven over the BAC limit in the last 12 months , 6% of probationary drivers said it was 'very' or 'fairly' likely, compared with 4% nationally.

Speed

There is some variation in perceptions across the states and territories regarding changes in speed limit enforcement activity. The perception that there has been an increase in speed limit enforcement in the last two years (64% nationally, a significant increase on the last survey) is most common in Queensland (70%) and least common in Tasmania (51%).

In terms of state and territory comparisons, Western Australians (26%) and Victorians (22%) are significantly more likely to report having been booked for speeding in the last two years (compared with 16% nationally); while ACT residents (9%) and Victorians (8%) are more likely to have been booked within the last six months (compared with 5% nationally).

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 (49%, compared with 62% overall) to be of the view that 'fines for speeding are mainly intended to raise revenue'. There is also greater acceptance in the Northern Territory of the link between speeding and road crashes irrespective of whether you are driving safely (16% compared with 28% nationally).
- There is also a significant difference in the view that 'speed limits are generally reasonable' between metropolitan (79%) and non-metropolitan (85%) areas compare with 81% nationally.
- Residents of South Australia are more likely to agree that 'if you increase your driving speed by 10km/h you are significantly more likely to be involved in an accident' (78% compared with 70% overall), Victorians also shared similar views (77%).
- To the extent that these attitudes may be reflected in driving behaviour, it is interesting to note that 7% of those who reside in the Northern Territory report 'always, nearly always or mostly' driving at 10 km/h over the speed limit. This is significantly higher than the national result of 3% and a significant contrast to South Australia where only 1% report regularly driving 10km/h over the speed limit.

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 54% 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 (69%) than speed (43%).

Alcohol and drink driving

Consistent with the results of recent years, a significantly higher proportion of males (43%) than females (31%) 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 (71% versus 80% overall) and are also less likely to have had their breath tested (24% versus 37% overall).

With respect to drink driving behaviour, females (49%) are more likely than males (38%) to say they abstain from drinking when driving. Males are more likely to claim that, when driving, they restrict how much they drink (43% compared with 32% of females). Similarly, 65% of 15 to 24 year olds say they don't drink when driving, compared with 43% nationally.

Sixty three per cent of males and 30% 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 (83% and 69% respectively) compared with 76% overall.

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 (19% for males compared with 13% for females) and in the last 6 months (6% for males compared with 3% 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 (19% for males compared with 29% for females) and less likely to support an increase in the level of speed limit enforcement (30% compared with 40%) or an increase in the severity of penalties (20% for males compared with 27% for females). By extension males are less likely to see the nexus 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 older respondents (that is, those aged 60 years and over) is quite different to other age groups. Less than 0.5% of those aged 60 years and over (compared with 3% 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 2011 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 and Transport.

1 INTRODUCTION

1.1 Overview

This report documents the findings from the Australian Government Department of Infrastructure and Transport 2011 survey of community attitudes to road safety. This survey is the twenty-second 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-second Community Attitudes Survey (CAS) was conducted in May and June 2011 using Computer Assisted Telephone Interviewing (CATI). A Random Digit Dialing (RRD) sampling methodology (see Appendix 3 for further information) was used to randomly select private dwellings across Australia to include in the sample for the survey. The in-scope population for the survey was persons aged 15 years and over. In total, 1,555 interviews were conducted, with an average interview length of 17 minutes. A disproportionate stratified sampling methodology was used to ensure adequate coverage of the population by age, sex, state/territory and by capital city/other locations.

The broad topics covered in the survey include:

- the perceived causes of road crashes
- attitudes and behaviours in relation to drink driving and speeding
- the prevalence of falling asleep while driving and awareness of driver fatigue preventative measures
- the use of mobile phones while driving, and
- a variety of other issues including seatbelt 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 2011 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 2011 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 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 (67%) of 'frequent distance drivers' are male and the average age of this group is 43 years. Thirty one per cent have a heavy vehicle licence (compared with 13% of all licensed drivers) and 83% are in paid work, with a relatively high proportion employed as tradespeople (24%) compared with the population overall (14%). Around one in five (21%) 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-three per cent of 'commuters' are male and the average age of this group is 42 years. A significantly higher proportion of commuters have a Bachelor Degree or higher level of education (36%) compared with 28% of the survey population overall. Correspondingly, a relatively high proportion of commuters are employed in professional occupations (25%) compared with frequent distance drivers (15%). Commuters comprise 35% 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 five per cent of the 'other frequent driver' group are female and the average age of this group is 50 years, with 18% aged 70 years or over, compared with 12% of the survey population. Retirees and persons whose main activities are 'home duties' are over-represented in this driver category, with 38% of this group being retired (compared with 21% overall) and 14% describing their main activity as home duties (compared with 7% 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 46 years, with females comprising 60% of this group. A quarter of this group (25% compared with 12% overall) are aged 70 years and over while 27% are learner drivers or provisional licence holders compared with 10% overall. Less frequent drivers account for 16% of the survey population.

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

Non-drivers are a diverse group accounting for 10% of the survey population. Just over half (53%) are aged 15 to 24 years, with 49% still attending school. Sixty-seven per cent are female and 24% have previously held a driver's or motorcycle licence.

2 COMMUNITY PERCEPTIONS OF FACTORS CONTRIBUTING TO ROAD CRASHES

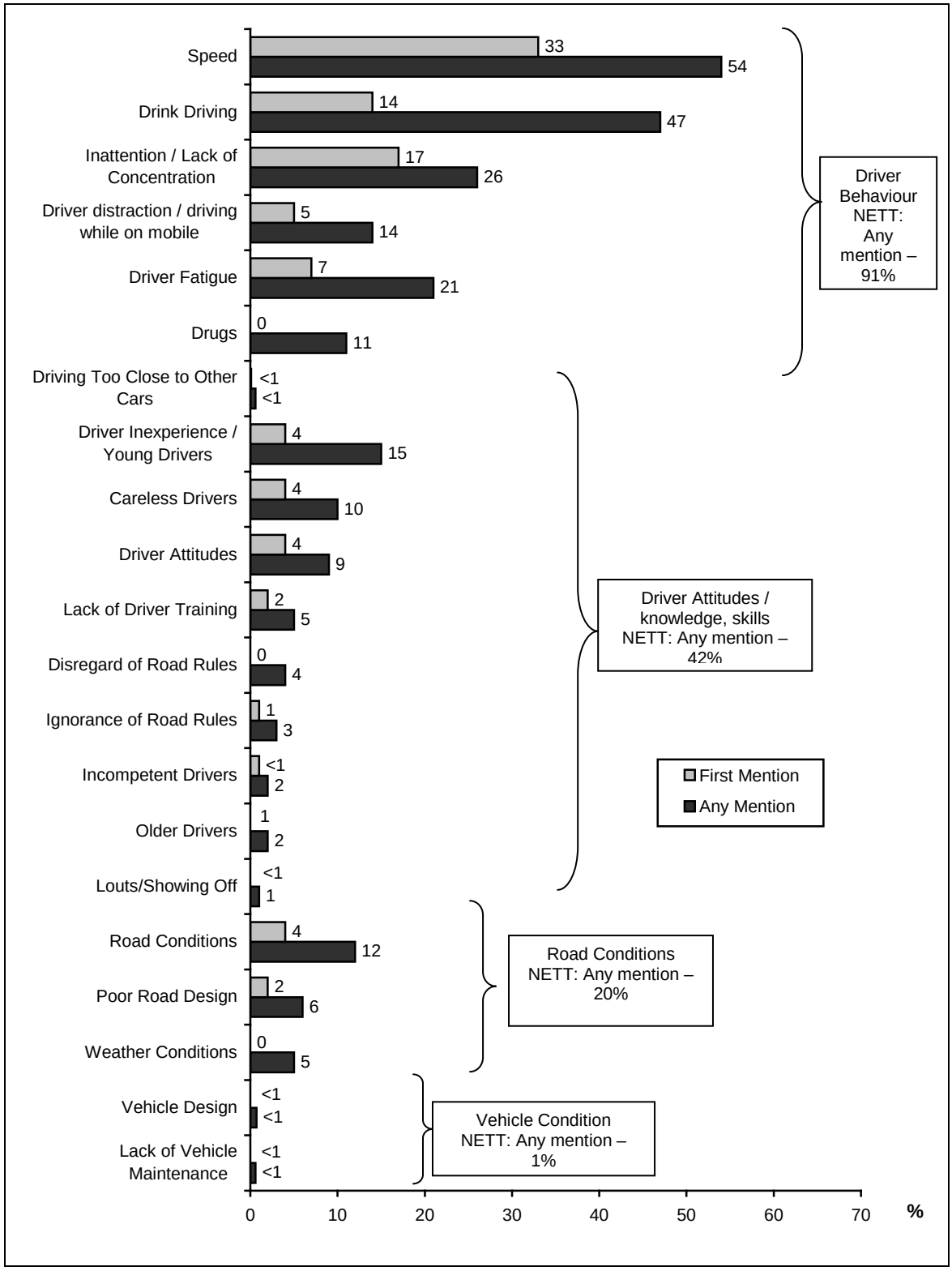
Figure 2.1a (see next page) shows general community perceptions of the factors thought to most often lead to road crashes. Respondents were asked:

> '*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 (54%), drink driving (47%), inattention/lack of concentration (26%), driver fatigue (21%), and driver distraction/driving while on a mobile (14%).

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, 91% of the general community made some mention of 'driver behaviour' as a contributing factor to road crashes, 42% cited aspects of driver attitudes, knowledge or skills as factors contributing to road crashes, 20% cited road conditions and 1% made mention of vehicle condition.

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



Base: Total sample (n=1,555).

After a significant decrease in 2009, total mentions of speed as a contributing factor in road crashes has remained constant at 54% (from 55% in 2009) as have first mentions of this factor (34% in 2009 to 33% in 2011).

Total mentions of driver fatigue increased significantly from 18% to 21%, with first mentions of this factor increasing slightly, from 6% to 7%.

Drink driving has consistently been the second most commonly mentioned cause of road crashes. Between 2009 and 2011 there has been a significant decrease (51% to 47%) in mentions of drink driving however first mentions of this factor remained consistent with previous years at 14%.

Finally, the proportion of the population mentioning inattention or lack of concentration (including driver distraction/driving while on a mobile) as a contributing factor in road crashes has risen significantly in terms of first mentions; from 18% in 2009 to 21% in 2011.

Table 2.1b: Factors thought to most often lead to road crashes: First mentions / total mentions, 2005 – 2011.

	2005 %	2006 %	2008 %	2009 %	2011 %
First mentions					
Speed	40	35	39	34	33
Inattention/lack of concentration	11	18	11	18	21[7#]
Drink driving	11	11	14	14	14
Driver fatigue	8	11	7	6	7
Total mentions					
Speed	61	58	60	55	54
Inattention/lack of concentration	31	36	48	35	36[7]
Drink driving	48	52	27	51	47[#]
Driver fatigue	26	30	20	18	21[#]

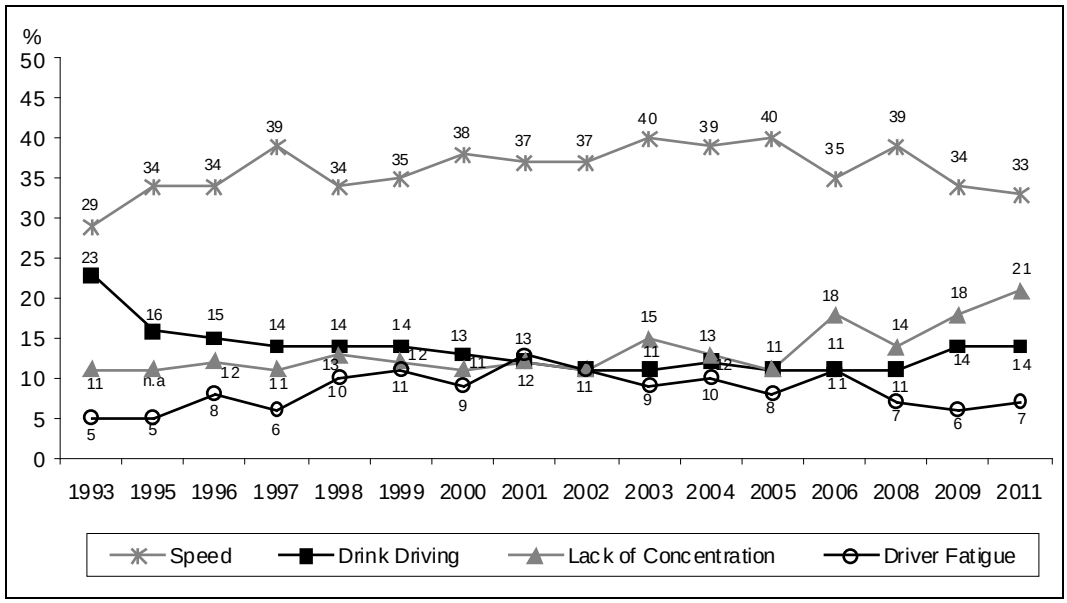
Base: Total sample (n=1,555 in 2011).
# Denotes statistically significant difference to 2009 results, at the 95% confidence interval.

Looking at community perceptions of these factors over the longer term (Figures 2.1c and 2.1d) one of the notable changes is the higher level of attribution of lack of concentration 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%) although first mentions have decreased to 33% in 2011 from a high of 39% in 2008.

The decline initially seen in 2008 for "total mentions" of driver fatigue is still evident (20% in 2008, 18% in 2009 and 21% for the current year) and remains well below the levels found in preceding years.

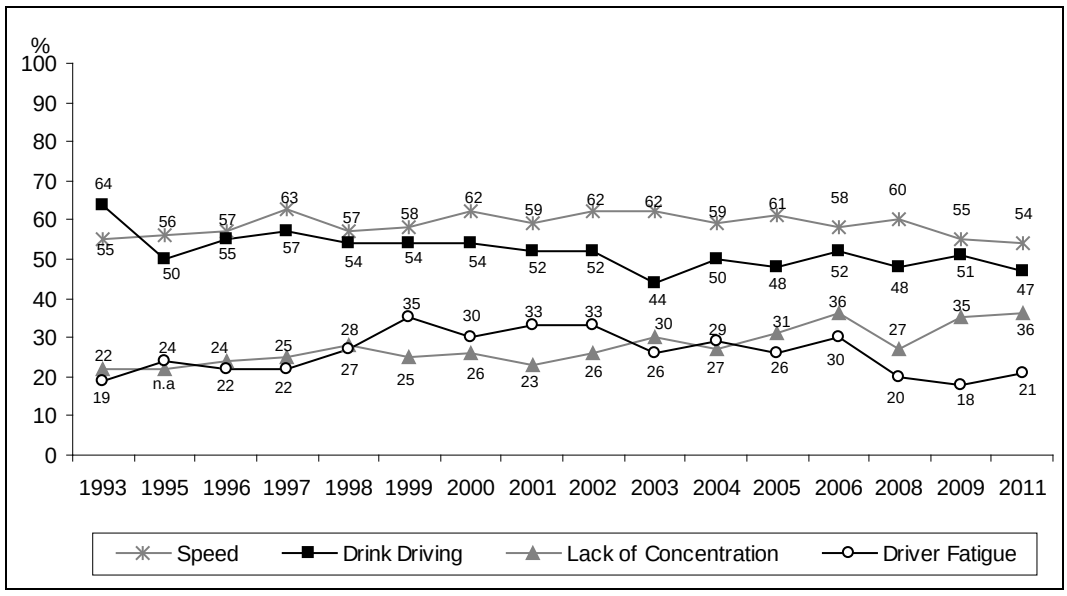
7 Includes result for 'driver distraction/driving while on mobile'.

Figure 2.1c: Factors[8] thought to most often lead to road crashes: First mentions, 1993 to 2011.



Base: Total sample (n=1,555 in 2011).

Figure 2.1d: Factors[8] thought to most often lead to road crashes: Total mentions, 1993 to 2011.



Base: Total sample (n=1,555 in 2011).

8 Lack of concentration includes result for 'driver distraction/driving while on mobile'.

The decrease in speed as a factor considered to most often lead to road crashes found in 2009 has remained at a similar level (55% for 2009, 54% for the current year). It is however interesting to note that in the previous reporting period, both males and females rated speed equally at 55% whilst in this wave, females' perception of speed as a contributing factor was significantly higher at 59%.

The proportion of the community mentioning driver fatigue remains fairly stable at 21% (compared with 18% in 2009) following a significant decrease in 2008.

The nomination of drink driving as a factor has decreased (51% in 2009 to 47% in 2011) and is more evident among the 15 to 24 age group (up from 62% to 69%) and those in the Northern Territory (up from 69% to 79%) and Western Australia (up from 53% to 60%). There were also significant increases among provisional car licence holders (up from 58% in 2009 to 67% in 2011).

Inattention or lack of concentration nominated as a factor that most often leads to road crashes has remained constant (36% in 2009 and 2011). As was the case in the previous reporting period, Tasmanians were significantly more likely (57%) to nominate inattention or lack of concentration than those in other states.

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

Selected characteristics	Speed	Inattention / Lack of concentration	Drink Driving	Driver Fatigue
Total	**%**	**%**	**%**	**%**
	54	**36**	**47**	**21**
Sex				
Male	48	39#	41	20
Female	59#	34	53#	22
Age group (years)				
15–24	42	41	69#	12
25–39	51	40	41	30#
40–59	54	31	40	23
60+	63#	36	46	13
State/Territory				
NSW	60#	27	40	25
VIC	54	37	53	11
QLD	44	39	42	26#
SA	51	48#	46	17
WA	48	47#	60#	23
TAS	62#	57#	44	8
NT	47	27	79#	23
ACT	59	32	52	26
Capital city/Other				
Capital city	52	37	49	16
Other location	56	35	44	29#
Licences currently held				
Full car licence	56#	36	42	23#
Heavy vehicle licence	50	37	36	27
Full motorcycle licence	53	41	27	19
Provisional car licence	57	44	67#	7
Net: Currently licence holder	54	37	45	22#
Driver status				
Frequent distance drivers	45	42	32	24
Commuters	53	35	43	24
Other frequent drivers	61#	36	50	22
Less frequent drivers	51	36	51	15
Non-Drivers	48	32	71#	11
Been directly involved in a road accident in the last three years				
Yes	45	40	46	20
No	55#	36	47	21

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

3 ALCOHOL AND DRINK DRIVING

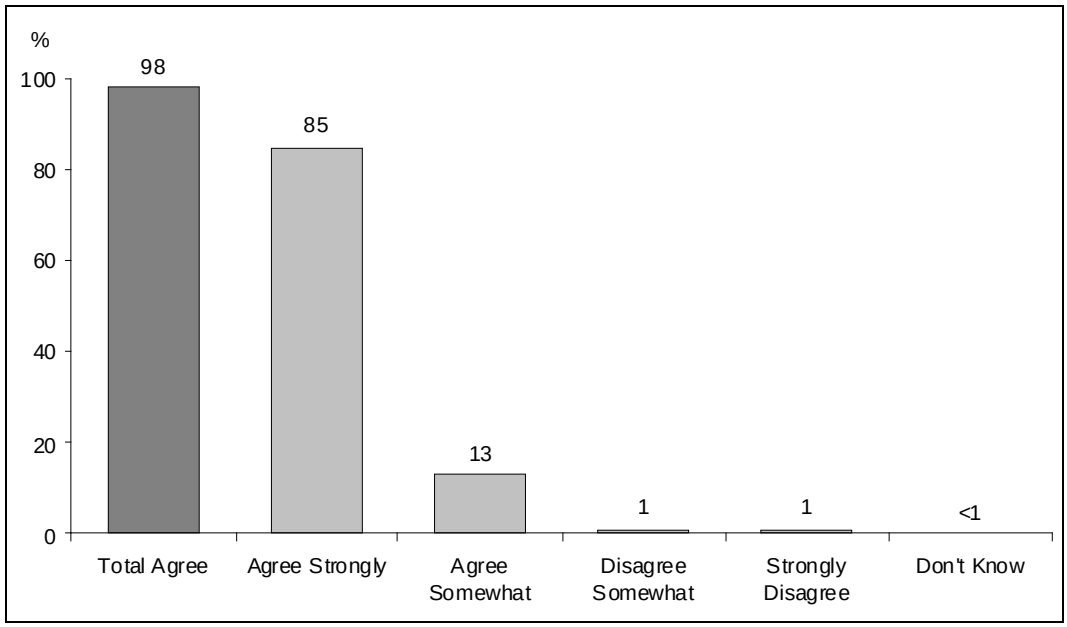
3.1 Support for Random Breath Testing (RBT)

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 2011.

Figure 3.1a: Percentage agreement with random breath testing.



Base: Total sample (n=1,555)

The level of agreement with RBT is shown by selected characteristics in Table 3.1b, with no significant differences by sub-group.

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

Selected characteristics	Total Agree %	Strongly Agree %
Total	**98**	**85**
Sex		
Male	97	82
Female	99	87
Age group (years)		
15–24	99	80
25–39	98	87
40–59	97	87
60+	99	83
State/Territory		
NSW	99	87
VIC	99	85
QLD	96	82
SA	98	82
WA	97	83
TAS	98	86
NT	97	87
ACT	96	82
Capital city/Other		
Capital city	98	85
Other location	97	85
Licences currently held		
Full car licence	98	86
Heavy vehicle licence	97	88
Full motorcycle licence	95	88
Provisional car licence	96	75
Net: Currently licence holder	98	85
Driver status		
Frequent distance drivers	97	88
Regular commuters	97	86
Other frequent drivers	98	86
Less frequent drivers	98	80
Non-Drivers	100	80
Been directly involved in a road accident in the last three years		
Yes	97	89
No	98	84

Base: Total sample (n=1,555).
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 2011 survey results (see Table 3.2a, next page) show that 40% of the general community believe the level of random breath testing being carried out by police over the last two years has increased and a slightly lower proportion (36%) feel it has stayed the same. Only 10% feel as though there has been a decline in RBT activity and 15% don't know. The states with the highest proportion of respondents who believe RBT levels have increased are New South Wales at 43%, along with Victoria and the Northern Territory at 41%.

Persons aged 60+ years (at 14%) are significantly more likely than any other age group to hold the view that the amount of RBT has decreased 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 29%) 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 (38%), non-drivers (41%), New South Wales drivers (34%) and Northern Territory and Victorian drivers (both 33%). The groups for whom the 'nett difference' is smaller, thereby indicating that people are more evenly divided on this issue include residents of the Tasmania (1%), Western Australia (12%) and the ACT (14%).

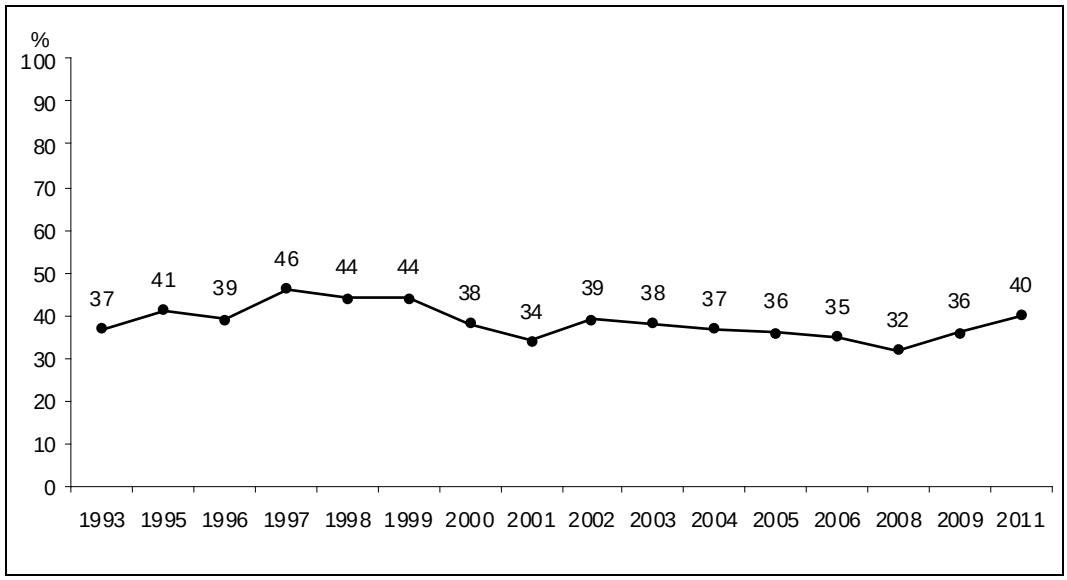
Table 3.2a: Perceptions regarding the level of RBT activity over the last two years by selected characteristics.

Selected characteristics	Increased %	Same %	Decreased %	Don't know %	Nett Difference[(a)] %
Total	**40**	**36**	**10**	**15**	**29**
Sex					
Male	39	39	10	12	28
Female	40	32	10	17	30
Age group (years)					
15–24	46	33	7	14	39#
25–39	35	44#	12	10	23#
40–59	40	36	8	16	33
60+	39	28	14#	19	25
State/Territory					
NSW	43	35	10	12	34
VIC	41	33	8	18	33
QLD	40	36	10	13	30
SA	39	34	10	17	28
WA	27	42	15	15	12#
TAS	24	38	23	16	1#
NT	41	40	8#	11	33
ACT	25	45#	11	19	14#
Capital city/Other					
Capital city	39	36	11	15	29
Other location	40	36	10	14	30
Licences currently held					
Full car licence	38	37	12#	14	27
Heavy vehicle licence	29	50#	12	8	18#
Full motorcycle licence	37	46	9	8	28
Provisional car licence	44	36	6	14	38
Net: Currently licensed	39	36	11#	14	28
Driver status					
Frequent distance drivers	41	38	14	8	27
Regular commuters	39	41#	9	11	30
Other frequent drivers	40	35	11	14	28
Less frequent drivers	38	26	12	24#	26
Non-Drivers	42	34	1	22#	41#
Been directly involved in a road accident in the last three years					
Yes	41	37	10	11	31
No	39	35	10	15	29

Base: Total sample (n=1,555).
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, 36% in 2009 to 40% in 2011.

Figure 3.2b: Perception that level of RBT has increased over the last two years, 1993 to 2011.



Base: Total sample (n=1,555 in 2011)

3.3 Exposure to RBT activities in the last six months

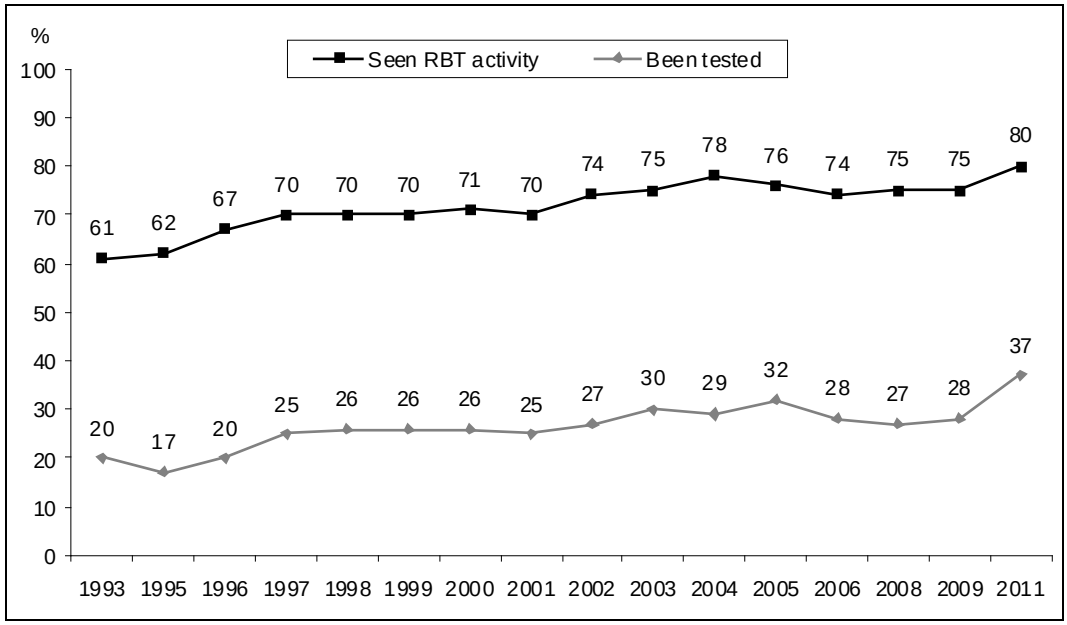
All respondents were asked:

> *'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?'*

Eighty per cent of the in-scope population had seen RBT in operation in the last six months (up from 75% in 2009) and 37% had been personally tested (up from 28% in 2009). These were both statistically significant increases and the highest recorded to date as shown in Figure 3.3a.

The survey results continue to show a link between being personally breath tested and perceptions regarding the level of RBT activity. Fifty-three 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 40% overall.

Figure 3.3a: Exposure to RBT activity in the last six months, 1993 to 2011.



Base: Total sample (n=1,555 in 2011).

Western Australia (59%) and Tasmania (60%) have the lowest proportion of residents who reported having seen RBT in operation in the last six months. While those in New South Wales were significantly more likely to report having both seen RBT in operation (88% compared with 80% overall) and to have been personally tested in the last six months (45% compared with 37% overall (see Table 3.3b overleaf).

More frequent road users such as frequent distance drivers (59%) and commuters (49%) are more likely to report having been personally tested. Males, particularly in the 25 to 59 year age bracket are more likely to have been tested personally (44% for 25 to 39 year old males and 46% for 40 to 59 year old males). Those aged 60 years and over are less likely to report either having seen RBT in operation (71% compared with 80% overall) or having been personally tested (24% compared with 37% 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	**80**	**37**
Sex		
Male	83#	43#
Female	77	31
Age group (years)		
15–24	81	24
25–39	83	44#
40–59	83	46#
60+	71	24
State/Territory		
NSW	88#	45
VIC	81	37
QLD	80	31
SA	72	22
WA	59	32
TAS	60	20
NT	82	39
ACT	81	31
Capital city/Other		
Capital city	81	36
Other location	77	37
Licences currently held		
Full car licence	80	41#
Heavy vehicle licence	83	48#
Full motorcycle licence	81	49#
Provisional car licence	87	45
Net: Currently licensed	80	40#
Driver status		
Frequent distance drivers	91#	59#
Commuters	85#	49#
Other frequent drivers	77	33
Less frequent drivers	71	17
Non-drivers	72	2
Directly involved in a road accident in the last three years		
Yes	86	43
No	79	35

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

3.4 Self–reported drink driving behaviour

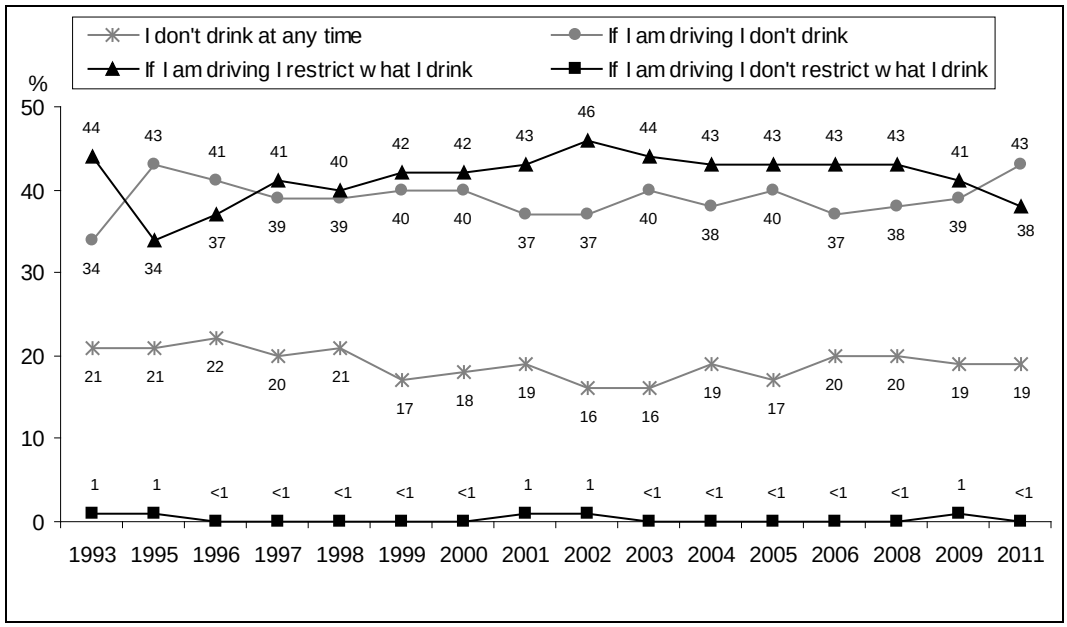
Active drivers, that is, current licence holders who drive at least sometimes, were asked which one of the following statements best described their drink driving behaviour:

- *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 last two reporting periods). Of active drivers, 38% indicated that they restrict what they drink when they are going to drive while 43% indicated that they do not drink at all when they are going to drive.

Figure 3.4a: Self-reported drink driving behaviour, 1993 to 2011.



Base: Active drivers (n=1,387 in 2011).

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	**62**	**81**	**19**	**43**	**38**	**<**
Sex						
Male	56	81	18	38	43#	<
Female	68#	81	19	49#	32	<
Age group (years)						
15–24	88#	76	24	65#	12	-
25–39	55	84	16	38	45#	<
40–59	55	85	15	40	45#	<
60+	66	75	24#	42	33	-
State/Territory						
NSW	70#	78	22	48	30	-
VIC	55	86#	14	41	45#	-
QLD	62	80	19	44	36	<
SA	55	82	18	37	45	-
WA	63	80	20	43	37	-
TAS	62	78	22	40	38	-
NT	55	87	13	42	45	1
ACT	52	83	17	35	48#	-
Capital city/Other						
Capital city	59	81	19	41	41#	<
Other location	67#	81	18	49#	32	<
Licences currently held						
Full car licence	58	83#	17	41	42#	<
Heavy vehicle licence	65	77	23	42	35	<
Full motorcycle licence	50	81	19	31	50#	-
Provisional car licence	97#	75	25	73#	3	-
Net: Currently licensed	62	81	19	43	38	<
Driver status						
Frequent distance drivers	67	79	21	46	33	<
Commuters	53	88#	12	42	47#	-
Other frequent drivers	63	78	21	43	36	<
Less frequent drivers	70#	76	24	47	30	-
Been directly involved in a road accident in the last three years						
Yes	62	80	20	42	38	-
No	62	81	18	44	38	<

Base: Active drivers (n=1,387).
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 has increased since the last reporting period (from 58% in 2009 to 62% in 2011. This group is comprised of non-drinkers (19%) and those that don't drink at all when driving (43%).

The composition of the 'don't drink and drive' group is mixed. Of particular note, 97% of provisional licence holders don't drink and drive (compared with 58% of persons holding a full car licence), likely a reflection of the zero blood alcohol limit for provisional drivers as opposed to the limit of 0.05 BAC for full licence holders. A related finding is that 88% of 15 to 24 year olds don't drink and drive, compared with 55% of both 25 to 39 and 40 to 59 year olds, and 66% of those aged 60 years and over. The proportion of active drivers in the 'don't drink and drive' group also varies considerably by state/territory, ranging from 70% in New South Wales to 52% in the ACT.

The proportion of drivers that don't drink and drive also varies by driver status, 53% of commuters and 63% of other frequent drivers reporting that they do not drink at all when driving. This compares with 67% of frequent distance drivers and 70% of less frequent drivers.

The proportion of active drivers that modify their drinking behaviour, either by abstaining from alcohol when driving (43%) or restricting what they drink when driving (38%) totals 81% and is a slight increase on 2009. The practice of restricting one's alcohol intake when driving, as opposed to abstaining, is more common among males (43%) than females (32%), a finding consistent with previous years. This approach to drink driving is also more common among those aged 25 to 59 years (45%) than either younger or older drivers. The extent to which drinking is restricted when one is driving also varies by driver status, with commuters (47%) the most likely of the driver status groups to report restricting what they drink when they are going to drive.

The proportion of licence holders from New South Wales that don't drink and drive (70%) is significantly higher than the overall result (62%) and significantly higher than 2009 (58%). This is possibly a reflection of the significant increase in both perceived RBT activity and actual testing in NSW in the previous six months.

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 4% of active drivers report being 'likely' to have driven when over the blood alcohol limit in the last 12 months (unchanged from 2009). The gender differences that were apparent in recent waves are still evident, with 5% of males reporting it 'likely' that they had driven over the BAC limit in the last 12 months compared with 2% of females.

Those who had been caught speeding both in the last six months and the last 12 months were significantly more likely to have driven over the BAC limit (10% and 9% respectively).

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

Active drivers who classified themselves as heavy drinkers were significantly more likely to have driven over the BAC in the last 12 months (23%).

Female drivers were more likely than male drivers to report that they had definitely not driven over the BAC in the last 12 months (83% and 69% respectively).

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**	**76**
Sex		
Male	5	69
Female	2	83
Age group (years)		
15–24	3	72
25–39	4	70
40–59	4	78
60+	3	83
State/Territory		
NSW	3	78
VIC	5	72
QLD	3	80
SA	5	73
WA	3	75
TAS	4	72
NT	4	74
ACT	5	71
Capital city/Other		
Capital city	3	74
Other location	4	79
Licences currently held		
Full car licence	4	76
Heavy vehicle licence	5	75
Full motorcycle licence	5	73
Provisional car licence	6	67
Net: Currently licensed	4	76
Driver status		
Frequent distance drivers	6	76
Commuters	3	71
Other frequent drivers	4	76
Less frequent drivers	3	85
Non-drivers		
Directly involved in a road accident in the last three years		
Yes	5	72
No	3	77

Base: Active drivers (n=1,405).
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[9], 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?'*[10]

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, two-thirds (66%) accurately report on the number of standard drinks in a 375 ml stubby or can of full strength beer (compared with 59% in 2009).

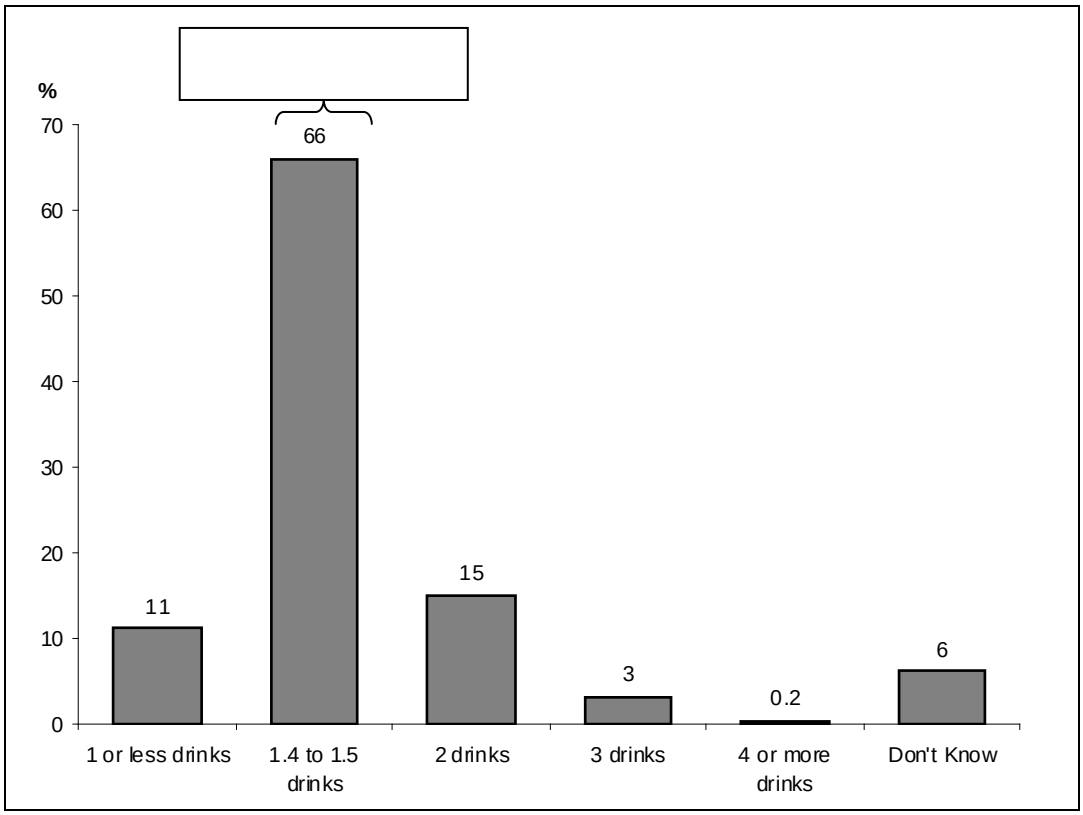
Seventeen per cent overestimated the number of standard drinks in a stubby or can of full strength beer (compared with 20% in 2009).

Eleven per cent of beer drinkers underestimate the alcohol content of a 375 ml stubby or a can of full strength beer (down from 14% in 2009).

9 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.

10 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.

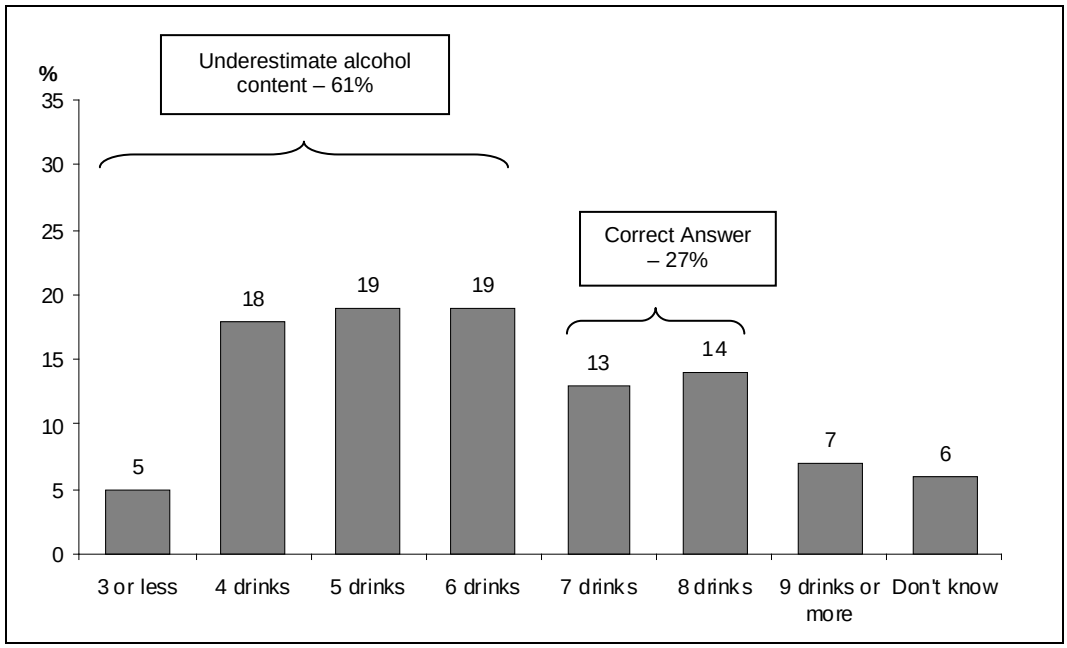
Figure 3.5a: Number of standard drinks thought to be contained in a 375ml stubby or can of full strength beer.



Base: Beer drinkers (n=498 in 2011)

The proportion of wine drinkers (see Figure 3.5b) that underestimate the number of standard drinks in a 750ml bottle of wine (61%) is on par with 2008 and 2009 results (60% and 59% respectively), and remains significantly lower than 2005 and 2006 levels (66% and 68% respectively). This positive finding is also reflected in the gradual increase (to 27%) in the proportion with reasonably accurate knowledge of the alcohol content of a bottle of wine (26% in 2009, up from 22% in 2006)[11]. 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=540 in 2011).

11 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 0.05 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,

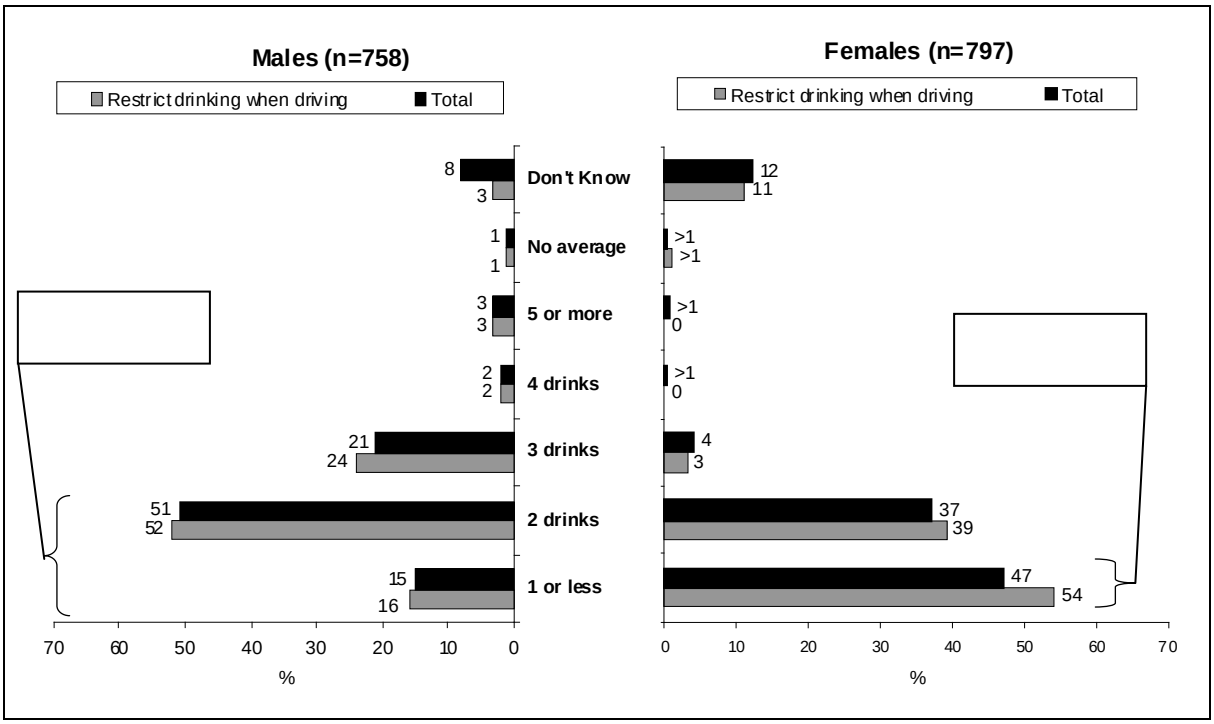
'*How many drinks each hour after that will keep you under .05?'*

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 0.05 blood alcohol limit.

The current year results show that 66% of males made a safe estimate regarding the number of drinks they could have in the first hour and stay under 0.05. This is on par with the 2009 result of 65%. For females, 47% made a safe estimate about the number of drinks they could have in the first hour and stay under 0.05, a significant increase on the 2009 result of 37%.

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 (82%) 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 64%, and 60 years and over at 41%). 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: 61% of those aged 15 to 24 and 63% of those aged 25 to 39 gave the correct answer.

Between 2009 and 2011 there were significant increases in the proportion of 'safe estimates' in the ACT (from 57% to 71%), Western Australia (66% to 78%) and the Northern Territory (65% to 72%).

Table 3.6.1b: Males: Number of drinks that will keep you under 0.05 in the first hour by selected characteristics.

Selected characteristics	Safe estimates			Other	
	One or less %	Two %	Total 'Safe' %	Unsafe estimate [(a)] %	Don't know %
Total	**15**	**51**	**66**	**25**	**8**
Age group (years)					
15–24	20	61#	82#	12	6
25–39	17	63#	79#	14	4
40–59	16	47	64	30	6
60+	6	35#	41	42#	16#
State/Territory					
NSW	13	47	60	29	10
VIC	21	43	63	28	8
QLD	13	60	74	21	5
SA	9	58	68	19	13
WA	16	62#	78#	16	5
TAS	9	46	55#	38	5
NT	10	62	72	20	7
ACT	20	51	71	24	5
Capital city/Other					
Capital city	16	52	68	23	8
Other location	12	50	62	29	8
Licences currently held					
Full car licence	14	50	65	27	8
Heavy vehicle licence	16	48	64	30	5
Full motorcycle licence	14	53	67	23	8
Provisional car licence	14	68	82	9	9
Net: Currently licensed	15	52	66	25	7
Driver status					
Frequent distance drivers	17	52	70	21	7
Commuters	16	55	71	23	5
Other frequent drivers	10	48	58	30	12
Less frequent drivers	14	47	62	30	5
Non-Drivers	18	47	65	18	16
Been directly involved in a road accident in the last three years					
Yes	10	65#	75	20	5
No	16	49	65	26	9

Base: Males (n=758).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) Comprising 3 drinks in the first hour – 20.5%, 4 drinks in the first hour – 2.0%, 5 drinks in the first hour – 2.5%.

Compared with males (66%), females (at 47%) 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 0.05 however there has been significant improvement on the 2009 result of 37%. Those aged 25 to 39 (66%) were significantly more likely to make a safe assumption about alcohol consumption in the first hour than other age groups and those aged 40 to 59 (49%) were more likely to provide an unsafe estimate.

Females in Queensland (57%) 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. In terms of unsafe estimates, females in South Australia (54%) were far more likely to provide an unsafe estimate than women in any other state/territory.

Table 3.6.1c: Females: Number of drinks that will keep you under 0.05 in the first hour by selected characteristics.

	Safe estimate	Other	
Selected characteristics	**One or less**	**Unsafe estimate[(a)]**	**Don't know**
	%	%	%
Total	**47**	**41**	**12**
Age group (years)			
15–24	56	33	11
25–39	66#	30	3
40–59	36	49#	14
60+	34	46	19#
State/Territory			
NSW	41	45	14
VIC	48	39	12
QLD	57#	33	10
SA	38	54#	8
WA	52	36	12
TAS	38	48	14
NT	43	42	14
ACT	50	35	16
Capital city/Other			
Capital city	47	39	13
Other location	46	44	9
Licences currently held			
Full car licence	47	42	11
Heavy vehicle licence	53	41	7
Full motorcycle licence	78	21	1
Provisional car licence	62	36	2
Net: Currently licensed	48	41	10
Driver status			
Frequent distance drivers	56	29	16
Commuters	45	48	7
Other frequent drivers	51	40	9
Less frequent drivers	42	43	14
Non-Drivers	34	38	27#
Been directly involved in a road accident in the last three years			
Yes	56	36	8
No	45	42	13

Base: Females (n=797).
Significance testing compares sub-groups to the total population.
#Denotes statistically significant at the 95% confidence interval.
(a) Comprising 2 drinks in the first hour – 36.6%, 3 drinks in the first hour – 3.7%, 4 or more drinks in the first hour – 0.7%.

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 0.05 limit.

Reference to Figure 3.6.2a shows that 78% of males (down from 84% in 2009) and 65% of females (down from 70% in 2009) made a safe estimate regarding the number of drinks they could have after the first hour and stay under 0.05. 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, 86% of males and 75% of females were aware that no more than one standard drink could be consumed after the first hour in order to remain under 0.05.

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 (10% for males and 19% for females). This discrepancy has also been apparent in previous years and is likely to be partly attributable to the relatively higher proportion of females who don't drink when driving (49%) compared with the proportion of males who don't drink when driving (38%).

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

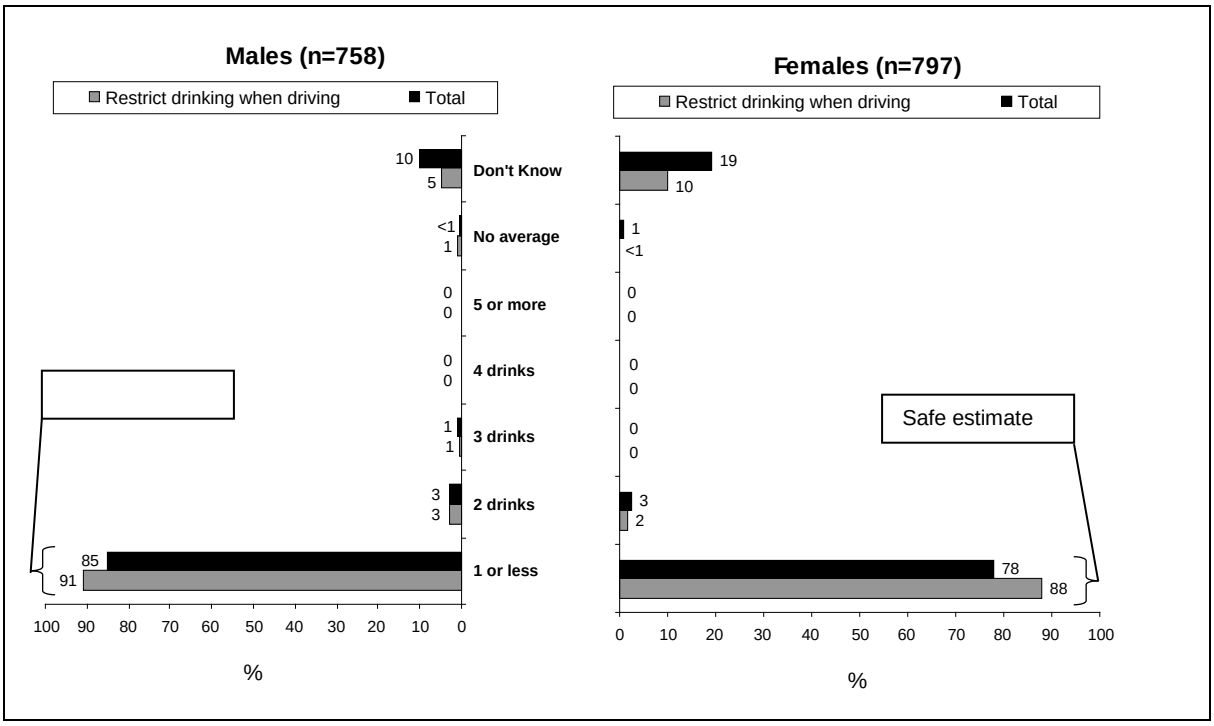


Table 3.6.2b shows the proportion of males that made safe or unsafe estimates about the amount of alcohol they could drink after the first hour and remain under 0.05 (overall, 85% made safe estimates – similar the 2009 result of 84%).

As in 2009, commuters (92%) are significantly more likely than other drivers to have accurate knowledge relating to the guidelines on the number of standard drinks that can be consumed in subsequent hours while remaining under 0.05.

Table 3.6.2b: Males: Number of drinks that will keep you under 0.05 in subsequent hours by selected characteristics.

	Safe estimate	Other	
Selected characteristics	**One or less** %	**Unsafe estimate[(a)]** %	**Don't know** %
Total	**85**	**4**	**10**
Age group (years)			
15–24	89	4	7
25–39	90	3	6
40–59	90	1	9
60+	69	9#	20#
State/Territory			
NSW	84	2	14
VIC	82	7	10
QLD	91	2	7
SA	81	7	11
WA	90	3	6
TAS	80	6	14
NT	89	3	8
ACT	92	2	6
Capital city/Other			
Capital city	85	4	11
Other location	86	5	8
Licences currently held			
Full car licence	85	3	11
Heavy vehicle licence	91	2	6
Full motorcycle licence	87	2	9
Provisional car licence	88	-	12
Net: Currently licensed	86	4	10
Driver status			
Frequent distance drivers	88	2	8
Commuters	92#	2	6
Other frequent drivers	76	4	19#
Less frequent drivers	82	8	9
Non-Drivers	78	7	14
Been directly involved in a road accident in the last three years			
Yes	92	3	5
No	84	4	11

Base: Males (n=758).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) 2 drinks– 3.0%, 3 or more drinks – 0.9%.

A breakdown of females' level of knowledge of the guidelines on the number of drinks that can be consumed after the first hour to remain under 0.05 is provided in Table 3.6.2c. This shows that 78% of females safely assume that they can have one standard drink or less per hour after the first hour and remain under 0.05 (significant increase in awareness on the 2009 results of 70%). This may be attributed to the increased proportion of females aged 60 years and over who made safe assumptions (44% in 2009 up to 67% in 2011).

Table 3.6.2c: Females: Number of drinks that will keep you under 0.05 in subsequent hours by selected characteristics.

	Safe estimate	Other	
Selected characteristics	**One or less**	**Unsafe estimate[(a)]**	**Don't know**
	%	%	%
Total	**78**	**3**	**18**
Age group (years)			
15–24	84	3	13
25–39	85#	4	9
40–59	76	3	20
60+	67	2	30#
State/Territory			
NSW	82	0	16
VIC	70	7#	21
QLD	79	2	18
SA	79	2	18
WA	79	3	18
TAS	67	4	28#
NT	74	6	19
ACT	71	3	26
Capital city/Other			
Capital city	75	3	20
Other location	82	3	15
Licences currently held			
Full car licence	77	3	19
Heavy vehicle licence	81	12	7
Full motorcycle licence	99	-	1
Provisional car licence	90	-	10
Net: Currently licensed	78	3	18
Driver status			
Frequent distance drivers	83	5	12
Commuters	83	4	12
Other frequent drivers	78	2	19
Less frequent drivers	71	4	23
Non-Drivers	72	2	26
Been directly involved in a road accident in the last three years			
Yes	80	4	15
No	77	3	19

Base: Females (n=797).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval
a) 2 drinks– 2.7%, 3 or more drinks – 0.3%.

Looking at both the first hour and subsequent hours in Table 3.6.2d, 51% (compared with 40% in 2008 and 45% in 2009) of the in-scope population made a safe assumption about the number of standard drinks they could have in both the first hour and subsequent hours. This was the case for 63% of males (compared with 53% in 2008 and 60% in 2009) and 40% of females (compared with 28% in 2008 and 31% in 2009).

Table 3.6.2d: Number of drinks that will keep you under 0.05 in first hour and subsequent hours by selected characteristics.

	Safe estimate
Selected characteristics	**Safe estimate first hour and subsequent hours** %
Total	**51**
Sex	
Male	63#
Female	40#
Age group (years)	
15–24	64#
25–39	66#
40–59	46#
60+	31#
State/Territory	
NSW	47
VIC	47
QLD	62#
SA	48
WA	62#
TAS	39#
NT	52
ACT	53
Capital city/Other	
Capital city	52
Other location	50
Licences currently held	
Full car licence	51
Heavy vehicle licence	38#
Full motorcycle licence	67#
Provisional car licence	65#
Net: Currently licensed	52
Driver status	
Frequent distance drivers	63#
Commuters	56#
Other frequent drivers	47
Less frequent drivers	42#
Non-Drivers	44
Been directly involved in a road accident in the last three years	
Yes	62#
No	49#

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval

3.7 Self reported drinking status

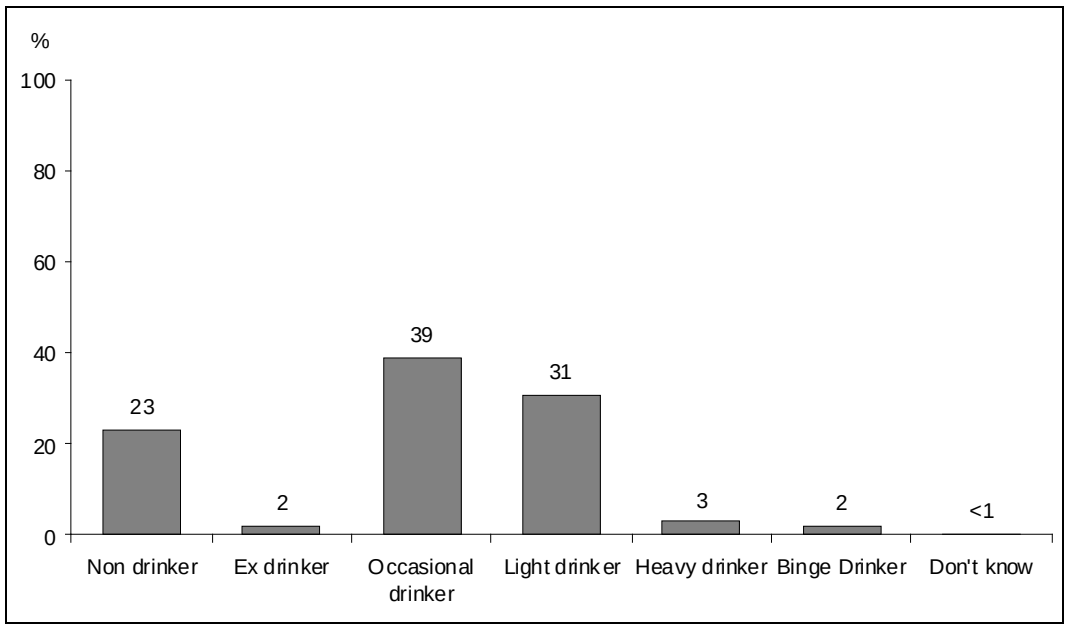
The 2011 survey is the second to report on self reported drinking status.

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 3.7a shows that more than a third (39%) of respondents reported to be an occasional drinker, and a similar proportion (31%) considered themselves to be a light drinker. Almost one quarter (23%) of all respondents interviewed classified themselves as non drinkers. These results are on par with the last wave of the survey in 2009.

Figure 3.7a: Self reported drinking status.



Base: Total sample (n=1,555)

3.8 Approval towards reducing the blood alcohol limit

It is currently an offence for any motorist in Australia to drive with a blood alcohol concentration (BAC) of 0.05 g/dl or greater. From time to time, there have been community suggestions that the 'BAC limit' should be changed from 0.05 to a lower level, such as 0.02 or even zero.

To examine public attitudes towards such a change, respondents to the 2011 wave of the survey were asked the following question:

> *'Some people have suggested that the general blood alcohol limit for drivers should be lowered from .05 to .02. How would you feel about this change?'*

Overall, just over four in ten (43%) respondents approved of lowering the blood alcohol limit to 0.02 and a slightly lower proportion (38%) disapproved.

As can be seen in Table 3.4d overleaf, there was strong resistance to lowering the blood alcohol limit by motorcycle licence holders (58% disapproved compared with 38% overall) and heavy vehicle licence holders (57%). Males also recorded a significant rate of disapproval (48%) compared with females (29%), which could reflect the higher proportion of males choosing to restrict their drinking when driving in contrast to females who tend to abstain. At the state level, 48% of those in the Northern Territory disagreed with a reduction in the blood alcohol limit to 0.02.

Table 3.8: Percentage approval / disapproval of proposed reduction of blood alcohol limit to 0.02 by selected characteristics.

Selected characteristics	Total Approve %	Total Disapprove %
Total	**43**	**38**
Sex		
Male	35#	48#
Female	50#	29#
Age group (years)		
15–24	38	30#
25–39	43	36
40–59	42	44#
60+	48	39
State/Territory		
NSW	43	37
VIC	42	38
QLD	44	40
SA	36	41
WA	48	35
TAS	39	45
NT	40	48#
ACT	42	36
Capital city/Other		
Capital city	43	38
Other location	43	39
Licences currently held		
Full car licence	43	40
Heavy vehicle licence	29#	57#
Full motorcycle licence	29#	58#
Provisional car licence	40	25#
Net: Currently licence holder	43	39
Driver Status		
Frequent distance drivers	36#	48#
Regular commuters	36#	45#
Other frequent drivers	46	35
Less frequent drivers	53#	29#
Non-Drivers	43	30#
Been directly involved in a road accident in the last three years		
Yes	37	45#
No	44	37

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4 SPEED

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

4.1 Perceptions of changes in speed enforcement over the last two years

All respondents were asked:

> *'In the last two years, in your opinion, has the amount of speed limit enforcement carried out by police and speed cameras increased, stayed the same, or decreased?'*

The results presented in Table 4.1a show that 64% of respondents are of the view that the level of speed limit enforcement has increased, 27% feel it has stayed the same and just 4% 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 51% in Tasmania to 70% in Queensland. The current year result for Western Australia has increased significantly from 43% in 2009 to 56% in 2011.

Frequent distance drivers (75%) were much more likely than any of the other driver groups to be of the view that the amount of speed limit enforcement had increased over the past two years.

Drivers who have been booked for speeding in the last six months (88%) 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 (80%).

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 60%) 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 87%, last two years 78%) and frequent distance drivers (72%).

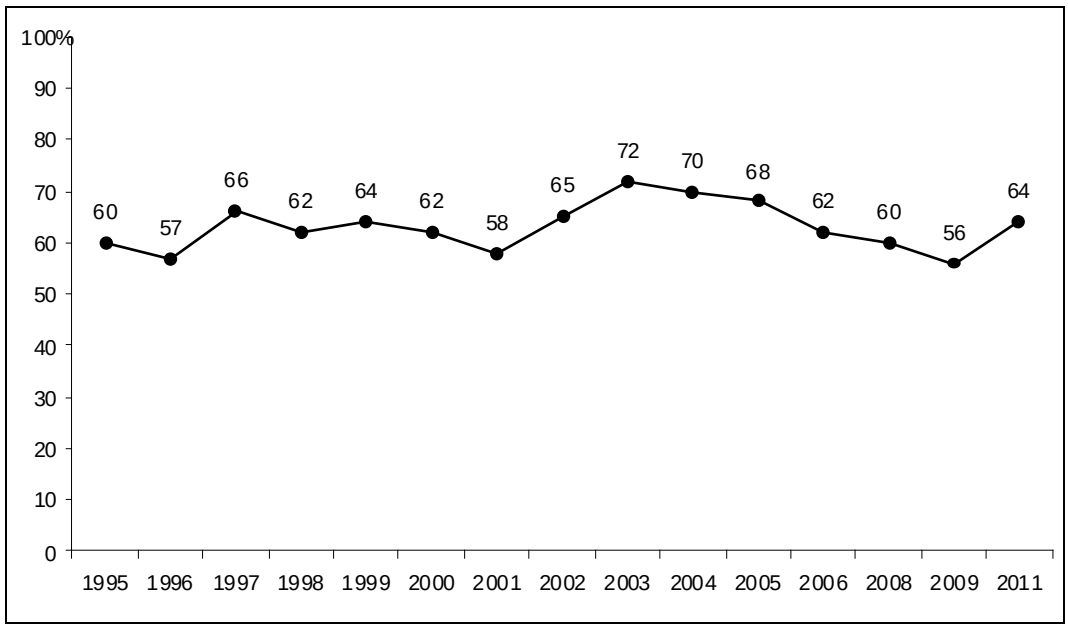
Table 4.1a: Perceptions regarding the level of speed limit enforcement over the last two years by selected characteristics.

Selected characteristics	Increased %	Same %	Decreased %	Don't know %	Nett difference[(a)] %
Total	**64**	**27**	**4**	**5**	**60**
Sex					
Male	68#	25	3	3	65#
Female	61	28	5	6	56
Age group (years)					
15–24	69	24	4	2	64
25–39	65	29	3	3	61
40–59	65	26	3	6	61
60+	60	27	6	7	55
State/Territory					
NSW	67	25	3	5	64
VIC	63	29	4	3	59
QLD	70	21	4	4	66
SA	59	30	4	7	55
WA	56	34#	5	5	52#
TAS	51	37#	5	7	46#
NT	55	32	5	8	49#
ACT	64	27	5	4	59
Capital city/Other					
Capital city	66	26	4	4	62
Other location	61	29	4	6	57
Licences currently held					
Full car licence	65	27	4	5	61
Heavy vehicle licence	70	24	3	3	67
Full motorcycle licence	72	22	4	2	68#
Provisional car licence	69	29	2	-	67
Net: Currently licensed	65	27	4	4	61
Driver status					
Frequent distance drivers	75#	20	3	2	72#
Commuters	64	30	3	3	61
Other frequent drivers	66	26	4	4	62
Less frequent drivers	54	32	5	9#	49#
Non-Drivers	58	23	7	12	51#
Been directly involved in a road accident in the last three years					
Yes	76#	20	2	2	75
No	62	28	4	5	58
Been booked for speeding …					
In last six months	88#	10	1	1	87#
In last two years	80#	17	2	1	78#

Base: Total sample (n=1,555).
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 64% has returned to levels achieved prior to the 2009 survey.

Figure 4.1b: Perception that the level of speed limit enforcement has increased over the last two years, 1995 to 2011.



Base: Total sample (n=1,555 in 2011).

4.2 Incidence of being booked for speeding

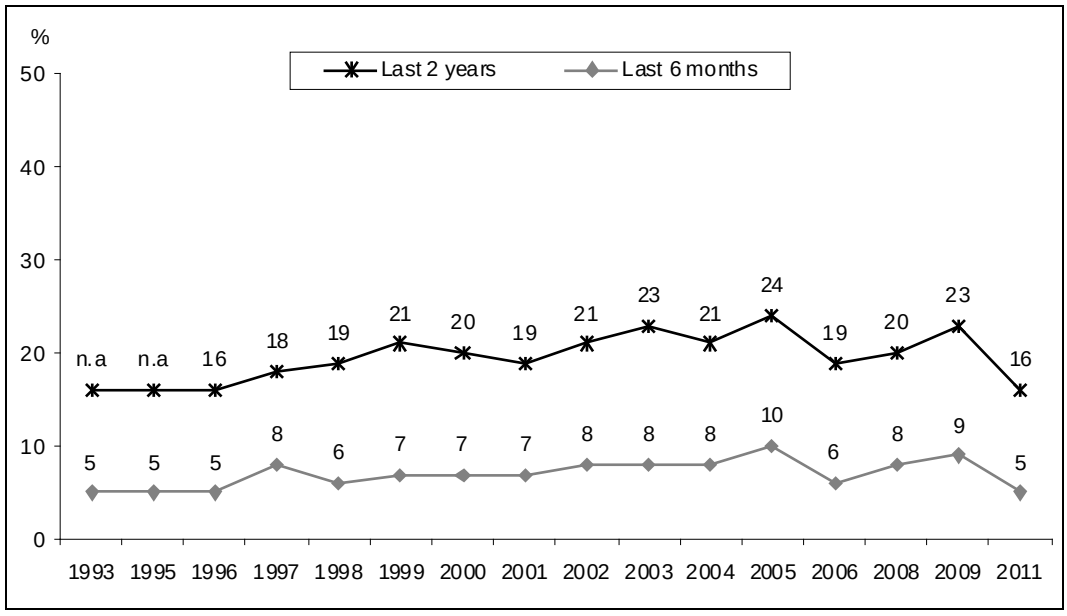
The results presented in Figure 4.2a show the prevalence of being booked for speeding in the last two years and the last six months. The following questions were used to obtain this data:

'*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 16% 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 (decreased significantly from 23% in 2009) and 5% report having been booked in the last six months (also decreased significantly from 9% in 2009).

Figure 4.2a: Personally booked for speeding in the last 2 years and last 6 months, 1993 to 2011.



Base: Recent drivers (n=1,408 in 2011). Current drivers and non-current drivers that have driven in the last 2 years.

Figure 4.2b shows the reported prevalence of having been recently booked for speeding by selected characteristics. Based on the two year measure, there is a difference in the prevalence with which males (19%) and females (13%) are booked for speeding, a finding consistent over time. This is also evident with the six month measure (6% of males and 3% of females).

Western Australian drivers are significantly more likely to report having been booked for speeding in the last two years (26%) as are Victorian drivers (22%) who are also significantly more likely to have been booked in the last six months (8%) along with those in the ACT (9%).

Full motorcycle licence holders recorded a higher incidence of being booked for speeding than any other licence holder type, both within the last two years (29%) and within the last six months (9%).

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

Selected characteristics	Last 2 years %	Last 6 months[1] %
Total	**16**	**5**
Sex		
Male	19#	6#
Female	13	3
Age group (years)		
15–24	11	3
25–39	16	4
40–59	22#	6
60+	9	3
State/Territory		
NSW	8	2
VIC	22#	8#
QLD	16	4
SA	12	3
WA	26#	7
TAS	21	5
NT	21	7
ACT	20	9#
Capital city/Other		
Capital city	18	5
Other location	13	4
Licences currently held		
Full car licence	17#	5
Heavy vehicle licence	20	5
Full motorcycle licence	29#	9#
Provisional car licence	6	2
Net: Currently licensed	16	5
Driver status		
Frequent distance drivers	22	7
Regular commuters	20#	5
Other frequent drivers	14	5
Less frequent drivers	5	1
Non-Drivers	15	-
Been directly involved in a road accident in the last three years		
Yes	19	6
No	15	4

Base: Recent drivers (n=1,408 in 2011). Current drivers and non-current drivers that have driven in the last 2 years.
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
[1] Please note this analysis is based on a relatively small sample size of 78.

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

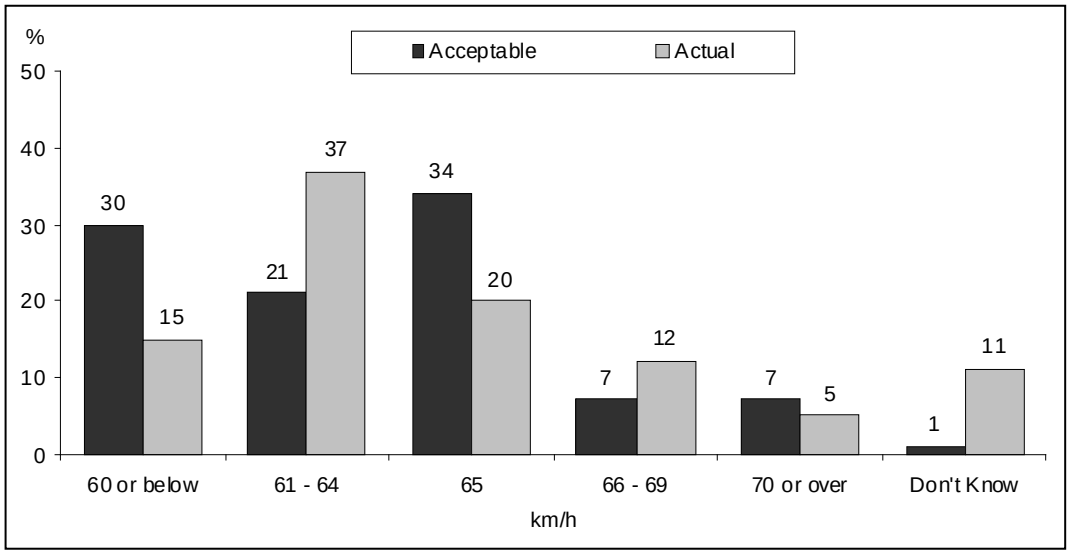
To assess community attitudes to speed limit enforcement in 60 km/h zones in urban areas, respondents were asked:

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

The results from these questions are shown in Figure 4.3a. Looking at the speed people think they should be able to travel in a 60 km/h zone without being booked (i.e. acceptable speed tolerances), the most common response is zero tolerance, with 30% of the community of the view that only speeds at or below the 60 km/h limit should be permissible (down from 34% in 2009). However, 69% of the community are of the view that speeds in excess of the 60 km/h limit should, to some extent, be tolerated without penalty. The level of support for travelling at speeds over 60 km/h without being booked is 21% for speeds of 61 to 64 km/h (15% in 2009), 34% for 65 km/h (up from 33% in 2009) and 14% for speeds greater than 65 km/h (down from 15% in 2009).

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, 15% are of the view that a zero tolerance policy is enforced, 37% nominated speeds from 61 to 64 km/h as being possible without being fined, 20% felt a speed of 65 km/h would escape penalty and 17% 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. Just over one in ten drivers (11%) 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.

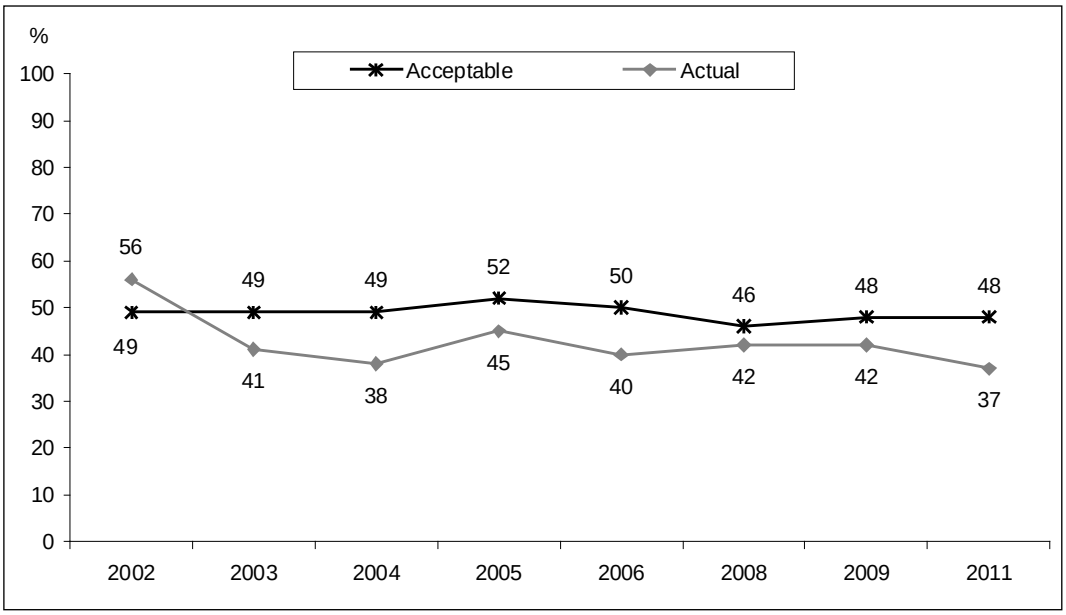


Base: Total sample (n=1,555).

Figure 4.3b shows that in both 2011 and 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 one-third of respondents (37%) feel they can travel at 65 km/h in 60 km/h urban zones without being booked (i.e. this is the enforced speed limit in such areas). The proportion holding this view has significantly declined from 2009 (42%), however there have been signs of variation over the years ranging from a high of 56% in 2002 to a low of 37% for the current year.

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=1,555 in 2011).

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

The median speed people think it should be permissible to travel without being booked is 63 km/h. This is on par with results obtained in previous years.

As previously noted, the proportion of the community who feel that a zero speeding tolerance *should be* enforced in urban 60 km/h zones (30%) has decreased slightly from 2009 (34%). Those in country areas are the most likely to hold the view (35%) that a zero tolerance approach to speeding should be applied in 60 km/h urban zones.

Looking at the actual speed tolerances people think are enforced, 15% of the in-scope population believe that a no tolerance regime is enforced in urban 60 km/h zones. This increases to 20% 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[12].

Selected characteristics	Acceptable speed		Actual speed	
	Median km/h	No tolerance %	Median km/h	No tolerance %
Total	**63**	**30**	**64**	**15**
Sex				
Male	64	30	64	14
Female	63	31	64	17
Age group (years)				
15–24	64	27	64	14
25–39	64	27	64	14
40–59	63	33	64	14
60+	63	31	63	20#
State/Territory				
NSW	64	29	64	15
VIC	63	35	63	19
QLD	63	32	64	15
SA	63	22#	64	11
WA	64	26	64	16
TAS	63	34	64	12
NT	64	27	64	15
ACT	64	31	64	20
Capital city/Other				
Capital city	64	28	64	16
Other location	63	35#	64	14
Licences currently held				
Full car licence	63	30	64	16
Heavy vehicle licence	63	34	64	14
Full motorcycle licence	64	24	64	13
Provisional car licence	64	24	64	12
Net: Currently licensed	63	30	64	16
Driver status				
Frequent distance drivers	64	35	64	16
Commuters	64	26	64	12
Other frequent drivers	63	30	64	17
Less frequent drivers	63	33	63	21#
Non-Drivers	63	32	63	11
Been directly involved in road accident in last 3 years				
Yes	64	24#	64	14
No	64	31	64	16

Base: Total sample (n=1,555).
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.

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 Queensland (46%), Western Australia and the ACT (both 45%) and New South Wales (43%) 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 37%.

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 South Australians and Tasmanians (17% don't know). New South Wales (10%) along with Victoria, Queensland, Western Australia and the ACT (11% each) are the states with the least uncertainty. 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 (18% down from 22% in 2009). The situation in Victoria with respect to allowable speeding tolerances is unique, in that a speed camera tolerance of 3 km/h was widely reported in the media several years ago, 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	**15**	15	19	15	11	16	12	15	20
61 km/h	**3**	3	1	3	5	6#	1	6	2
62 km/h	**12**	8	17#	11	10	11	12	9	9
63 km/h	**17**	15	30#	9	18	10	15	8	10
64 km/h	**5**	6	4	4	9#	2	4	4	3
65 km/h	**20**	22	13	21	18	27#	22	27	18
66–69 km/h	**12**	14	3	19#	9	12	13	11	23#
70 km/h and over	**5**	7	2	7	4	6	3	4	4
Subtotal 65 km/h or more	*37*	*43#*	*18*	*46#*	*31*	*45#*	*39*	*42*	*45#*
Don't know	11	10	11	11	17#	11	17	16	11
Total	100	100	100	100	100	100	100	100	100
Base:	1555	260	233	222	181	190	162	150	157

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).

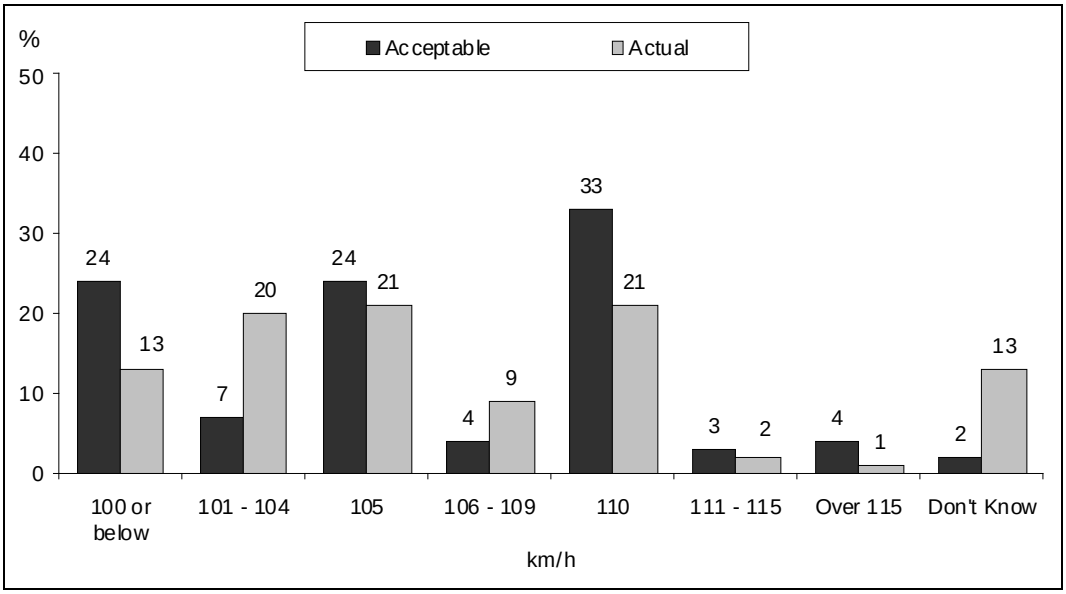
The results from these questions are shown in Figure 4.4a (next page)[13]. Looking at acceptable speed tolerances, the most common view (held by 33% of the in-scope population) is that 110 km/h is an acceptable speed to drive without being booked in a 100 km/h zone in a rural area. The proportion of the population of the view that no speed in excess of 100 km/h is acceptable in 100 km/h rural zones is 24% (down from 29% in 2009).

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 21%). The proportion of the in-scope population that believe a zero tolerance speeding regime is enforced is 13%, compared with the 19% in 2009.

The proportion of respondents that report not knowing the actual speed limit tolerance in 100 km/h rural zones decreased slightly to 13%, from 15% in 2009.

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

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



Base: Total sample (n=1,555).

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 106 km/h (up from 105 km/h in 2009). New South Wales has the highest median acceptable speed, at 107 km/h.

The proportion of the population who feel that a zero speeding tolerance *should be* enforced in rural 100 km/h zones is 24% (down from 29% in 2009). As was the case in previous years, persons aged 60 years and over were the most likely (39%) to support enforcement of a zero tolerance policy (47% in 2009, 44% in 2008, 40% in 2006 and 41% in 2005).

People with full motorcycle licences have the highest median acceptable speed of all groups, at 108 km/h. Motorcycle licence holders (14%) are also significantly less likely to feel that a zero speeding tolerance should be enforced in rural 100 km/h zones, as are commuters (15%).

The median speed tolerance that people think is being enforced in rural 100 km/h zones is also 106 km/h, up from 105 km/h in 2009.

Residents of the ACT (21%) are significantly more 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[14].

Selected characteristics	Acceptable speed		Actual speed	
	Median km/h	No tolerance %	Median km/h	No tolerance %
Total	**106**	**24**	**106**	**13**
Male	107	19#	106	12
Female	105	29#	105	13
Age Group (years)				
15–24	106	21	106	13
25–39	107	18#	105	12
40–59	107	21	106	11
60+	104	39#	105	16
State/Territory				
NSW	107	24	106	11
VIC	105	26	104	15
QLD	106	24	106	11
SA	106	20	105	11
WA	106	23	106	15
TAS	105	28	105	15
NT	106	24	106	15
ACT	106	25	106	21#
Capital city/Other				
Capital city	106	23	106	13
Other location	106	26	106	13
Licences currently held				
Full car licence	106	23	106	12
Heavy vehicle licence	107	19	105	13
Full motorcycle licence	108	14#	106	9
Provisional car licence	106	24	106	12
Net: Currently licensed	106	24	106	12
Driver status				
Frequent distance drivers	107	22	106	12
Commuters	108	15#	106	10
Other frequent drivers	105	27	105	14
Less frequent drivers	104	34#	105	14
Non-Drivers	105	31	105	17
Directly involved in accident in last 3 years				
Yes	107	18#	106	12
No	106	25	105	13

Base: Total sample (n=1,555)
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

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

4.5 Attitudes to speeding, speed enforcement and speeding penalties

This section examines community attitudes to speeding, speed enforcement and speeding penalties. This is done by identifying broad community attitudes to speeding and speed limit enforcement and measuring the level of community support/opposition for a number of specific speed-related road safety countermeasures.

4.5.1 Selected general attitudes to speeding

All respondents were asked to consider five statements on speed issues and express their level of agreement or disagreement. The statements were:

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

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

Just over one in four (28%) of the in-scope population agree with the statement 'I think it is okay to exceed the speed limit if you are driving safely'. 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 slight increases in 2008 and 2011.

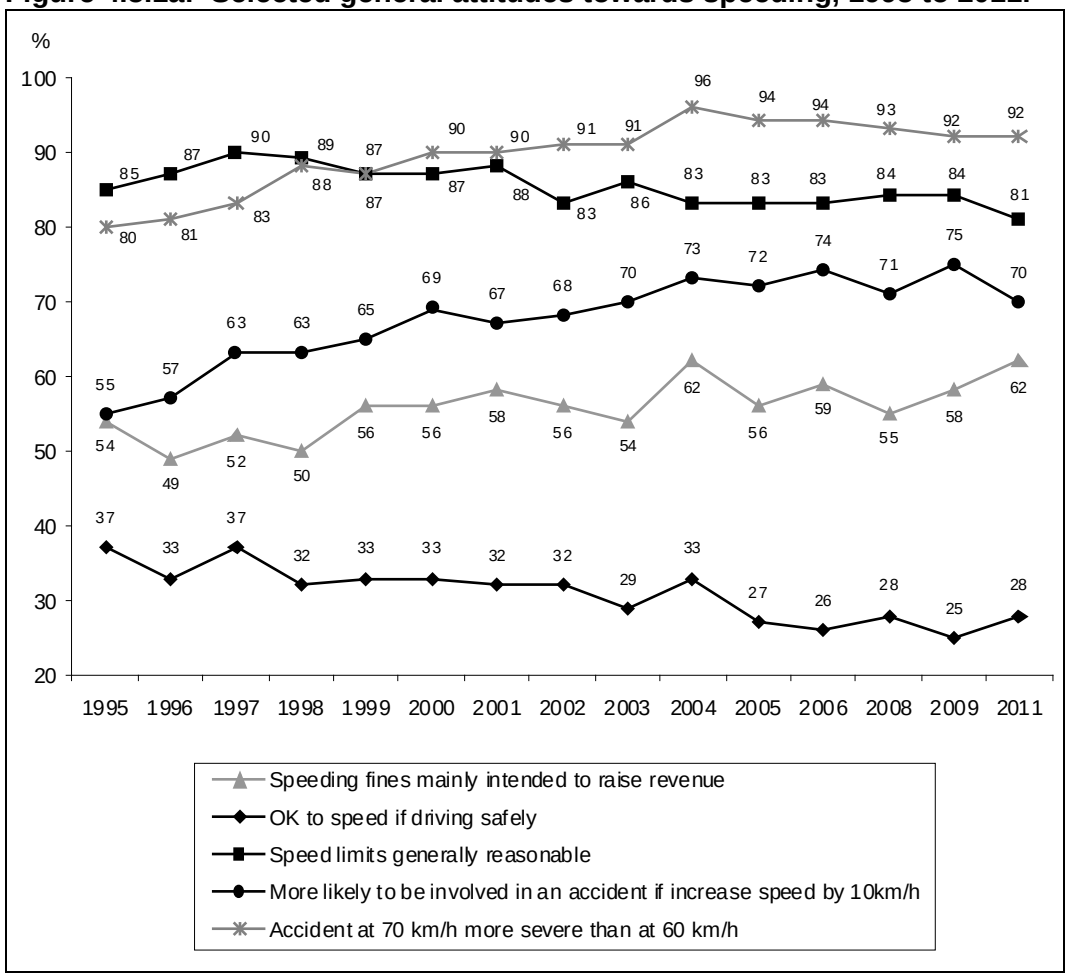
The proportion of the community that agree that speeding fines are mainly intended to raise revenue increased to 62% for the current period, up from 58% in 2009.

The current year's results shows that 70% 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 declined significantly on the previous year (84% in 2009 down to 81% this year). Those who agree that speed limits are generally reasonably set (27%) are more likely than those who do not (11%) 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 who agree that speed limits are generally reasonably set (31%) more likely than those who do not (23%) 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 2011.



Base: Total sample (n=1,555 in 2011).

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 decreased to 21% for the current period, compared with 26% in 2009.

Heavy vehicle licence holders (12%) and those with full motorcycle licences (14%) are significantly less likely than any other licence holder to have a conservative attitude to speeding and speed limit enforcement as are males (16%) compared with females (26%). Attitudes to speeding and speed limit enforcement vary somewhat by driver status, with just 13% of 'frequent distance drivers' classified as having a conservative approach to speeding and speed limit enforcement compared with 26% of 'other frequent 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	**62**	**28**	**81**	**70**	**92**	**21**
Sex						
Male	65#	31#	78	63	90	16#
Female	59	24	84#	77#	94#	26#
Age group (years)						
15–24	57	28	91#	82#	93	26
25–39	63	30	81	71	91	24
40–59	64	28	77	60	90	16#
60+	61	25	79	75	94	22
State/Territory						
NSW	65	31	75	67	91	19
VIC	65	25	82	77#	95	22
QLD	57	27	86#	65	89	21
SA	66	21	83	78#	95	19
WA	55	31	84	68	91	25
TAS	61	22	84	73	89	24
NT	49	16	83	63	89	27
ACT	51	29	85	62	92	26
Capital city/Other						
Capital city	61	29	79	70	93	21
Other location	64	26	85#	70	90	22
Licences currently held						
Full car licence	63	27	79	68	92	20
Heavy vehicle licence	65	22	77	60	82	12#
Full motorcycle licence	71	37#	81	55	87	14#
Provisional car licence	72	31	88	78	95	18
Net: Currently licensed	63	27	80	69	92	20
Driver status						
Frequent distance drivers	73#	25	75	62	93	13#
Regular commuters	61	32	79	60	88	17#
Other frequent drivers	59	25	81	77#	93	26#
Less frequent drivers	66	26	84	79#	96	21
Non-Drivers	51	31	91#	79	92	29#
Directly involved in a road accident in last three years						
Yes	65	35#	80	65	89	18
No	61	26	81	71	92	22

Base: Total sample (n=1,555).
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 (40%) are significantly more likely than males (30%) 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, 35% of the in-scope population support an increased amount of speed limit enforcement (significant decrease from 46% in 2009), 12% support a decrease and 50% want no change.

Support for an increase in the level of speed limit enforcement varies considerably across states/territories, ranging from 30% in New South Wales to 44% in the ACT.

Support for a decrease in the amount of speed limit enforcement was significantly higher among males (18%), full motorcycle licence holders (24%) and commuters (19%) than for any other groups. Support for the status quo in terms of the amount of speed limit enforcement is substantially higher among provisional licence holders (64%) than other licence holders.

Twenty-four per cent of the in-scope population think that penalties for exceeding the speed limit should be made more severe (down from 27% in 2009). A further 9% believe speeding penalties should be made less severe and 63% (up from 57% in 2009) opt for no change to the current regime. The 2011 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 (36%). Those classified as 'non-drivers' also showed a high level of support (39%).

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	**35**	**12**	**50**	**24**	**9**	**63**
Sex						
Male	30	18#	49	20	13#	63
Female	40#	7	50	27#	5	62
Age group (years)						
15–24	38	8	54	19	9	68
25–39	34	16	49	20	14#	62
40–59	30	15	52	20	9	65
60+	42#	8	44	36#	3	55
State/Territory						
NSW	30	14	53	22	10	63
VIC	32	13	52	25	11	60
QLD	42#	11	44	19	5	70#
SA	37	13	49	26	9	59
WA	40	11	47	30#	10	56
TAS	40	9	46	31#	5	60
NT	40	8	50	24	7	64
ACT	44#	8	44	27	6	63
Capital city/Other						
Capital city	34	14#	50	23	9	62
Other location	38	9	49	24	8	63
Licences currently held						
Full car licence	34	13	50	23	9	63
Heavy vehicle licence	25	17	55	19	17#	61
Full motorcycle licence	27	24#	45	15	20#	60
Provisional car licence	26	9	64#	10	20#	62
Net: Currently licensed	34	13	51	22	9	63
Driver status						
Frequent distance drivers	31	15	53	19	17#	59
Commuters	27	19#	52	16	10	67
Other frequent drivers	41#	9	47	24	8	63
Less frequent drivers	35	6	54	33#	3	61
Non-drivers	49#	9	38	39#	3	53
Directly involved in a road accident in the last 3 years						
Yes	29	17	50	21	13	57
No	36	12	49	24	8	63

Base: Total sample (n=1,555).
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 imposing speed limits in high pedestrian areas

A new question was introduced to the 2011 survey to measure whether or not people thought that areas of high pedestrian activity should have limits of 40 kilometres per hour or less.

The question asked was:

> *'Over the last few years the speed limit on some streets with high levels of pedestrian activity, such as shopping areas, has been reduced to 40 kilometres per hour or less. Do you agree or disagree that areas of high pedestrian activity should have limits of 40 kilometres per hour or less?'*

The majority of respondents (87%) supported imposing 40 kilometre per hour or less speed limits in areas with a high level of pedestrian activity.

The level of agreement is shown by selected characteristics in Table 4.6.3a. While there is little variation across these sub-groups in terms of support for imposing this speed limit, the level of strong support is significantly higher amongst those residing in country areas (71%) and those in the ACT (75%).

Table 4.5.3: Percentage agreement with imposing speed limits in high pedestrian areas.

Selected characteristics	Total Agree %	Strongly Agree %
Total	**87**	**65**
Sex		
Male	85	61
Female	88	68
Age group (years)		
15–24	91	63
25–39	87	66
40–59	84	63
60+	88	66
State/Territory		
NSW	82	60
VIC	85	67
QLD	92	70
SA	93	64
WA	90	60
TAS	89	72
NT	89	71
ACT	93	75#
Capital city/Other		
Capital city	84	61#
Other location	92	71#
Licences currently held		
Full car licence	86	65
Heavy vehicle licence	83	61
Full motorcycle licence	91	69
Provisional car licence	87	60
Net: Currently licence holder	86	64
Driver Status		
Frequent distance drivers	84	62
Regular commuters	85	62
Other frequent drivers	86	66
Less frequent drivers	91	66
Non-Drivers	93	71
Been directly involved in a road accident in the last three years		
Yes	88	69
No	86	64

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.5.4 Attitudes to the use of point-to-point speed enforcement

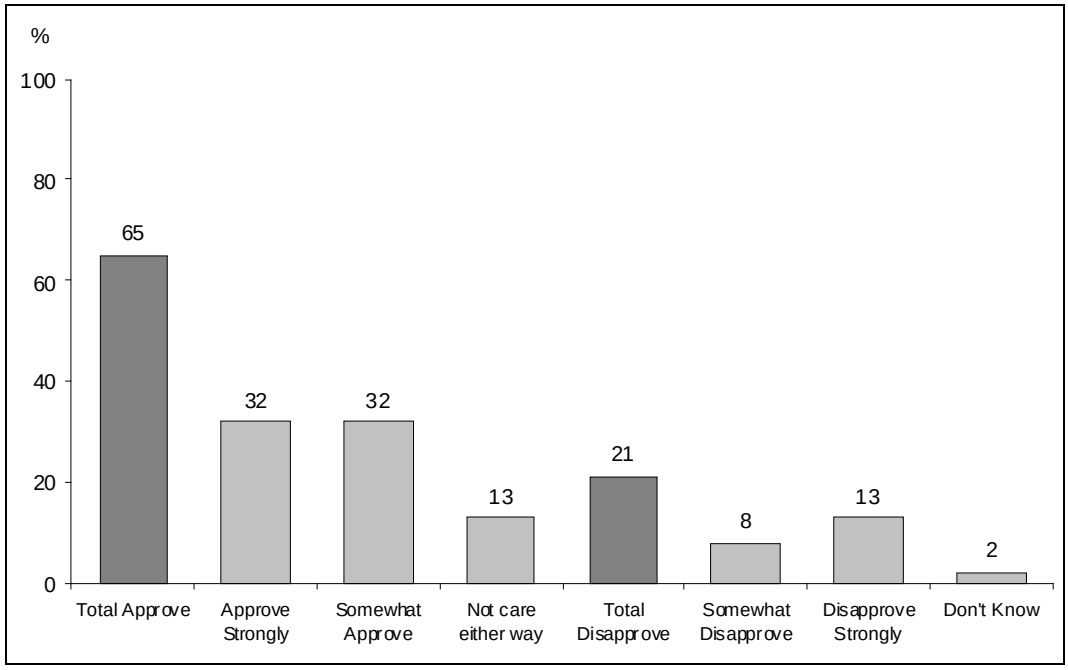
A question aimed at assessing community attitudes about the use of point-to-point speed enforcement was asked for the first time in 2011.

The question asked was:

> *Road traffic authorities are considering the use of point-to-point speed enforcement cameras on some of our main roads. Instead of checking a vehicle's speed at a single time and location, point-to-point cameras measure the vehicle's average speed over a distance of several kilometres. Some people think this is a better way of identifying motorists who are deliberately speeding. How would you feel about the use of point-to-point speed enforcement on main roads?*

Almost two-thirds (65%) approved of the use of point-to-point speed enforcement cameras on main roads, with almost one third showing strong support.

Figure 4.5.4a: Percentage approval with the use of point-to-point speed enforcement.



Base: Total sample (n=1,555)

The level of approval is shown by selected characteristics in Table 4.5.4b. Females (72%), along with those aged 60 years and over (76%), less frequent drivers (73%) and those in Tasmania (also 73%) were significantly more likely to approve of the use of point-to-point cameras.

Males (57%), those aged 25 to 39 (59%), those with a heavy vehicle or motorcycle licence (55% and 52% respectively), regular commuters (55%) and those in the Northern Territory (54%) were significantly less likely to approve of the use of point-to-point cameras.

Table 4.5.4b: Percentage approval of point-to-point speed enforcement.

Selected characteristics	Approve strongly %	Somewhat approve %	Somewhat disapprove %	Disapprove strongly %	Don't know / Not care either way %
Total	**32**	**32**	**8**	**13**	**15**
Sex					
Male	29	28	10	18	16
Female	35	37	5	7#	15
Age group (years)					
15–24	28	32	11	6#	23#
25–39	29	30	9	18	14
40–59	32	31	7	14	16
60+	39#	38	4	10	9#
State/Territory					
NSW	30	34	7	18	11
VIC	35	31	6	9	19
QLD	28	35	8	14	16
SA	32	29	11	4#	24#
WA	37	32	9	8	14
TAS	37	36	5	9	13
NT	35	20#	12	14	20
ACT	39	23#	9	17	13
Capital city/Other					
Capital city	33	33	7	12	16
Other location	31	32	9	14	14
Licences currently held					
Full car licence	32	32	7	14	14
Heavy vehicle licence	26	29#	9	23#	14
Full motorcycle licence	17#	36	12	24#	11
Provisional car licence	22	32	12	8	27#
Net: Currently licensed	32	32	8	13	15
Driver Status					
Frequent distance drivers	31	30	7	19	12
Regular commuters	28	28	10	16	19
Other frequent drivers	37	32	6	9	16
Less frequent drivers	30	43#	7	11	9#
Non-drivers	38	34	8	6#	14
Been directly involved in a road accident in the last three years					
Yes	33	29	10	16	11
No	32	33	7	12	16

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
Figures may not add to 100% due to rounding

4.5.5 Attitudes to the promotion of speed in television commercials

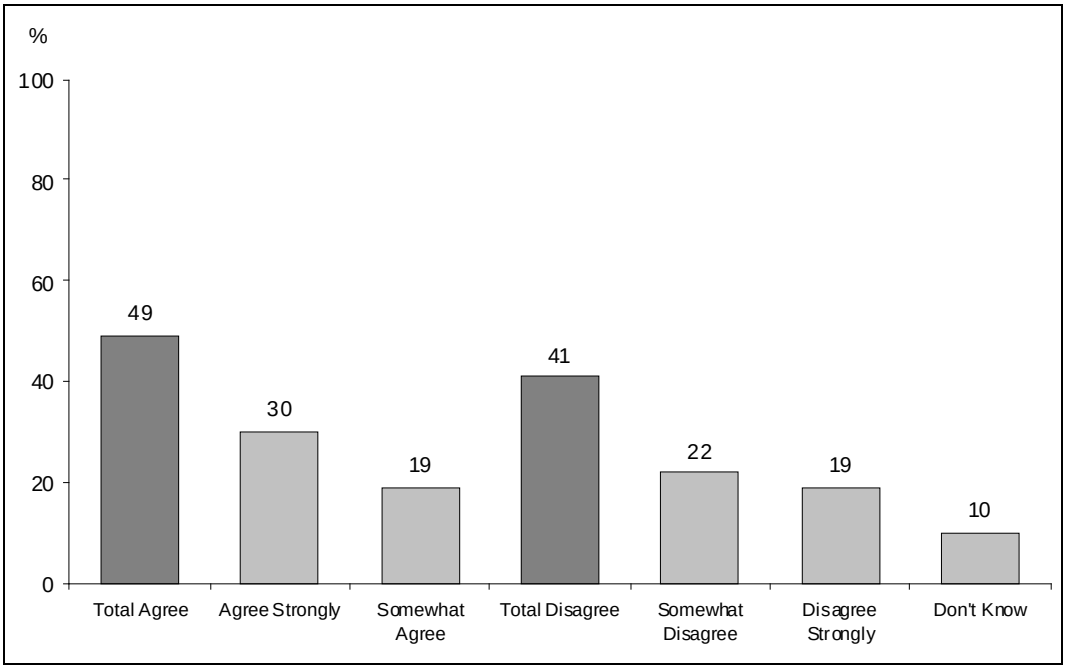
In 2011, a question aimed at assessing concerns raised about the promotion of speed in television commercials for new cars was asked for the first time.

Respondents were asked:

> *'Some people have raised concerns about the promotion of speed in television commercials for new cars. Do you personally agree or disagree that there is too much emphasis on speed in car commercials?'*

Just under half (49%) of all respondents agreed that there was too much emphasis on speed in television commercials for new cars (30% strongly agree).

Figure 4.5.5a: Percentage agreement that there is too much emphasis on speed in television commercials.



Base: Total sample (n=1,555)

The level of agreement is shown by selected characteristics in Table 4.5.5b. Females (53%), those aged 60 years and over (68%) and those residing outside capital cities (57%) were significantly more likely to agree, as where other frequent drivers (56%) and non-drivers (60%).

Younger respondents (36% of 15-24 year-olds and 38% of 25-39 year-olds) were significantly less likely to agree, as were provisional car licence holders (34%) and those who had been involved in a road accident in the past 3 years (39%).

Table 4.5.5b: Percentage that agree that there is too much emphasis on speed in car commercials.

Selected characteristics	Agree strongly %	Somewhat agree %	Somewhat disagree %	Disagree strongly %	Don't know %
Total	**30**	**19**	**22**	**19**	**10**
Sex					
Male	27	18	23	24	9
Female	33	20	22	14	11
Age group (years)					
15–24	11#	25	31#	24	8
25–39	16#	22	28	23	10
40–59	32#	19	20	15	14
60+	56#	12#	12#	15	4#
State/Territory					
NSW	30	20	22	19	9
VIC	27	18	24	21	11
QLD	31	20	20	17	11
SA	34	18	24	13	11
WA	29	21	24	22	4#
TAS	35	22	15#	15	13
NT	20#	21	25	23	11
ACT	27	19	30	9#	15
Capital city/Other					
Capital city	26	19	25	19	12
Other location	36#	20	19	18	6
Licences currently held					
Full car licence	32	18	22	18	10
Heavy vehicle licence	33	12#	26	26	4#
Full motorcycle licence	28	16	25	25	7
Provisional car licence	17#	17	26	28	12
Net: Currently licensed	30	18	23	20	10
Driver Status					
Frequent distance drivers	31	14	22	23	9
Regular commuters	22#	19	28#	19	12
Other frequent drivers	37#	19	20	16	8
Less frequent drivers	30	18	20	23	9
Non-drivers	28	32#	19	11#	9
Been directly involved in a road accident in the last three years					
Yes	23#	16	22	25	14
No	31	20	23	18	9

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
Figures may not add to 100% due to rounding

4.6 Self–reported speeding behaviour

This section examines self-reported speeding behaviour by measuring the frequency of driving over the speed limit and how driving speed has changed over the past two years.

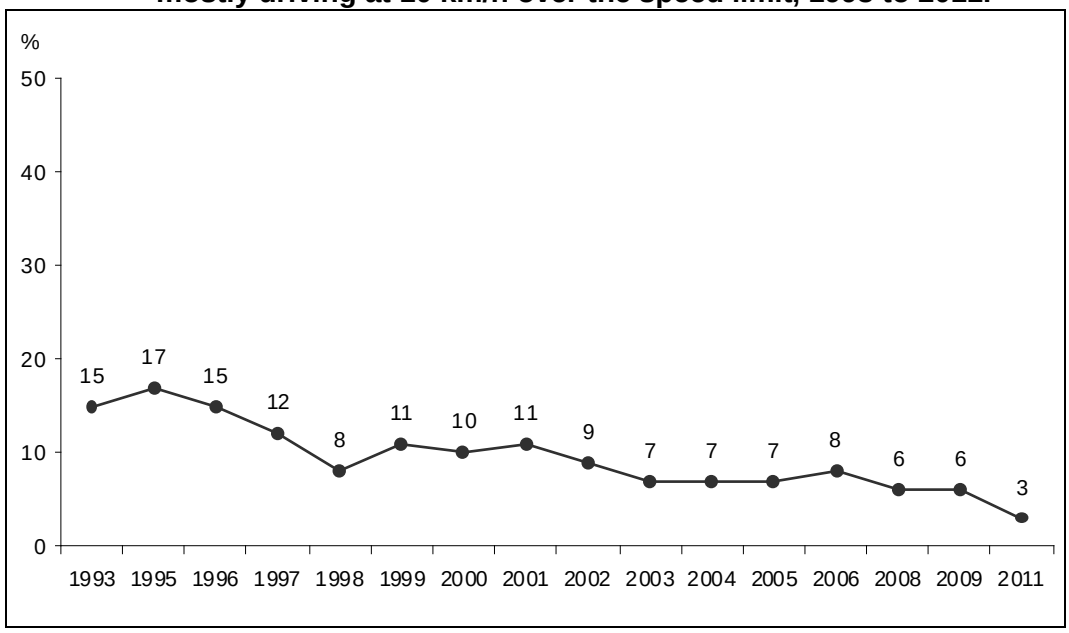
In order to try to identify any changes in driver behaviour, respondents who were recent drivers (those currently driving or having driven in the last two years) were asked:

> *'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 'always', 'nearly always' or 'mostly' driving at 10 km/h over the speed limit is shown in Figure 4.6.1a. The 2011 result of 3% is significantly lower than the 2009 result of 6% and continues an overall downward trend in this time series from a peak of 17% in 1995. The long-term trend shown in Figure 4.6.1a is consistent with a general pattern of change in community attitudes towards speed.

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 2011.



Base: Recent drivers (n=1,408 in 2011).

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.

With the overall result for 2011 being only 3%, there was little variation between the sub-groups. It is however worth highlighting, those who are more likely to report always/nearly always or mostly driving at 10km/h over the speed limit are frequent distant drivers (7%) and drivers who live in the Northern Territory (7%).

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

Base: Recent drivers (n=1,408).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%.

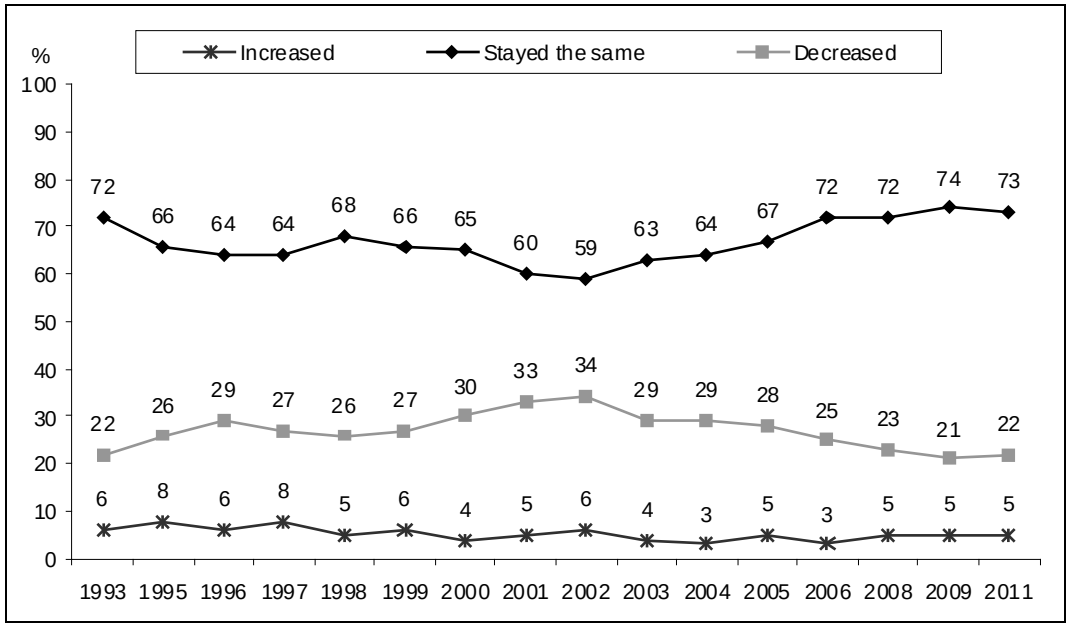
4.6.2 Reported changes in driving speed over the last two years

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 2011.

The decline in the proportion of drivers that report having reduced their speed over the last two years (down from 34% in 2002 to 22% 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 73% 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 2011.



Base: Recent drivers (n=1,408 in 2011).

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 (22%, a significant increase from 16% in 2009) and provisional licence holders (20%). 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 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 60 years and over are more likely to be of the view that their driving speed has decreased (nett difference of 28%) as are heavy vehicle licence holders (nett difference of 29%) and motorcycle licence holders (nett difference of 34%).

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**	**73**	**22**	**17**
Sex				
Male	5	71	25	20
Female	5	76	19	14
Age group (years)				
15–24	22#	72	6	-16#
25–39	3	77	21	18
40–59	1	74	25	23#
60+	2	69	30#	28#
State/Territory				
NSW	7	71	22	15
VIC	4	75	21	16
QLD	3	74	22	19
SA	4	76	19	15
WA	3	71	26	23
TAS	4	70	26	22
NT	6	70	24	18
ACT	1	76	23	21
Capital city/Other				
Capital city	5	73	22	17
Other location	4	74	21	17
Licences currently held				
Full car licence	3	73	24#	21#
Heavy vehicle licence	1	69	30#	29#
Full motorcycle licence	1	65	35#	34#
Provisional car licence	20#	77	4	-16#
Net: Currently licensed	5	73	22	17
Driver status				
Frequent distance drivers	2	77	21	18
Regular commuters	3	74	23	20
Other frequent drivers	5	72	22	17
Less frequent drivers	9#	69	21	12#
Non-drivers	7	84	9	2#
Directly involved in a road accident in the last 3 years				
Yes	5	70	26	21
No	5	74	21	16

Base: Recent drivers (n=1,408).
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 2011 survey is the ninth to include questions on driver fatigue. These questions measure the incidence of drivers ever having fallen asleep while driving and the characteristics of the most recent trip in which the driver fell asleep.

5.1 The prevalence of falling asleep while driving

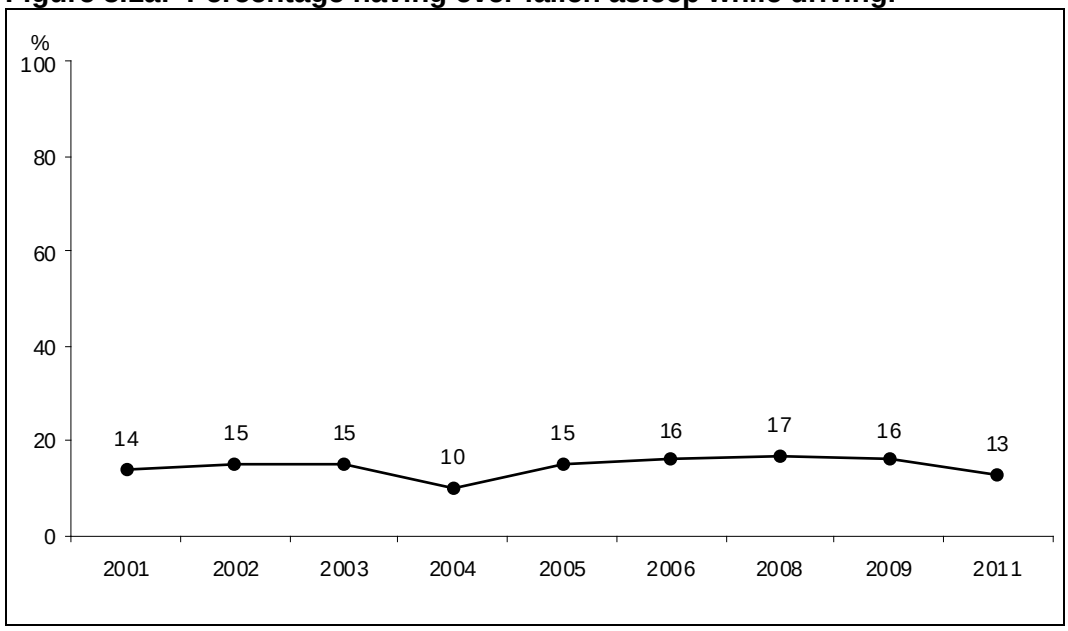
The reported prevalence of drivers ever having fallen asleep while driving was captured by the question:

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

Results for the last nine surveys are shown in Figure 5.1a. The 2004 result aside, the time series shows results have been relatively stable for the last ten years.

Consideration of the 2011 results shows that, of those who have ever fallen asleep while driving (13%)[15], 44% have done so more than once and 24% had fallen asleep while driving on three or more occasions. For 11% 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=1,445 in 2011).

A breakdown of the above results by selected population characteristics is provided in Table 5.1b. Consistent with recent years, males (17%) are significantly more likely than females (9%) to report having ever fallen asleep while driving. The same is true of those with a motorcycle licence (24%), those residing in the Northern Territory (20%) and those with a full car licence (14%).

15 Please note this analysis is based on a relatively small sample size of 188.

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 (18%) than those drivers who don't drink at all when driving (10%).

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

Selected characteristics	%
Total	**13**
Sex	
Male	17#
Female	9
Age group (years)	
15–24	7
25–39	14
40–59	14
60+	14
State/Territory	
NSW	14
VIC	10
QLD	16
SA	12
WA	13
TAS	10
NT	20#
ACT	10
Capital city/Other	
Capital city	13
Other location	14
Licences currently held	
Full car licence	14#
Heavy vehicle licence	19
Full motorcycle licence	24#
Provisional car licence	8
Net: Currently licensed	13
Driver status	
Frequent distance drivers	18
Commuters	15
Other frequent drivers	12
Less frequent drivers	7
Non-drivers	11
Been directly involved in a road accident in the last three years	
Yes	15
No	13

Base: Ever held a licence (n=1,445).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Reference to Table 5.1c shows that 26% of drivers who have fallen asleep while driving have done so in the last two years . This equates to 4% of all current licence holders having fallen asleep at the wheel at some stage in the last two years.

Table 5.1c: Length of time since last fell asleep while driving, 2001 to 2011.

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 %	2011 n=188 %
Less than 6 months	11	13	16	9	16	14	12	12	10
Between 6 and 12 months	4	8	6	3	8	6	6	12	8
1 to 2 years	9	11	3	8	8	5	9	7	8
Nett: 2 years or less	***24 (3)***	***32 (5)***	***25 (4)***	***20 (2)***	***31 (5)***	***24 (4)***	***28 (4)***	***31 (5)***	***26 (4)***
3 to 5 years	14	16	12	15	12	12	15	12	8
6 to 10 years	19	17	17	12	12	9	11	13	12
More than 10 years	42	36	45	54	44	55	47	44	53

Base: Fallen asleep while driving (n=188 in 2011).
Significance testing compares 2011 to 2009. # Denotes statistically significant at the 95% confidence interval.
Figures in brackets show the proportion of all licence holders that report having fallen asleep while driving in the last two years.

Table 5.1d provides details of the trips that were being undertaken when drivers most recently fell asleep at the wheel. Time series data for the last nine surveys 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 10% of the most recent incidents described by drivers.

Table 5.1d: Characteristics of the most recent trip where the driver fell asleep at the wheel, 2001 to 2011.

Selected characteristics	2001 %	2002 %	2003 %	2004 %	2005 %	2006 %	2008 %	2009 %	2011 %
Duration of trip									
Less than 1 hour	22	35	32	22	33	25	34	36	36
1 – 2 hours	18	13	20	22	17	22	21	17	16
More than 2 hours	58	52	46	56	50	52	46	46	48
Location									
Capital City	13	25	21	9	18	26	20	19	26
Regional City	6	6	9	6	11	8	9	11	8
Country Road	47	36	34	44	26	43	33	35	35
Country Highway	35	33	40	40	45	33	38	35	31
Time of Day									
6:00am – 10:00am	17	17	12	12	9	15	11	13	12
10:00am – 3:00pm	12	19	15	17	15	17	24	13	23
3:00pm – 7:00pm	18	15	21	16	19	20	17	21	16
7:00pm – 12:00am	15	13	16	12	18	23	14	14	17
12:00am – 6:00am	37	36	36	41	37	24	34	38	32

Base: Fallen asleep while driving (n=188 in 2011).
# Denotes statistically significant at the 95% confidence interval

6 MOBILE PHONES

CAS 22 is the fifth 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 phone*[16] *in the car that allows you to make or receive calls without touching the phone?*
>
> '*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?'*

In addition to this, the 2011 survey collected information on the use of a hands-free phone when making or receiving calls, by asking:

> '*When you ANSWER CALLS while driving, how often do you use a hands-free phone?'*
>
> '*When you MAKE CALLS while driving, how often do you use a hands-free phone?'*

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

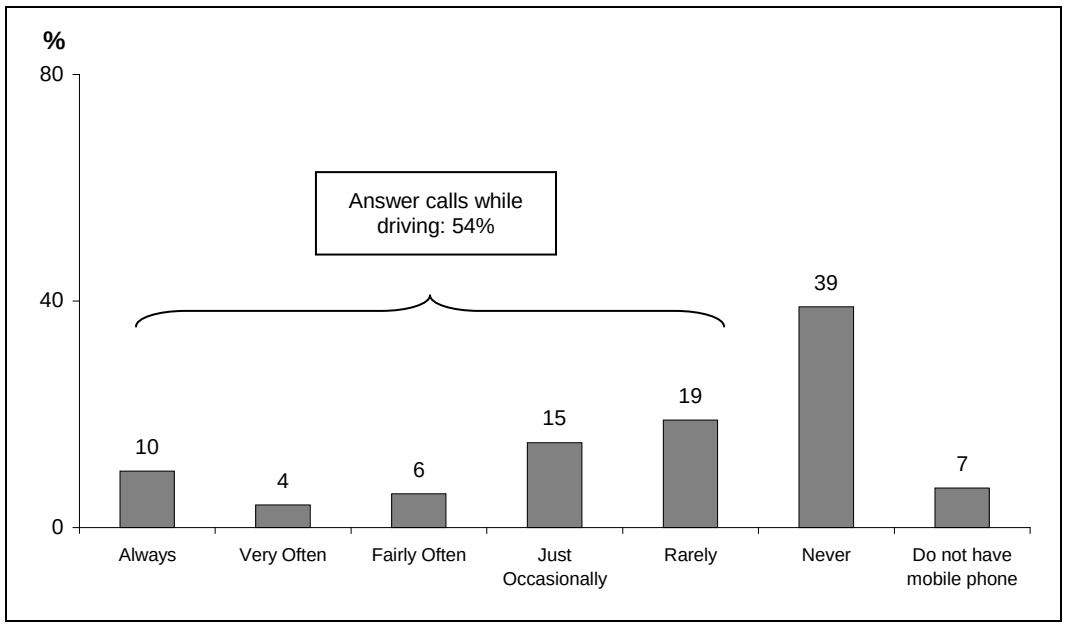
Figures 6.1a and 6.1b show the percentage of active drivers who answer or make calls while driving, whether or not they use a hands-free phone (with 28% of active drivers using a hands-free phone either sometimes or all of the time, compared with 31% in 2008 and 30% in 2009).

The proportion of active drivers who ever answer calls while driving (54%) has decreased from 2009 (58%). As a consequence, the proportion of active drivers who report never answering a mobile phone when driving has increased from 34% in 2009 to 39% for the current period.]

Of those that answer calls while driving, 41% always use a hands free phone, 9% use it often (6% very often; 3% fairly often), 10% use it on rare occasions (6% just occasionally; 4% rarely) and 41% never use a hands free phone to answer calls.

16 Referred to as 'hands free kit' prior to 2011.

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

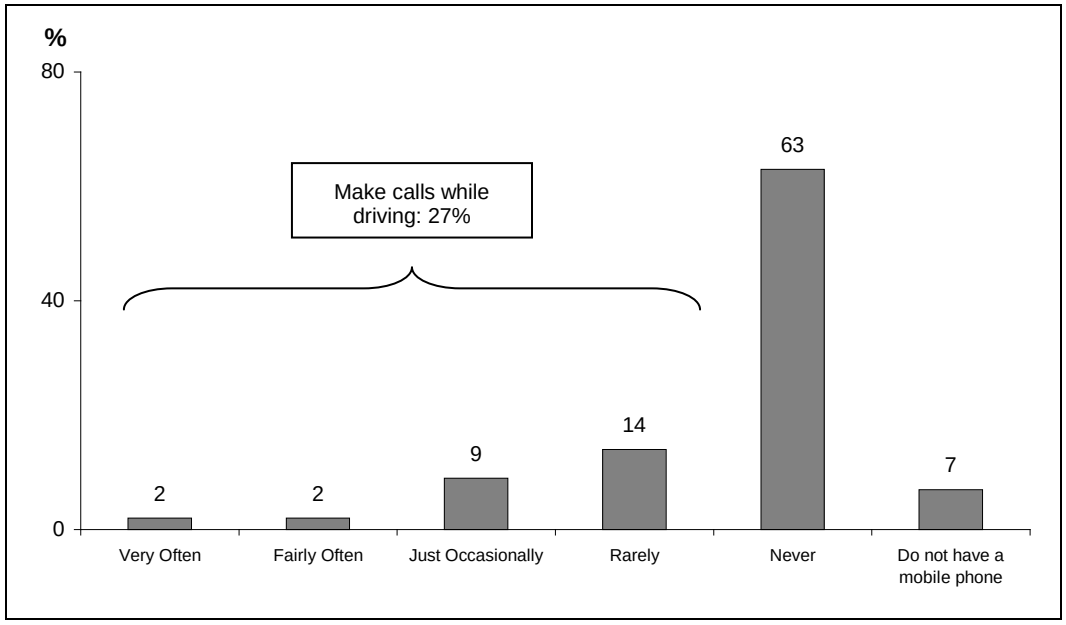


Base: Active drivers (n=1,387).

Just over a quarter (27%) of active drivers make calls on their mobile phone while driving. Again, this result is lower than that reported in recent years (32% in 2008 and 34% in 2009).

Of those that make calls while driving, 57% always use a hands free phone, 9% use it often (7% very often; 2% fairly often), 10% use it on rare occasions (6% just occasionally; 4% rarely) and 24% never use a hands free phone to make calls.

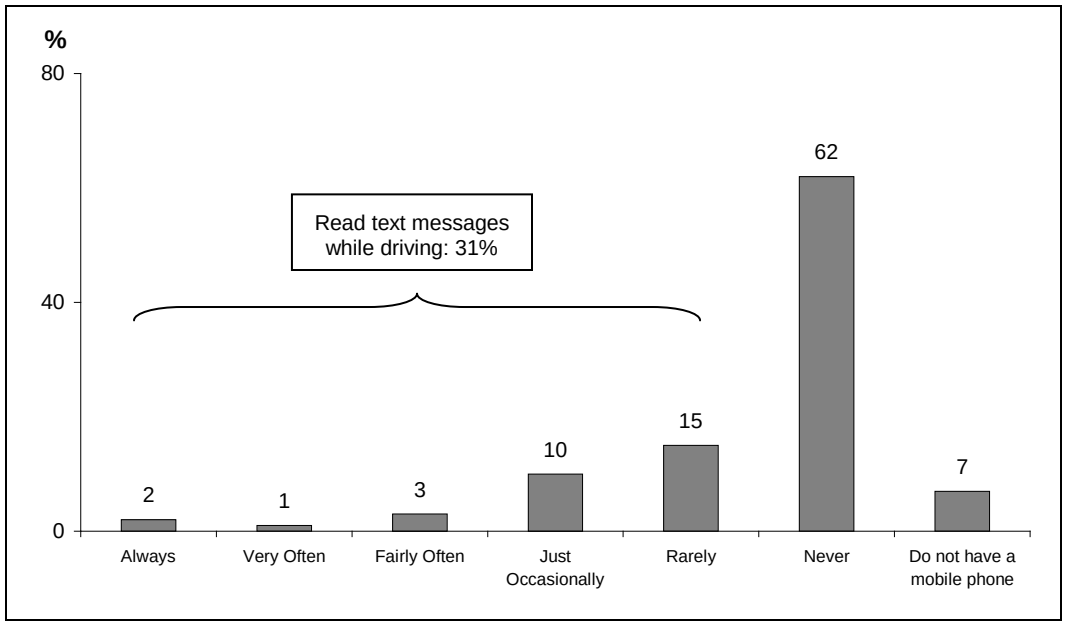
Figure 6.1b: Percentage of drivers that make calls while driving.



Base: Active drivers (n=1,387).

Responses to questions about the use of text messaging are presented in Figures 6.1c and 6.1d below. Figure 6.1c shows that 31% of active drivers report reading text messages on their phone while driving. This is consistent with the upward trend in recent years (21% in 2006, 28% in 2008 and 30% in 2009).

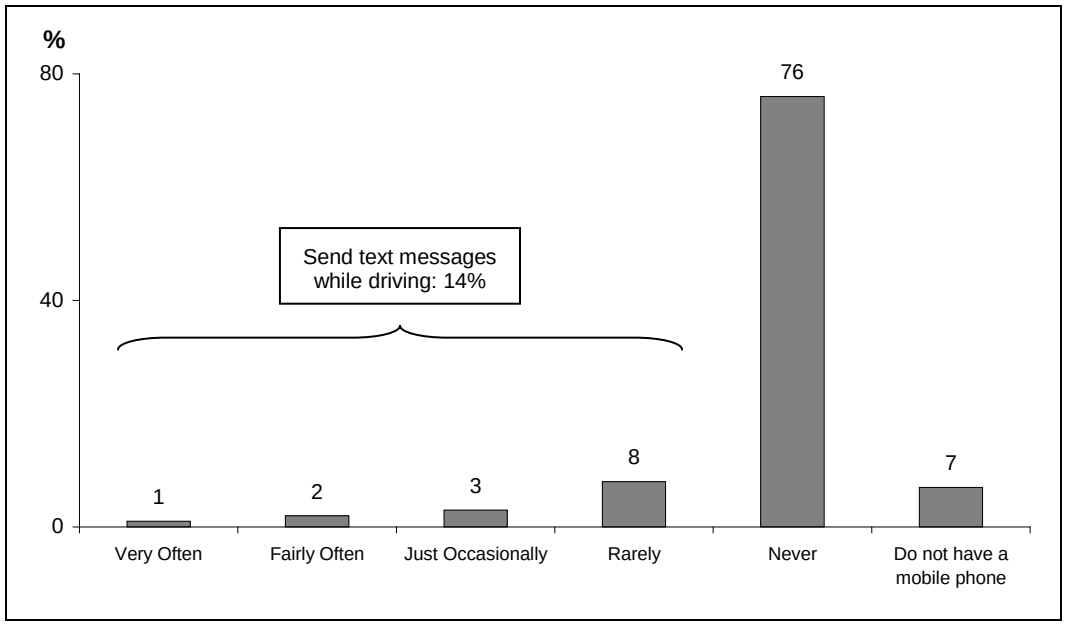
Figure 6.1c: Percentage of drivers that read text messages while driving.



Base: Active drivers (n=1,387).

Figure 6.1d shows that 14% of active drivers reported sending text messages while driving (13% in 2006, 14% in 2008 and 16% in 2009).

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



Base: Active drivers (n=1,387).

6.2 Overall use of mobile phone while driving

The data presented in Table 6.2a shows that 59% of active drivers in 2011 report that they use a mobile phone while driving. The reported level of usage appears to have stabilised since 2008.

Table 6.2a: Use a mobile phone while driving, 2005 to 2011.

Selected characteristics	2005 n=1,490 %	2006 n=1,442 %	2008 n=1,415 %	2009 n=1,407 %	2011 n=1,387 %
Answer calls while driving	43	52#	56	58	54#
Make calls while driving	24	28	32	34	27#
Read text messages while driving	16	21#	28#	30	31
Send text messages while driving	8	13#	14	16	14
Total use mobile phone while driving	*47*	*55#*	*61#*	*61*	*59*

Base: Active Drivers (n=1,387 in 2011)

As can be seen in Table 6.2b, mobile phone use while driving is significantly higher among 25 to 39 year olds and 40 to 59 year olds (79% and 64% respectively), frequent distant drivers (76%) and commuters (73%).

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	**93**	**59**
Sex		
Male	92	63
Female	93	55
Age group (years)		
15–24	98#	65
25–39	97#	79#
40–59	95	64#
60+	80	24#
State/Territory		
NSW	94	61
VIC	89	60
QLD	93	55
SA	91	58
WA	97	63
TAS	86	52
NT	98#	66
ACT	96	63
Capital city/Other		
Capital city	93	62
Other location	92	55
Licences currently held		
Full car licence	92	60
Heavy vehicle licence	92	60
Full motorcycle licence	92	64
Provisional car licence	97	70
Net: Currently licensed	93	59
Driver status		
Frequent distance drivers	97#	76#
Commuters	98#	73#
Other frequent drivers	90	50#
Less frequent drivers	83	35#
Been directly involved in a road accident in the last three years		
Yes	97	69#
No	92	57

Base: Active Drivers (n=1,387)
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

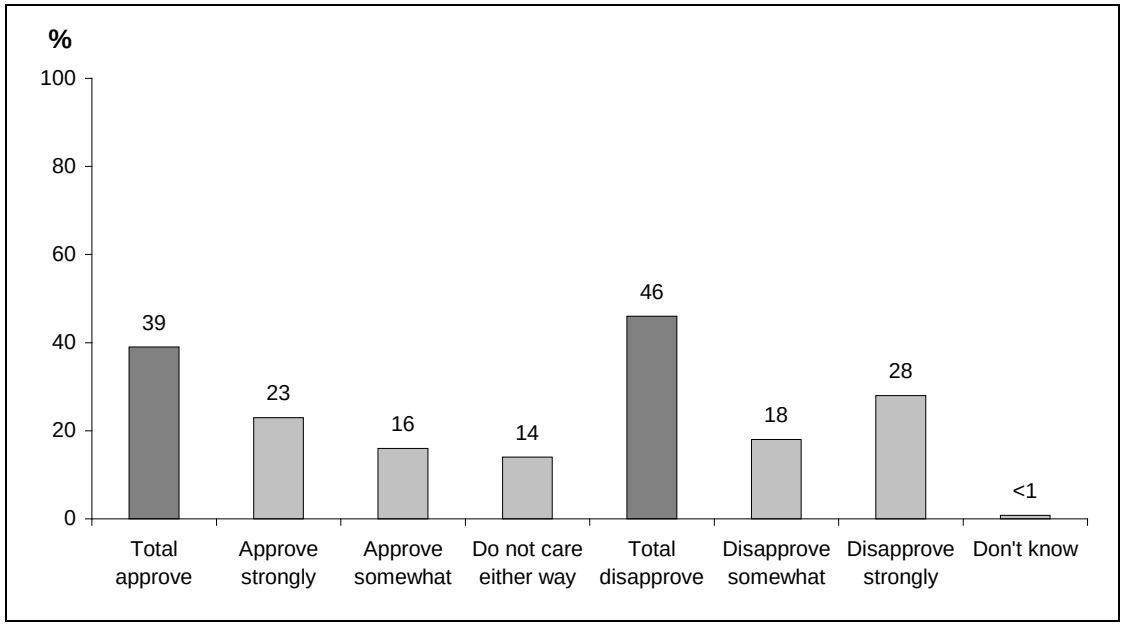
A question aimed at gauging community attitudes to a hypothetical new law aimed at curbing the use of mobile phones while driving was first introduced in CAS 19.

The question asked was:

> *'It is ILLEGAL in Australia to use a hand HELD phone while driving but it is LEGAL to use a hands FREE phone. How would you feel about a law banning the use of hands FREE mobile phones while driving'*

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 (46%) than in favour of it. These results are similar to those reported in 2009 (39% in favour, 49% opposed).

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



Base: Total sample (n=1,555).

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

Support for a ban on the hands-free use of mobile phones when driving is lower for males (34%) than females (44%) and increases with age from 24% for 15-24 year olds to 60% for those aged 60 years and over. Results are also lower for provisional licence holders (24%) and those who reside in the Northern Territory and South Australia (both 35%).

Table 6.3b: Percentage that support a law banning the use of hands-free mobile phones while driving.

Selected characteristics	Total approve of law banning hands-free use of mobile while driving %
Total	**39**
Sex	
Male	34
Female	44#
Age group (years)	
15–24	24
25–39	32
40–59	38
60+	60#
State/Territory	
NSW	39
VIC	40
QLD	37
SA	35
WA	43
TAS	37
NT	35
ACT	43
Capital city/Other	
Capital city	37
Other location	41
Licences currently held	
Full car licence	40
Heavy vehicle licence	28
Full motorcycle licence	26
Provisional car licence	24
Net: Currently licensed	38
Driver status	
Frequent distance drivers	30
Commuters	32
Other frequent drivers	43
Less frequent drivers	46
Non-drivers	48
Been directly involved in a road accident in the last three years	
Yes	34
No	40

Base: Total sample (n=1,555)
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

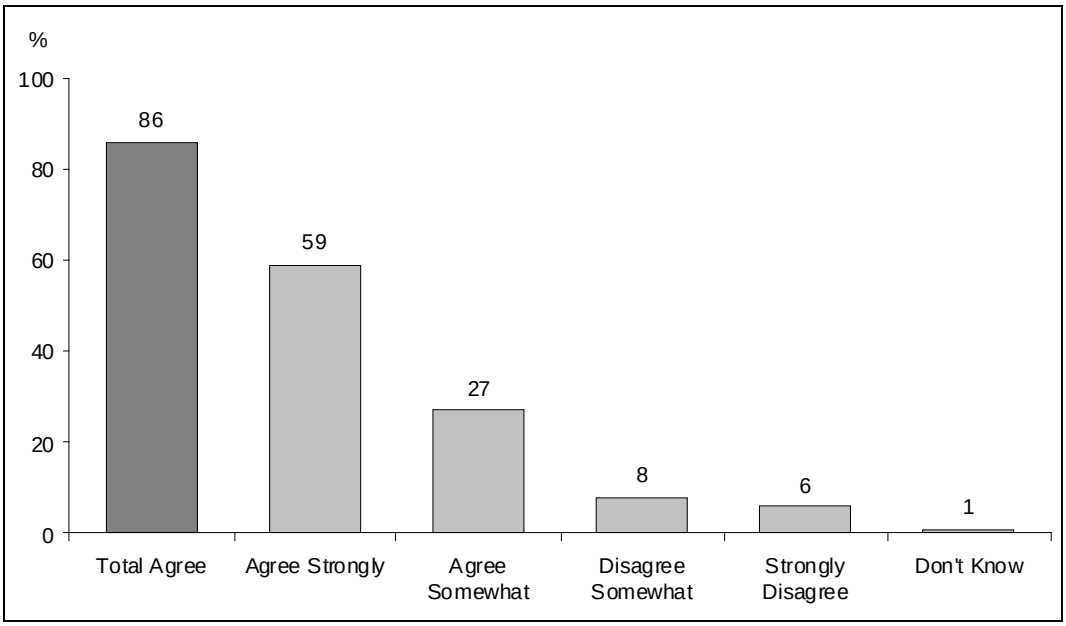
A new question first introduced to the 2009 survey to measure whether or not people thought their use of a mobile phone while driving would increase their chance of having an accident.

The question asked was:

> *'To what extent 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?*

Figure 6.3c shows that 86% 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 (59% agree strongly).

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



Base: Total sample (n=1,555).

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

The results show that females (88%) are significantly more likely than males (83%) 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 (88%), other frequent drivers (87%) and less frequent drivers (89%) were also substantially more likely to hold this view. In terms of licences held, full motorcycle licence holders (77%) were significantly less likely to agree that talking on a mobile phone while driving would increase chances of having an accident.

Table 6.3d: 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	**86**	**59**
Sex		
Male	83	52#
Female	88#	65#
Age group (years)		
15–24	87	52#
25–39	82	52#
40–59	86	60
60+	88	70#
State/Territory		
NSW	85	59
VIC	88	57
QLD	85	58
SA	86	64
WA	84	59
TAS	85	55
NT	83	57
ACT	88	53
Capital city/Other		
Capital city	84	58
Other location	88	60
Licences currently held		
Full car licence	85	58
Heavy vehicle licence	81	51#
Full motorcycle licence	77#	50#
Provisional car licence	81	53
Net: Currently licence holder	85	57
Driver status		
Frequent distance drivers	82	49#
Regular commuters	82#	52#
Other frequent drivers	87	61
Less frequent drivers	89	68#
Non-Drivers	93#	73#
Been directly involved in a road accident in the last three years		
Yes	83	53
No	86	60

Base: Total sample (n=1555)
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

7 OTHER SELECTED FINDINGS

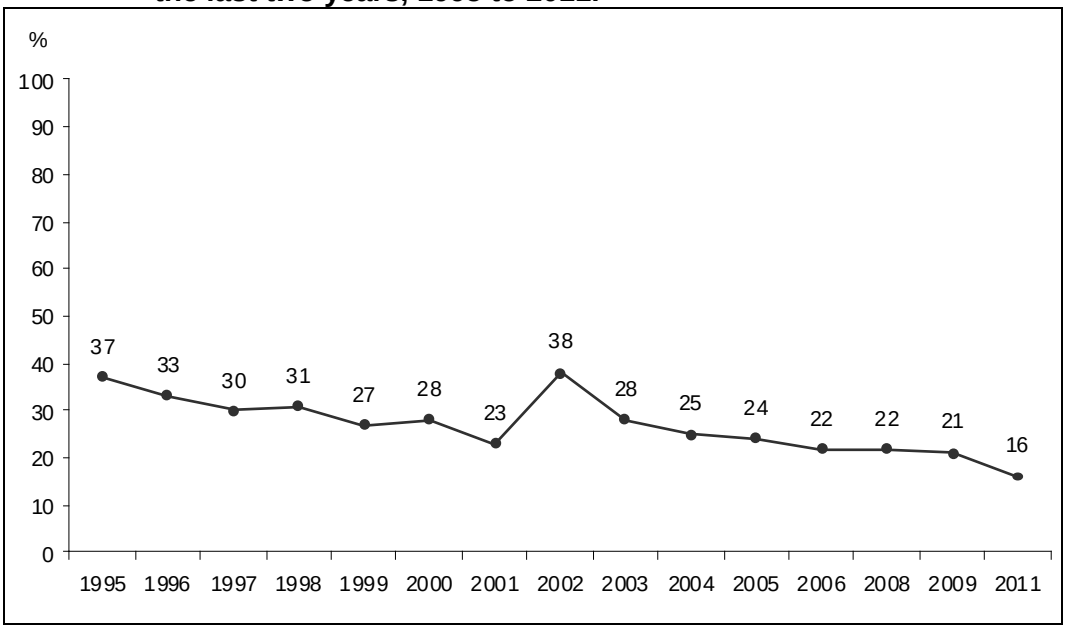
7.1 Perceptions regarding the level of seatbelt enforcement

The Survey of Community Attitudes to Road Safety also measures perceptions regarding the level of seatbelt 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 seatbelt enforcement carried out by police? Has the amount of seatbelt enforcement increased, stayed the same or decreased?'*

The 2011 survey results (Figure 7.1a) show 16% are of the view that the level of enforcement of compulsory seatbelt wearing has increased over the last two years. This result has decreased significantly since 2009 (21%).

Figure 7.1a: Perception that the level of seatbelt enforcement has increased over the last two years, 1995 to 2011.



Base: Total sample (n=1,555 in 2011).

Table 7.1b shows an increased proportion of the community view that the level of seatbelt enforcement has not changed over the last two years (held by 57% of the community). Five percent feel as though there has been a decrease in enforcement activity and a sizeable 22% '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.

Those aged 25 to 39 were far more likely to indicate that the level of seatbelt enforcement hasn't changed (64%), as were provisional car licence holders (75%). Those aged 15 to 24 were more likely to suggest seatbelt enforcement had decreased over the last two years (8%).

Table 7.1b: Perceptions regarding the level of seatbelt enforcement activity over the last two years by selected characteristics.

Selected characteristics	Increased %	Same %	Decreased %	Don't know %
Total	**16**	**57**	**5**	**22**
Sex				
Male	14	59	5	21
Female	18	56	4	22
Age group (years)				
15–24	19	63	8#	9
25–39	13	64#	4	19
40–59	14	56	4	27#
60+	20	48	5	27#
State/Territory				
NSW	17	60	4	19
VIC	13	58	6	22
QLD	16	52	5	27
SA	19	53	2	26
WA	16	60	5	19
TAS	20	54	8	18
NT	19	64	5	12
ACT	17	53	6	24
Capital city/Other				
Capital city	14	57	5	23
Other location	19	58	4	19
Licences currently held				
Full car licence	15	57	4	24#
Heavy vehicle licence	13	62	3	21
Full motorcycle licence	12	61	5	22
Provisional car licence	10	75#	9	6
Net: Currently licensed	15	58	4	22
Driver status				
Frequent distance drivers	18	54	6	22
Regular commuters	11	62	5	22
Other frequent drivers	16	57	4	23
Less frequent drivers	19	57	3	20
Non-drivers	24#	50	9	17
Been directly involved in a road accident in the last three years				
Yes	18	57	5	20
No	16	57	5	22

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

7.2 Self-reported seatbelt wearing behaviour

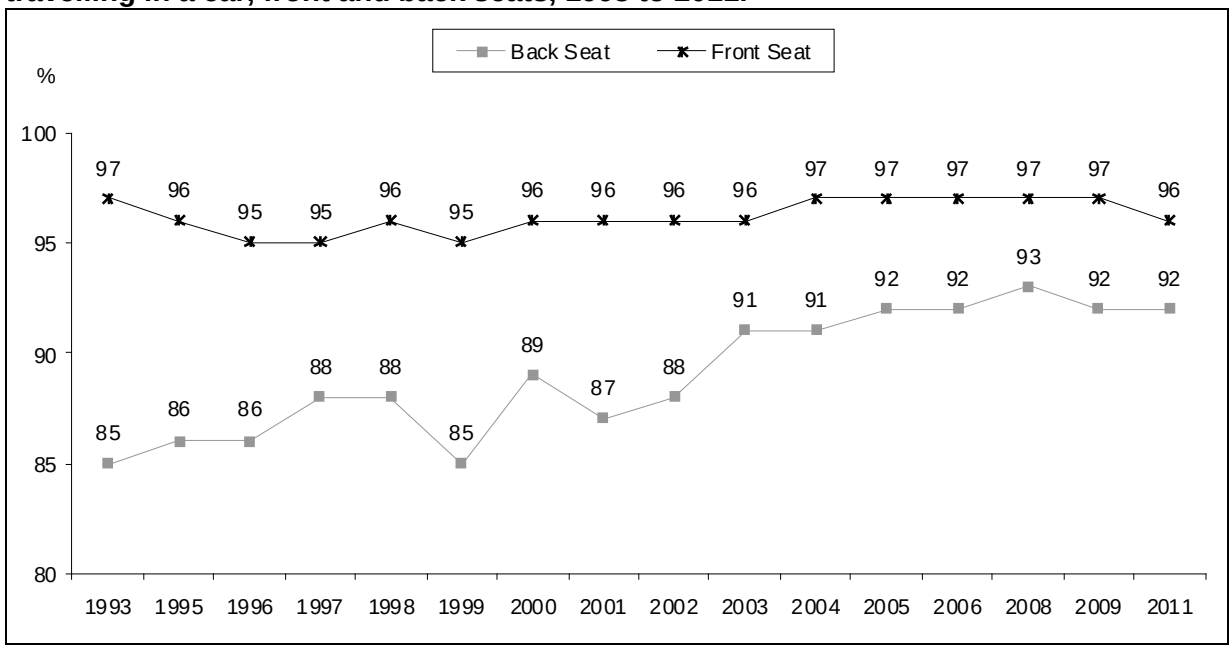
Self-reported seatbelt wearing behaviour when travelling in the front and rear seats of cars is ascertained by asking:

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

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

The gap between self-reported seatbelt wearing rates in the front and rear seats has closed appreciably in the last few years, from 12% in 1993 to 4% for the current period.

Figure 7.2a: The proportion of the community that "always" wear a seatbelt when travelling in a car, front and back seats, 1993 to 2011.



Base: Total sample (n=1,555 in 2011).

An analysis of seatbelt wearing behaviour by selected characteristics is provided in Table 7.3b. This shows that non-driver (89%) and provisional licence holders (91%) are less likely to 'always' wear a seatbelt in the front seat.

In terms of 'always' wearing a seatbelt in the rear seat, 15 to 24 year olds, provisional car licence holders, and non-drivers (all 87%) are the least likely to do so. Residents of the Northern Territory (88%), and heavy vehicle licence holders (89%) are also less likely to always wear a seatbelt in the rear seat.

Table 7.2b: Percentage of the community that "always" wear a seatbelt, front and rear seats.

Selected characteristics	Front seat %	Rear seat %
Total	**96**	**92**
Sex		
Male	96	91
Female	96	94
Age group (years)		
15–24	93	87
25–39	96	94
40–59	97	93
60+	98#	93
State/Territory		
NSW	96	91
VIC	95	91
QLD	97	96
SA	96	91
WA	99	96
TAS	97	91
NT	94	88
ACT	100#	98#
Capital city/Other		
Capital city	97#	93
Other location	94	91
Licences currently held		
Full car licence	97#	94#
Heavy vehicle licence	94	89
Full motorcycle licence	94	94
Provisional car licence	91	87
Net: Currently licensed	97#	93
Driver status		
Frequent distance drivers	96	91
Regular commuters	97	95
Other frequent drivers	96	91
Less frequent drivers	99	95
Non-drivers	89	87
Been directly involved in a road accident in the last three years		
Yes	95	92
No	96	93

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.

7.3 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 56% of motorcycle licence holders (whether Learner's permit, Provisional or Full licence holders) had ridden on the road in the 12 months (42% in 2009 and 53% in 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 7.3a. Consistent with previous years, this data shows that the on-road use of motorcycles (6% overall) is much more common for males (12%) than females (1%).

Frequent distant drivers (17%) and commuters (11%) are more likely than other drivers to have ridden a motorcycle in the last 12 months. The states/territories with the highest proportion of motorcyclists are the Northern Territory and Queensland (both 10%), the lowest being New South Wales (4%).

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 7.3a: Percentage of the community that have ridden a motorcycle on the road in the last year.

Selected characteristics	%
Total	**6**
Sex	
Male	12#
Female	1
Age group (years)	
15–24	3
25–39	8
40–59	10#
60+	2
State/Territory	
NSW	4
VIC	6
QLD	10
SA	5
WA	10
TAS	8
NT	7
ACT	6
Capital city/Other	
Capital city	4
Other location	10#
Driver status	
Frequent distance drivers	17#
Regular commuters	11#
Other frequent drivers	1
Less frequent drivers	3
Non-drivers	-
Been directly involved in a road accident in the last three years	
Yes	7
No	6

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval

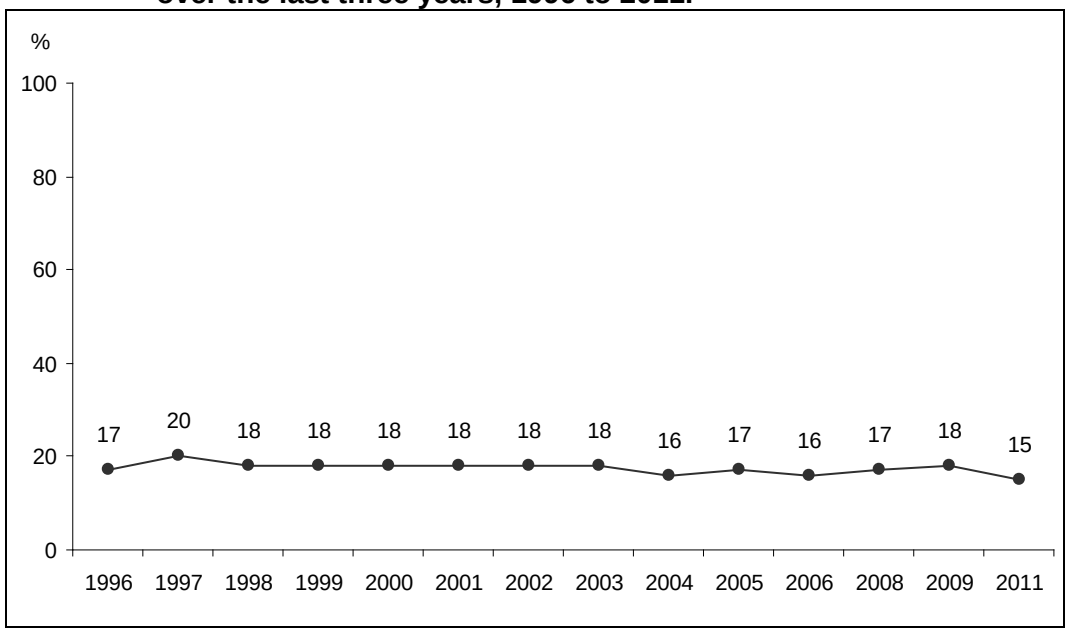
7.4 Involvement in road crashes

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

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

The 2011 survey results (Figure 7.4a) show 15% 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 relatively stable over a long period.

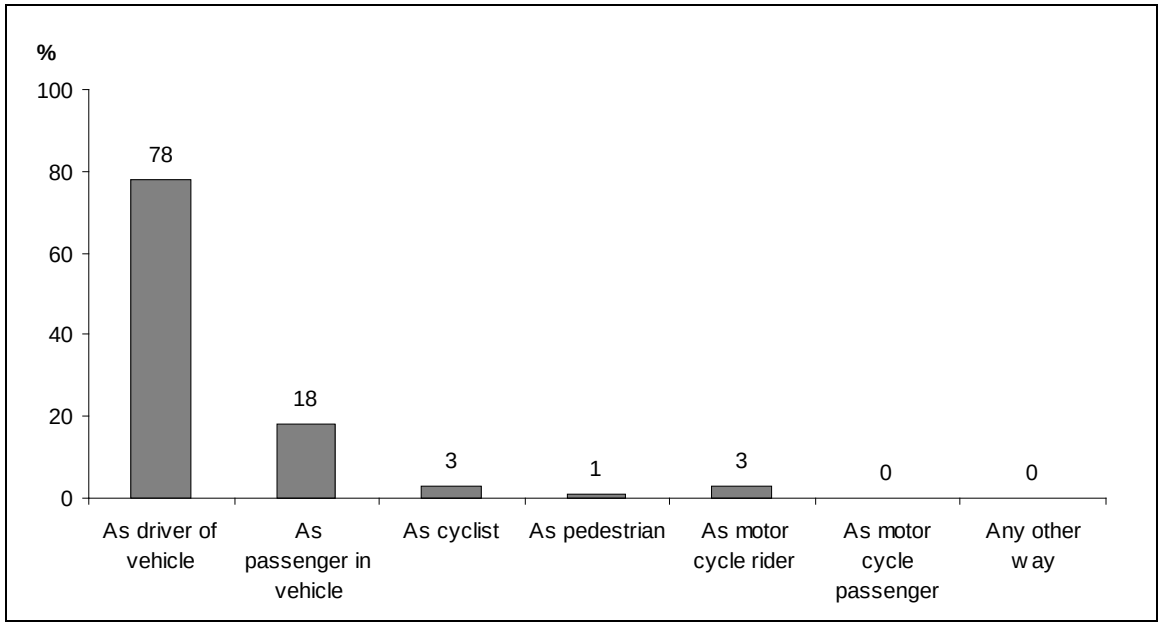
Figure 7.4a: Percentage of the community that has been involved in road crashes over the last three years, 1996 to 2011.



Base: Total sample (n=1,555 in 2011).

Figure 7.4b on the following page 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, nearly one in eight (78%) were drivers and 18% were vehicle passengers. Other mentions of accidents involved cyclists (3%), pedestrians (1%) and another 3% were riding a motorcycle.

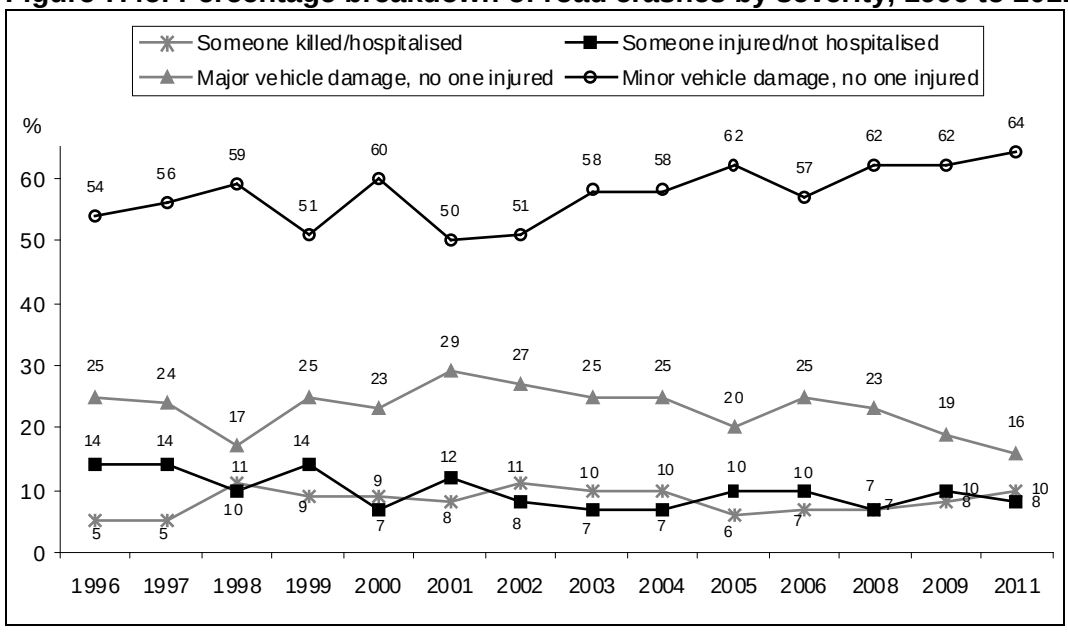
Figure 7.4b: Percentage breakdown of community involvement in road crashes over the last three years by accident type.



Base: Been involved in a road crash in the last three years (n=244 in 2011).
Note: Multiples accepted.

Time series data showing the perceived severity of the road crashes respondents have been involved in over the last three years is presented in Figure 7.4c. This shows that the most common result was minor vehicle damage with no-one injured (64%). A further 16% resulted in major vehicle damage with no-one injured, 8% resulted in someone being injured but not hospitalised and 10% resulted in someone being killed or hospitalised.

Figure 7.4c: Percentage breakdown of road crashes by severity, 1996 to 2011.



Base: Been involved in a road crash in the last three years (n=244 in 2011).

Persons aged 25 to 39 are significantly more likely than any other age group to report having been involved in a road accident in the last three years (22%), as are frequent distant drivers (22%), and those that live in Queensland (21%).

Table 7.4d: Percentage of the community that has been involved in road crashes over the last three years, by selected characteristics.

Selected characteristics	%
Total	**15**
Sex	
Male	16
Female	15
Age group (years)	
15–24	20
25–39	22#
40–59	13
60+	8
State/Territory	
NSW	15
VIC	13
QLD	21#
SA	14
WA	9
TAS	19
NT	15
ACT	18
Capital city/Other	
Capital city	17
Other location	12
Licences currently held	
Full car licence	16
Heavy vehicle licence	16
Full motorcycle licence	16
Provisional car licence	19
Net: Currently licensed	16
Driver status	
Frequent distance drivers	22#
Commuters	17
Other frequent drivers	14
Less frequent drivers	11
Non-drivers	13

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval

7.5 Other methods of transport

For the current survey, two additional questions were introduced to gain a better understanding of the use of other forms of transport.

The following questions were asked:

> '*How often do you ride a bicycle for transport purposes, assuming an average week?'*
>
> '*How often do you use public transport, including taxis, assuming an average week?'*

If questioned about using a bicycle for transport purposes, respondents were told that this included both on-road and off-road riding, but excluded riding for purely recreational, sporting or exercising purposes.

Frequency was grouped into three categories – Frequent (every day and 4-6 days per week), Less Frequent (2-3 days and at least one day a week) and Rarely/Never (less than one day a week or never).

In terms of cycling for transportation purposes, Table 7.5a shows that the majority of respondents rarely or never cycle (90%), 3% were frequent cyclists and 7% were less frequent cyclists. As would be expected, frequent cyclists were significantly more likely to be aged 15 to 24 years (7%), male (5%) and more likely to be less frequent drivers or non-drivers (7% and 8% respectively).

As can been seen in Table 7.5b, 73% of respondents indicated that they rarely or never use public transport, 13% are frequent users and a similar proportion (14%) are less frequent users of public transport. Those aged 15 to 24 years (36%), less frequent drivers (26%) and non-drivers (42%), along with those residing in capital cities (16%) were all significantly more likely to be frequent users of public transport. Provisional car licence holders (24%) were significantly more likely than any other licence holders to be frequent users of public transport.

Those that reside in Tasmania and the North Territory are significantly less likely to be frequent users of public transport (5% and 6% respectively).

Table 7.5a: Frequency of cycling for transport purposes

Selected characteristics	Frequent cyclists %	Less frequent cyclists %	Rarely/never cycle %
Total	**3**	**7**	**90**
Sex			
Male	5#	9	86#
Female	1#	3#	96#
Age group (years)			
15–24	7#	11#	82#
25–39	4	4#	92
40–59	2	7	91
60+	1#	2#	98#
State/Territory			
NSW	2	5	93
VIC	5	3#	93
QLD	4	8	88
SA	3	7	90
WA	3	9	88
TAS	2	5	93
NT	6	9	84
ACT	5	7	88
Capital city/Other			
Capital city	3	5#	91
Other location	3	6	91
Licences currently held			
Full car licence	2	5#	93#
Heavy vehicle licence	1#	6	93
Full motorcycle licence	4	14#	82#
Provisional car licence	1#	7	92
Net: Currently licensed	3	5#	92
Driver Status			
Frequent distance drivers	1#	7	92
Regular commuters	3	7	90
Other frequent drivers	1#	2#	97#
Less frequent drivers	7#	5	88
Non-drivers	8#	14#	78#
Been directly involved in a road accident in the last three years			
Yes	4	4#	92
No	3	6	91

Base: Total sample (n=1,555).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%

Table 7.5b: Frequency of public transport use

Selected characteristics	Frequent public transport users %	Less frequent public transport users %	Rarely/non-public transport users %
Total	**13**	**14**	**73**
Sex			
Male	13	14	73
Female	11	11#	78#
Age group (years)			
15–24	36#	26#	38#
25–39	11	13	76
40–59	5#	6#	89#
60+	6#	11	83#
State/Territory			
NSW	15	13	72
VIC	14	13	73
QLD	9	11	80#
SA	12	15	73
WA	9	11	80#
TAS	5#	10	85#
NT	6#	9#	86#
ACT	13	12	76
Capital city/Other			
Capital city	16#	15	69#
Other location	5#	8#	87#
Licences currently held			
Full car licence	7#	9#	84#
Heavy vehicle licence	3#	8#	89#
Full motorcycle licence	1#	10#	89#
Provisional car licence	24#	39#	37#
Net: Currently licensed	10#	12	79#
Driver Status			
Frequent distance drivers	2#	9#	89#
Regular commuters	8#	9#	82#
Other frequent drivers	6#	11	83#
Less frequent drivers	26#	18	56#
Non-drivers	42#	22#	36#
Been directly involved in a road accident in the last three years			
Yes	11	18	72
No	13	11#	76

Base: Total sample (n=1,555).
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, driver and road usage characteristics of the in-scope population for 2005 to 2011 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)	2011 (n=1,555)
Total	**100%**	**100%**	**100%**	**100%**	**100%**
Sex					
Male	49	49	49	49	49
Female	51	51	51	51	51
Age group (years)					
15–24	17	17	17	17	17
25–39	28	28	26	26	27
40–59	34	34	34	34	33
60+	21	21	23	23	23
State/Territory					
NSW	34	34	33	33	33
VIC	25	25	25	25	25
QLD	19	19	19	20	20
SA	8	8	8	8	8
WA	10	10	10	10	10
TAS	2	2	2	2	2
NT	1	1	1	1	1
ACT	2	2	2	2	2
Capital city/Other					
Capital city	64	64	64	64	64
Other location	36	36	36	36	36
Licences currently held					
Full car licence	82	80	79	79	82#
Heavy vehicle licence	11	11	9	9	12#
Full motorcycle licence	9	11	8#	9	10
Provisional car licence	5	4	5	5	5
Net: Currently licensed	88	89	89	89	92#
Driver status					
Frequent distance drivers	17	18	17	17	16
Commuters	33	28#	29	27	29
Other frequent drivers	32	31	31	33	31
Less frequent drivers	9	12#	13	13	17#
Non-Drivers	10	11	11	11	8#
Been directly involved in a road accident in the last three years					
Yes	17	16	17	18	16
No	83	84	83	82	84
Ever held a driver or motorcycle licence					
Yes	93	90#	92#	91	94#
No	7	10#	8#	9	6#

# Denotes statistically significant at the 95% confidence interval. Year-on-year comparison.
Figures may not add to 100% due to rounding or multiple responses.

Selected Road Usage Characteristics[(1)].

Selected Driver Characteristics	2005 (n=1,571) %	2006 (n=1,458) %	2008 (n=1,436) %	2009 (n=1,426) %	2011 (n=1,405) %
Total	**100%**	**100%**	**100%**	**100%**	**100%**
Licences currently held					
Full car licence	91	90	88	89	89
Heavy vehicle licence	12	13	10#	11	13
Full motorcycle licence	10	12	9#	10	11
Provisional car licence	6	5	6	5	6
Car learner's permit	2	3	4	4	5
Bus licence	1	2#	1#	1	1
Motorcycle learner's permit	1	1	1	1	1
Taxi/hire car	<	1	<	<	1
Provisional motorcycle licence	<	<	<	<	1
Net: Currently licensed	100	100	100	100	100
Length of time held licence					
Up to 3 years	10	9	11	10	11
3 to 5 years	5	4	4	4	5
6 to 10 years	8	6#	6	8	5#
Over 10 years	77	81#	79	78	79
Been directly involved in a road accident in the last three years					
Yes	17	16	18	18	16
No	83	84	82	82	84
Main alcoholic beverage					
Beer	33	36	36	35	33
Wine/champagne	36	37	39	38	37
Mixed drinks/spirits/liqueurs	23	22	23	20	20
Do not drink at all	17	20#	20	19	18

# Denotes statistically significant at the 95% confidence interval. Year-on-year comparison.
< Denotes less than 0.5%
Figures may not add to 100% due to rounding or multiple responses).
1. Base: Current licence holder (n=1,405 in 2011) unless otherwise specified.

APPENDIX 2: TIME SERIES TABLES

	CAS 22 (2011) %	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	33	34	39	35	40	39	40	37	37	38	35	34	39	34	
Drink Driving	14	14	11	11	11	12	11	11	12	13	14	14	14	15	
Lack of Concentration	21	18	14	18	12	13	15	11	12	11	12	13	11	12	
Driver Fatigue	7	6	7	11	8	10	9	11	13	9	11	10	6	8	
Careless Drivers	4	5	5	5	4	7	4	6	6	8	8	8	8	9	
Driver Attitudes	4	5	6	4	7	5	5	6	7	7	6	7	7	5	
Driver Inexperience	4	5	6	6	7	5	5	5	5	5	4	3	4	6	
Road Conditions	4	2	2	2	2	2	2	3	3	1	2	2	2	3	
Lack of Driver Training	2	2	1	2	2	2	0	2	1	2	2	2	2	2	
Poor Road Design	2	2	3	1	2	1	1	1	1	1	1	3	2	1	
Total Mentions (unaided, full sample)															**1b**
Speed	54	55	60	58	61	59	62	62	59	62	58	57	63	57	
Drink Driving	47	51	48	52	48	50	44	52	52	54	54	54	57	55	
Driver Fatigue	21	18	20	30	26	29	26	33	33	30	35	27	22	22	
Lack of Concentration	40	36	27	36	31	27	30	26	23	26	25	28	25	24	
Careless Drivers	10	12	12	12	11	17	14	16	17	18	17	19	19	23	
Driver Inexperience	15	16	16	16	21	15	12	14	15	17	15	15	15	14	
Driver Attitudes	9	12	11	12	14	13	12	13	14	18	14	15	18	14	
Road Conditions	12	8	9	8	8	10	7	12	8	7	11	11	9	12	
Drugs (other than alcohol)	11	11	11	9	8	7	<1	8	7	8	7	8	7	6	
Weather Conditions	5	5	5	5	4	4	5	6	4	7	7	9	8	6	
Lack of Driver Training	5	5	4	5	6	5	3	6	5	5	5	6	5	6	
Poor Road Design	6	9	8	6	6	5	5	5	4	4	6	8	7	6	
Disregard of Road Rules	4	5	3	2	5	4	4	3	2	4	3	4	4	3	
Lack of Vehicle Maintenance	<1	1	1	2	1	3	2	2	2	2	2	5	2	2	
Ignorance of Road Rules	3	2	1	2	3	3	2	1	2	2	2	3	3	3	

	CAS 22 (2011) %	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) %	
2. Agreement with Random Breath Testing															**2a**
(full sample)															
Total "Agree"	98	98	98	97	98	98	98	97	96	97	96	97	98	n/a	
3. RBT Activity															**2b**
(full sample)															
Increased	40	36	32	35	36	37	38	39	34	38	44	44	46	39	
No change	36	37	37	35	39	36	35	33	31	31	36	29	26	24	
Decreased	10	11	14	13	13	13	11	14	16	15	14	12	11	13	
Don't know	15	16	17	17	13	14	16	13	20	16	16	15	17	25	
4. Exposure to RBT Activites in the Past 6 Months															
(current or past licence holders)															
Noticed	80	75	75	74	76	78	75	74	70	71	70	70	70	67	**3a**
Tested	37	28	27	28	32	29	30	27	25	26	26	26	25	20	**3b**
5. As Pedestrian, Would You be Affected by a .05 BAC															**5**
(full sample)															
Yes	n/a	58	57	55	57	57	57	57	53	53	55	54	47	50	
6. Attitudes Toward Drinking and Driving															**11**
(current or past licence holders)															
I don't drink at any time	19	19	20	20	17	19	16	16	19	18	17	21	20	22	
If I am driving I don't drink	43	39	38	37	40	38	40	37	37	40	40	39	39	41	
If I am driving I restrict what I drink	38	41	43	43	43	43	44	46	43	42	42	40	41	37	
If I am driving I don't restrict what I drink	<1	1	0	<1	<1	<1	<1	1	1	nil	nil	nil	nil	nil	

	CAS 22 (2011) %	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) %	
7. Likelihood of having driven over BAC limit in past 12 Months															**11a**
(current or past licence holders)															
Very or fairly likely	4	4	5	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Definitely not	76	75	72	73	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
8. Alcohol Consumption Guidelines															
Males - First Hour (all males)															**14a**
One or less	15	8	10	9	12	11	8	8	7	5	7	7	7	10	
Two	51	57	48	45	49	48	47	47	44	43	42	42	38	33	
Three	21	16	21	24	20	23	23	25	22	27	24	25	31	31	
Four or more	5	9	7	7	8	7	8	12	11	11	12	11	12	9	
Don't know	8	9	12	13	9	7	9	8	16	11	13	15	12	17	
Males - After First Hour (all males)															**14b**
Less than one	7	3	5	3	3	4	3	2	1	1	2	3	3	3	
One	78	80	73	76	78	80	75	78	74	78	72	75	76	65	
Two	3	2	5	4	5	5	4	5	3	4	6	4	5	6	
Three	1	1	<1	<1	1	1	<1	1	1	0	1	1	1	1	
Don't know	10	12	17	15	13	10	16	12	21	14	17	16	16	24	
Females - First Hour (all females)															**14a**
One	47	37	33	31	36	34	28	33	30	24	28	29	28	27	
Two	37	41	41	40	40	38	39	41	38	42	40	37	42	36	
Three	4	4	7	9	4	7	6	7	7	7	6	7	6	9	
Four or more	1	1	1	<1	<1	2	2	0	nil	nil	2	2	1	1	
Don't know	12	15	18	18	17	17	19	17	24	24	21	24	22	27	

	CAS 22 (2011) %	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) %	
Females - After First Hour (all females)															**14b**
Less than One	13	11	11	10	11	9	9	7	4	5	7	6	7	7	
One	65	59	58	63	63	63	60	66	62	58	60	56	63	54	
Two	3	2	3	2	2	3	1	2	2	3	4	2	2	2	
Three	<1	<1	<1	<1	<1	1	<1	0	1	nil	nil	1	nil	nil	
Don't know	19	26	27	24	23	23	28	22	29	30	28	34	28	37	
9. Alcoholic Beverage Mainly Consumed															**15a**
(current or past licence holders who drink)															
Full Strength Beer	28	29	29	29	29	31	30	30	31	33	26	34	33	36	
Light Beer	13	17	18	15	13	12	13	21	19	21	16	20	22	20	
Net Beer (Full or Light)	38	39	41	41	40	41	41	46	46	53	42	54	50	49	
Wine	42	43	44	41	44	37	37	39	44	39	33	40	41	41	
Mixed Drinks	24	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	11	14	15	19	15	17	13	21	13	19	19	15	18	15	
One and a half	66	59	58	46	51	49	47	40	49	42	47	45	42	39	
Two	15	17	13	23	21	23	19	26	23	25	22	28	25	32	
Three	3	2	1	2	3	2	2	3	2	3	1	2	3	1	
Four or more	<1	1	1	<1	<1	<1	1	2	1	1	1	1	1	nil	
Don't know	6	8	11	7	6	7	7	7	11	11	10	9	11	13	

	CAS 22 (2011) %	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) %	
11. Standard Drinks in a 750 ml Bottle of Wine															**15c**
(licence holders who drink wine mainly)															
Up to three	5	7	2	3	5	5	4	6	6	5	4	6	5	3	
Four	18	14	13	22	15	19	25	18	19	19	23	18	15	19	
Five	19	17	20	25	25	20	18	20	24	25	22	25	22	23	
Six	19	21	25	17	21	23	18	20	21	21	20	23	22	23	
Seven	13	14	14	11	13	10	10	15	9	10	9	9	6	8	
Eight	14	12	12	11	6	8	8	6	6	6	8	4	10	7	
Nine or more	7	5	5	3	7	6	3	7	5	5	3	5	5	5	
Don't know	6	9	8	7	10	10	8	9	10	9	11	10	13	12	
12. Changes in Amount of Speed Enforcement in Past 2 Years															**16a**
(full sample)															
Increased	64	56	60	62	68	70	72	65	58	62	64	62	66	57	
No change	27	33	28	28	25	21	19	23	24	24	22	26	22	26	
Decreased	4	6	7	5	5	5	4	8	10	7	8	6	6	6	
Don't know	5	5	5	5	3	4	4	4	8	7	7	6	6	11	
13 Should the Amount of Speed Enforcement Change?															**16b**
(full sample)															
Should increase	35	46	46	44	42	39	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Should decrease	12	6	10	11	10	14	7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Should stay the same	50	46	42	44	47	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
14 Severity of Penalties for Speeding															**16c**
(full sample)															
Should increase	24	27	31	28	24	23	25	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Should decrease	9	12	11	12	12	14	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Should stay the same	63	57	52	57	61	59	60	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

	CAS 22 (2011) %	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) %	
15. Personal Driving Speed in Last 2 Years															**19**
(full sample)															
Increased	5	5	5	3	5	3	4	6	5	4	6	5	8	6	
Stayed the Same	73	72	70	72	60	64	63	59	60	65	66	68	64	64	
Decreased	22	21	22	25	25	29	29	34	33	30	27	26	27	29	
16. Frequency Drive 10 km/hr Over Limit															**20**
(driven in past two years)															
Always/most occasions	3	6	6	8	7	7	7	9	11	10	11	8	12	15	
Sometimes	16	19	20	17	17	18	20	20	21	20	20	24	21	21	
Occasionally	51	47	49	47	50	51	51	50	47	49	46	45	43	42	
Never	29	28	25	29	26	25	25	22	19	20	23	23	23	22	
17. Booked for Speeding															**18**
(drivers)															
Past 6 months	5	9	7	6	9	8	8	8	7	7	7	6	8	5	
Past 2 years	16	23	20	19	24	21	23	21	19	20	21	19	18	16	
18. Speed Should be Allowed to Drive in 60 km/hr Zones															**21a**
(full sample - aided responses)															
60 km/hr or below	30	34	38	29	32	31	35	49	49	48	44	49	44	44	
61-64 km/hr	21	15	14	20	16	18	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/hr	34	33	28	32	31	33	31	38	37	36	37	31	34	31	
66-69 km/hr	7	8	8	8	10	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/hr	7	6	10	9	9	7	10	9	11	14	14	15	18	19	
71+ km/hr	-	1	1	1	1	<1	n/a	2	1	1	2	2	2	3	
Don't know	1	2	2	2	1	2	2	2	2	1	2	2	2	3	

	CAS 22 (2011) %	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) %	
19. Speed Allowed to Drive in 60 km/hr Zones															**21h**
(full sample - unprompted)															
Nil tolerance	15	19	17	14	16	16	15	12	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/hr	37	26	27	27	29	33	26	24	n/a	n/a	n/a	n/a	n/a	n/a	
Net 65-69 km/hr	32	36	35	34	36	20	34	43	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/hr	5	6	7	7	9	7	7	13	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	11	14	14	18	11	13	20	8	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	63	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	
20. Speed Should be Allowed to Drive in 100 km/hr Zones															**21b**
(full sample - aided responses)															
100 km/hr or below	24	29	29		27	27	26	36	34	33	33	36	35	34	
101-104 km/hr	7	5	4	9	5	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/hr	24	20	20	20	19	22	20	20	17	19	16	14	13	12	
106-109 km/hr	4	6	3		4	16	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/hr	33	32	34	5	36	30	35	31	37	38	38	37	37	36	
111-115 km/hr	3	3	3	32	4	2	2	3	3	3	4	3	4	5	
116+ km/hr	4	4	4		6	4	4	7	7	6	6	7	7	10	
Don't know	2	2	2	3	1	2	2	2	2	2	3	3	3	3	
21. Speed Allowed to Drive in 100 km/hr Zones															**21l**
(full sample - unprompted)															
Nil tolerance	13	19	15	12	12	13	11	10	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/hr	20	11	15	15	14	19	12	11	n/a	n/a	n/a	n/a	n/a	n/a	
Net 105-109 km/hr	31	29	31	29	33	21	29	30	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/hr	24	27	26	27	30	25	28	38	n/a	n/a	n/a	n/a	n/a	n/a	
Don’t know	13	15	13	17	12	20	20	10	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	106	105	105	105	105	105	105	106	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/hr)					105	105		110	n/a	n/a	n/a	n/a	n/a	n/a	

	CAS 22 (2011) %	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) %	
22. Agreement with Statements on Speed															**22**
(full sample)															
a) Fines for speeding are mainly intended to raise revenue	62	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	28	25	28	26	27	33	29	32	32	33	33	32	37	33	
c) Speed limits are generally set at reasonable levels	81	84	84	83	83	83	86	83	88	87	87	89	90	87	
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	70	75	71	74	72	73	70	68	67	69	65	63	63	57	
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	92	92	93	94	94	96	91	91	90	90	87	88	83	81	
23. Incidence of Wearing Seatbelts															
(full sample)															
Always – Front	96	97	97	97	97	97	96	96	96	96	95	96	95	95	**25a**
Always – Rear	92	92	93	92	92	91	91	88	87	89	85	88	88	86	**25b**
24. Seatbelt Enforcement															**26**
(full sample)															
Increased	16	21	22	22	24	25	28	38	23	28	27	31	30	33	
No change	57	53	45	48	47	49	42	43	46	45	47	45	47	36	
Decreased	5	6	7	5	8	5	6	4	7	6	6	5	5	4	
Don't know	22	21	25	25	21	22	24	15	24	21	21	19	19	27	

	CAS 22 (2011) %	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) %	
26. Involvement in Road Accident															**27**
Past 3 Years															
Involved (total sample)	16	18	17	16	17	16	18	18	18	18	18	18	20	17	
Among those involved……															**28**
Someone killed/hospitalised	10	8	7	7	6	10	10	11	8	9	9	11	5	5	
Someone injured/not hospitalised	8	10	7	10	10	7	7	8	12	7	14	10	14	14	
Major vehicle damage, no one injured	16	19	23	25	20	25	25	27	29	23	25	17	24	25	
Minor vehicle damage, no one injured	64	62	62	57	62	58	58	51	50	60	51	59	56	54	
27. Ever Fallen Asleep at the Wheel															**29**
(ever held a licence)															
Yes	13	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	56	57	53	53	52	55	59	63	54	n/a	n/a	n/a	n/a	n/a	
Twice	20	16	19	24	16	16	15	15	27	n/a	n/a	n/a	n/a	n/a	
Three times	9	5	11	8	13	14	7	8	5	n/a	n/a	n/a	n/a	n/a	
More than three times	15	21	17	14	19	15	20	14	14	n/a	n/a	n/a	n/a	n/a	
28. Use of Mobile Phones While Driving															
(drivers)															
Ever answer calls	54	58	56	52	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**42**
Ever make calls	27	34	32	28	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**43**
Ever read text messages	31	30	28	21	16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**44**
Ever send text messages	14	16	14	13	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**45**
Total use mobile phone	59	61	61	55	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

APPENDIX 3: TECHNICAL NOTES

Appendix 3: Technical Notes

Overview

These technical notes cover the survey design and methodological aspects of CAS 22 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-second Community Attitudes Survey (CAS 22) was conducted in May and June 2011 using Computer Assisted Telephone Interviewing (CATI) technology. Since 2008, a random digit dial (RDD) sampling frame has been used, to overcome the biases inherent in continuing to use an ageing electronic White Pages (EWP) sample frame[1]. In 2011, for the first time, an up to date exchange-based version of RDD was used, to address the shortfalls associated with list-assisted approaches to RDD.

The in-scope population for the survey was persons aged 15 years and over. A total of 1,555 interviews were conducted, with an average interview length of 15.1 minutes. A random non-substitution method of selection was used within households, with a disproportionate chance of selecting males and young persons to adjust for the under-representation of these groups that would otherwise occur.

Sampling Frame

In 2011, for the first time, an up to date exchange-based version of RDD was used, as offered by the commercial list provider *Sampleworx*.

An exchange-based frame provides optimal coverage of fixed line exchanges, given that all working numbers across Australian Communications and Media Authority exchange blocks are identified, tested and included in the sample frame.

In addition to providing full coverage of fixed line exchanges, the main advantage of the exchange-based frame over the in-house approach to RDD number generation that was used in 2008 and 2009 is that working telephone numbers are pre-identified, leading to higher connection rates and greater fieldwork efficiencies.

The advantages of an exchange-based approach to RDD sample generation can be summarised as follows:

- Improved coverage of households contactable by landline in areas where new exchanges have been activated
- Improved coverage of households contactable by landline in growth corridors, peri-urban areas and CBD developments
- Each exchange prefix is represented in the frame in proportion to the current population of working landline numbers (rather than an outdated list), and
- Higher connection rates and therefore greater fieldwork efficiency.

[1] July 2004 release of Desktop Marketing Services "Australia on Disk"

Exchange and telephone number prefix information is used to assign randomly generated numbers to an a priori geographic stratum as part of the sample generation process. Postcode as collected from the respondent is used for the final allocation of records to a geographic stratum.

The minimum targets were based on ABS population statistics and were derived in the same way as for previous waves of the CAS, that is:

- The minimum number of interviews to be achieved was set at 1,500, with the minimum number of interviews to be achieved in each state / territory set at 150
- The balance of 300 interviews (that is, the difference between the eight states / territories by 150 interviews = 1,200 interviews, and the minimum target of 1,500 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 and gender within state, by capital city and rest of state, was based on ABS population statistics for persons 15 plus.

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**	**15 to 24**	**25 to 39**	**40 to 59**	**60 plus**
Sydney	14	23	26	16	15	24	26	18
Other NSW	8	10	16	11	6	10	16	14
Total NSW	***22***	***33***	***42***	***27***	***21***	***34***	***42***	***32***
Melbourne	14	23	28	18	15	23	28	20
Other Vic	5	6	9	8	3	8	11	9
Total Vic	***19***	***29***	***37***	***26***	***18***	***31***	***39***	***29***
Brisbane	10	14	16	9	8	14	16	10
Other Qld	9	13	21	13	10	16	20	14
Total Qld	***19***	***27***	***37***	***22***	***18***	***30***	***36***	***24***
Adelaide	11	16	22	14	10	16	22	17
Other SA	4	5	8	6	3	5	8	7
Total SA	***15***	***21***	***30***	***20***	***13***	***21***	***30***	***24***
Perth	13	20	22	13	12	19	23	15
Other WA	4	6	9	4	3	6	8	5
Total WA	***17***	***26***	***31***	***17***	***15***	***25***	***31***	***20***
Hobart	5	6	12	9	4	8	12	11
Other Tas	7	8	15	11	6	10	15	11
Total Tas	***12***	***14***	***27***	***20***	***10***	***18***	***27***	***22***
Darwin	9	13	16	6	7	14	15	5
Other NT	7	11	11	3	8	10	12	3
Total NT	***16***	***24***	***27***	***9***	***15***	***24***	***27***	***8***
Total ACT	***14***	***22***	***25***	***13***	***16***	***21***	***24***	***15***
Total	***134***	***196***	***256***	***154***	***126***	***204***	***256***	***174***
Total %	*8.90%*	*13.10%*	*17.10%*	*10.30%*	*8.40%*	*13.60%*	*17.10%*	*11.60%*

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 two phases

Phase 1: Primary Sample

The primary sample is characterised by investment in procedures to maximize sample yield, such as the use of primary approach letters (for randomly generated numbers that and be matched back to an address), an extended call regime and soft refusal conversion.

With a focus on sample exhaustion, no quotas are applied to the primary sample, with the result that the minimum target number of interviews can be exceeded in some location / age / gender cells.

Respondent selection

The primary sample respondent selection procedure was based on that used in previous surveys in the series. 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.

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

- 15 to 24 year old males: 3.0
- 15 to 24 year old females: 2.5
- 25 to 39 year old males: 2.0
- 25 to 39 year old females: 2.0
- Persons aged 40 or over: 1.0

Call procedures

The call procedures adopted for the primary sample included:

- Eight calls to establish contact with the household
- No cap on the number of calls to households where contact had been established
- Controlling the spread of call attempts such that, subject to other outcomes being achieved, contact attempts were spread over weekdays late afternoon to early evening (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 5.00 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.

Approach letter

Primary approach letters are known to have a positive impact on response rates, so every effort was made to identify the address associated with each primary sample selection.

Randomly generated telephone numbers were initially matched to the 2004 EWP to identify whether a name and address could be associated with the randomly generated number. For matched selections, the Sensis 'MacroMatch' service was then utilised to identify those name / address / telephone number combinations which remain current, with reference to the on-line version of the EWP which is updated daily.

As can be seen at Table A3.2, of the 2,825 primary sample selections, an address was confirmed through the MacroMatch process for 32.4% (915) of records.

Table A3.2 – Selections by geographic strata

Stratum	Primary sample	Macro-Matched (letter sample)	Letter sample as % primary sample
Sydney	337	127	37.7%
Other NSW	165	41	24.8%
Melbourne	337	118	35.0%
Other VIC	106	31	29.2%
Brisbane	188	57	30.3%
Other QLD	196	48	24.5%
Adelaide	226	109	48.2%
Other SA	93	24	25.8%
Perth	271	93	34.3%
Other WA	77	14	18.2%
Hobart	147	66	44.9%
Other Tas	141	50	35.5%
Darwin	173	36	20.8%
Other NT	114	9	7.9%
ACT	254	92	36.2%
Total	**2,825**	**915**	**32.4%**

The approach letter was personalised (e.g. '*The Smith Household'*) and printed on Department letterhead. A short message encouraging response, translated into six major community languages, was included on the reverse side. A copy of the approach letter is provided at Appendix 1.

Given this approach to letter sample preparation, it follows that that households associated with long-term residency, typically comprising older persons, are more likely to be included in the letter sample, relative to more transient, younger household types.

Sundry procedures to maximise response

Beyond the call procedures and approach letter mailing, response maximisation procedures for the primary sample included:

- A refusal conversion attempt for selected 'soft' refusal outcomes, undertaken by highly experienced supervisory staff and senior members of the interviewing team
- Using a bi-lingual interviewer to contact the household to attempt an interview, where the preferred language of interview could be established,

- The use of the full five week fieldwork period and
- Comprehensive field team briefing to reinforce refusal avoidance techniques and practice skills such as call tailoring and maintaining interaction.

Phase 2: Top up sample

The focus of the top up sample was to complete the minimum number of interviews in each location / age / gender cell, where this had not already been achieved from the primary sample, within the fieldwork period.

Top up sample selections

The first batch of top up sample selections was based on an initial estimate of the number of records required to achieve the minimum number of interviews in each location / age / gender cell.

Small batches of additional selections were made throughout the top up sample fieldwork period, as required, where the minimum number of interviews could not be achieved from the initial top-up selections.

A total of 11,962 top up sample records were required to achieve the minimum target interviews.

Respondent selection

As for the primary sample, age and gender information for all household members aged 15 plus was collected from the phone answerer / household informant.

The respondent was randomly selected from those persons in location / age / gender cells where minimum target interviews had not yet been achieved.

Call procedures

The batched approach to sample generation and release for the top up sample sought to progress each record as far as possible through a six call cycle before fresh sample was initiated, within the constraints of timely completion of data collection.

Call attempts were spread over different times of day / days of the week in the same way as for the primary sample.

Other differences in approach between the primary and top up samples

All top up sample data collection was undertaken in the last two weeks of the fieldwork period.

Response maximization procedures, such as the use of primary approach letters, soft refusal conversion, interviewing in languages other than English, and the use of an extended call cycle, did not apply to the top up sample.

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	*16,510*	*100*
No answer	6,826	41.3
Answering machine	2,800	17
Appointment made	2,691	16.3
Engaged	1,787	10.8
Completed interviews	**807**	4.9
Refused, all types	522	3.2
Telstra message, number disconnected	278	1.7
Not a residential number	290	1.8
Fax/ modem	244	1.5
Too old/ deaf/ disabled/ health/ family reasons	98	0.6
Residual language difficulty	64	0.4
Away for duration of survey	50	0.3
Denies knowledge of selected respondent	33	0.2
Genuine mid-survey terminations	5	<0.1
Claims to have done survey	5	<0.1
Total numbers initiated	2,825	
Average calls per interview	20.5	
Average calls per number initiated	5.8	

Primary sample interviews were conducted between 23 May and 29 June.

As can be seen, a total of 16,150 call attempts were placed to the 2,825 primary sample records – an average of 5.8 call attempts per sample record. The most frequent call outcome was no answer (41.3%), followed by answering machines (17.0%), appointments (16.3%) and disconnected numbers (7.6%). An interview was achieved every 20.5 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 63.5%

Table A3.4 – CAS primary sample – final result

Call result	n	%	%
Total sample selected	2,825	100	
Ineligible numbers			
Telstra message, number disconnected	278	9.5	
Not a residential number	290	10.3	
Fax / modem	244	8.6	
Subtotal ineligible numbers	*812*	*28.4*	
No contact after 8 calls			
No answer	270	9.6	
Engaged	49	1.7	
Answering machine	189	6.9	
Subtotal no contact after 8 calls	*508*	*18.2*	
Out of scope contacts			
Too old/ deaf/ disabled / health / family reasons	98	3.5	
Language difficulty (not target language)	60	0	
Claims to have done survey	5	0.2	
Away for duration of survey	71	0.6	
Subtotal out of scope contacts	*234*	*4.3*	
Contacts			
Completed interviews	807	28.1	63.5
Selected respondent unavailable to continue	100	6.2	7.9
Residual language difficulty (target language)	4	2.3	0.3
Household refusal	298	11.1	23.4
Respondent refusal	33	0.7	2.6
Denies knowledge of selected respondent	12	0.4	0.9
Remove number from list	2	0.1	0.2
Mid-survey terminations	15	0.1	1.2
Subtotal contacts	*1,271*	*48.8*	*100*

Analysis of Response

Response overview

A total of 1,555 interviews were achieved across the primary and top-up samples. The response rate for the primary sample was 63.5% and the average primary sample interview length was 15.1 minutes.

As can be seen in Table A3.5, over one-quarter of primary sample interviews (220 in total) were completed as a result of some form of response maximisation activity.

Additional call attempts (167) were the most productive form of response maximisation activity, accounting for some three-quarters (75.9%) of the total interviews achieved from such activities.

Table A3.5 – Summary project statistics

Total interviews achieved	**1,555**	**100.0%**	
Primary sample	807	51.9%	100.0%
Interviews achieved from refusal conversion activity	*45*	*2.9%*	*5.6%*
Interviews conducted in a language other than English	*8*	*0.5%*	*1.0%*
Primary sample interviews achieved at 6th call or more	*167*	*10.7%*	*20.7%*
Subtotal interviews achieved from response maximization activity	220	14.1%	27.3%
Other primary sample interviews	587	37.7%	72.7%
Top-up sample	748	48.1%	

As anticipated, given that no age / gender / location quotas were applied for the primary sample, there were 'excess' interviews (55 in total), that is, interviews additional to the minimum number required in any one age / gender / location cell.

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[2].

Questionnaire Design and Testing

The following questions were added to the CAS for the first time in 2011:

- Frequency of bicycle use (Q7c)
- Frequency of public transport use (Q7d)
- Proposed reduction in blood alcohol limit (Q15e)
- Proposed introduction of point to point speed cameras (Q16d)
- 40km/h speed limits in pedestrian areas (Q23abcd)
- Promotion of speed when advertising new cars (Q24aa)
- Use of hands free phone when answering phone (Q42a)

[2] 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.

- Use of hands free phone when making calls (Q43a), and
- Proposed ban on hands free phones (Q46b)

There were also a number of questions removed from the survey, including:

- Blood alcohol reading affect on acting safely as a pedestrian (Q5)
- Speed limit reduction to 50km/h in residential streets (Q23, Q23ab, Q23abc)
- Legal requirement to carry drivers license (Q24a and Q24b)
- Driver fatigue (Q38 and Q39), and
- Hand held phone laws (Q46a)

The first interviewing session was in 'pilot test mode'. Following field team de-briefing after the first interviewing session, additional interviewer notes were included in the script to clarify specific aspects of the new questions.

Given that there were no changes in question stems or response sets, all interviews conducted in the first interviewing session were included in the final data set.

Data Processing

Output editing and the derivation of variables

Unweighted single level frequency counts of the responses to each question were produced, initially in draft form, upon the completion of coding. These were used to check the data structure and logic prior to the preparation of detailed tables.

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

Weighted survey estimates

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

- The disproportionate chance of selection methodology
- 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 2009 Estimated Residential Population Statistics (ERPS).

As mentioned previously, there may be some merit in reviewing weighting procedures for future surveys, given the possibility of increased variability by applying weights to comparatively small cell sizes.

APPENDIX 4: SURVEY QUESTIONNAIRE

2011 COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 22

Call outcome codes (SMS screen)

1. No answer
2. Answering machine (left message 1) (GO TO ANSM1 FOR SCRIPT)(DISPLAY IF PRIMARY SAMPLE)
3. Answering machine (left message 2) (GO TO ANSM2 FOR SCRIPT) (DISPLAY IF PRIMARY SAMPLE)
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 (DISPLAY IF PRIMARY SAMPLE)
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 major road safety issues. The information from this survey will help develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads.

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 major road safety issues. The information from this survey will help develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads.
DISPLAY IF PRIMARY SAMPLE (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) (DISPLAY IF PRIMARY SAMPLE)
3. Refusal (GO TO RR1)
4. Queried about how telephone number was obtained (DISPLAY PTELQ)

*(QUERIED HOW TELEPHONE NUMBER WAS OBTAINED)

PTELQ.Your telephone number has been chosen at random from all possible telephone numbers in your area. We find that this is the best way to obtain a representative sample of all Australians for our survey. Households with silent numbers are not in the White Pages but it is important that these people are included in the survey.

*(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) (DISPLAY IF PRIMARY SAMPLE)

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
8. Driver distraction/driving while on mobile
9. Carelessness/Negligent driving
10. Lack of driver training/Insufficient training
11. Driver fatigue
12. Disregard of road rules (e.g. don't give way / don't keep left)
13. Ignorance of road rules (e.g. doesn't know to give way / doesn't know to keep left)
14. Road design/Poor design/Poor road signs
15. Road conditions/Traffic congestion
16. Weather conditions (e.g wet roads, sunglare)
17. Vehicle design
18. Failing to maintain vehicle/Lack of maintenance
19. Too few police on road/Lack of police enforcement
20. Louts/showing off
21. Driving too close to other cars
22. Incompetent driving nfi
23. Other (Specify)
24. (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
8. Driver distraction/driving while on mobile
9. Carelessness/Negligent driving
10. Lack of driver training/Insufficient training
11. Driver fatigue
12. Disregard of road rules (e.g. don't give way / don't keep left)
13. Ignorance of road rules (e.g. doesn't know to give way / doesn't know to keep left)
14. Road design/Poor design/Poor road signs
15. Road conditions/Traffic congestion
16. Weather conditions (e.g wet roads, sunglare)
17. Vehicle design
18. Failing to maintain vehicle/Lack of maintenance
19. Too few police on road/Lack of police enforcement
20. Louts/showing off
21. Driving too close to other cars
22. Incompetent driving nfi
23. Other (Specify)
24. (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 STRONGLYa
2.
3. Agree Somewhat
4. Disagree Somewhat
5. Disagree STRONGLY
6. (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.6)
3. (DK/Can't recall) (GO TO Q.6)

*(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 DELETED AFTER CAS 21
*(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.7c)

*(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.7c)

*(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
2. At least once a week
3. At least once a month
4. At least once every three months
5. At least once a year
6. Less than once a year

*(ALL)
Q.7c How often do you ride a bicycle for transport purposes, assuming an average week? READ OUT

INTERVIEWER NOTE: This includes both on-road and off-road riding, but excludes riding for purely recreational, sporting or exercising purposes.

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 ride a bicycle nowadays

*(ALL)
Q.7d How often do you use public transport, including taxis, 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 use public transport nowadays

PREQ8 IF Q6=1 (HAVE A CURRENT DRIVERS LICENSE OR MOTOR-CYCLE LICENSE OR PERMIT) GO TO Q9, ELSE CONTINUE
*(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)

PREQQ15b 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)

*(ALL)
Q. 15e Some people have suggested that the general blood alcohol limit for drivers should be lowered from .05 to .02. How would you feel about this change? Would you.....:

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

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)

*(ALL)
Q. 16d Road traffic authorities are considering the use of point-to-point speed enforcement cameras on some of our main roads. Instead of checking a vehicle's speed at a single time and location, point-to-point cameras measure the vehicle's average speed over a distance of several kilometres. Some people think this is a better way of identifying motorists who are deliberately speeding. How would you feel about the use of point-to-point speed enforcement on main roads? Would you.....

1. Approve strongly
2. Approve somewhat
3. Not care either way
4. Disapprove somewhat
5. Disapprove strongly
6. 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)

Q.23a DELETED AFTER CAS 16

Q.23ab DELETED AFTER CAS 21

Q.23abcDELETED AFTER CAS 21

Q23b DELETED AFTER CAS 16

*(ALL)

Q.23abcd Over the last few years the speed limit on some streets with high levels of pedestrian activity, such as shopping areas, has been reduced to 40 kilometres per hour or less. Do you agree or disagree that areas of high pedestrian activity should have limits of 40 kilometres per hour or less?
Is that (..agree/disagree..) somewhat or (..agree/disagree..) strongly?

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

*(ALL)
Q. 24aa.Some people have raised concerns about the promotion of speed in television commercials for new cars. Do you personally agree or disagree that there is too much emphasis on speed in car commercials?
Is that (..agree/disagree..) somewhat or (..agree/disagree..) strongly?

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

Q.24a DELETED AFTER CAS 21

Q.24b DELETED AFTER CAS 21

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 PREQ40.
*(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 PREQ40)
3. (Don't know/ Can't recall) (GO TO PREQ40)

*(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 PREQ40
PREQ37i IF Q.36=1 (HAD ACCIDENT LAST TIME FELL ASLEEP AT THE WHEEL) GO TO Q.37 INTRO A. OTHERS GO TO Q.37 INTRO B
Q.37 INTRO A Apart from the accident you just told me about, have you been involved in any other road accidents as a result of falling asleep at the wheel?
INTRO B Have you ever been involved in a road accident as a result of falling asleep at the wheel?

1. Yes
2. No
3. (Don't know/ Can't recall)

Q.38 DELETED AFTER CAS 21

Q.39 DELETED AFTER CAS 21

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 phone in the car that allows you to make or receive calls without touching the phone?

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 (GO TO Q43)
7. (Don't know) (GO TO Q43)
8. (Refused) (GO TO Q43)

*(CURRENT DRIVER, ANSWERS MOBILE PHONE CALLS WHILE DRIVING, USES A HANDS-FREE PHONE)

Q.42a When you ANSWER CALLS while driving, how often do you use a hands-free phone?

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 (GO TO Q44)
6. (Don't know) (GO TO Q44)
7. (Refused) (GO TO Q44)

*(CURRENT DRIVER, MAKES MOBILE PHONE CALLS WHILE DRIVING, USES A HANDS-FREE PHONE)

Q.43a When you MAKE CALLS while driving, how often do you use a hands-free phone?

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.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)

Q.46a DELETED AFTER CAS 21

*(ALL)

Q.46b It is ILLEGAL in Australia to use a hand HELD phone while driving but it is LEGAL to use a hands FREE phone. 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

APPENDIX 5: LETTER TO HOUSEHOLDS

Australian Government
Department of Infrastructure and Transport

The <Surname> Household
<Address>
<Suburb. <State> <Postcode>

Dear Householder,

Notice of Important Community Survey

The Department of Infrastructure and Transport 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 clarify anything about this survey, please call the Road Safety and Programs Branch of the Department, on 02 6274 6096.

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 and Programs
Surface Transport Policy

May 2011

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

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

Importante Indagine Comunitaria

Σημαντική κοινοτική δημοσκόπηση

استقصاء جماهيري مهم

重要的社區調查

重要的社区调查

Bản Điều Tra Nhóm Cộng Đồng Quan Trọng

ITALIANO

Il governo australiano ha intrapreso una importante ricerca e gradirebbe la sua assistenza. Le informazioni ottenute tramite questa indagine 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)。

عربي

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: ( ) _____