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ROAD SAFETY REPORT

Community Attitudes to Road Safety – 2013 Survey Report

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Abstract

This report documents the findings from the Australian Government Department of Infrastructure and Transport's 2013 survey of community attitudes to road safety. The twenty-third in a series of national surveys on community attitudes to road safety was conducted in October and November 2013. A total of 1,500 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, driver distraction, inattention.

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 Regional Development 2013 survey of community attitudes to road safety. This is the twenty-third 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 October and November 2013 using Computer Assisted Telephone Interviewing (CATI) technology and a Random Digit Dialling (RDD) sampling frame comprising of both landline and mobile sample. A total of 1,500 interviews were conducted and the average interview length was 16 minutes. The response rate (completed interviews divided by all contacts, excluding those 'away for survey period') was 65%.

A summary of the main findings from the 2013 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, 31% mention speed, 18% inattention/lack of concentration, 11% drink driving, 8% driver distraction/driving while on a mobile[1] and 7% driver fatigue.

When asked to nominate up to three factors that lead to road crashes, 48% of respondents included speed in their response (compared with 54% in 2011), 42% drink driving (47% in 2011), 29% inattention/lack of concentration (26% in 2011), 22% driver distraction/driving while on a mobile (14% in 2011), and 22% driver fatigue (22% in 2011). For comparisons over time, refer to the time series data in Appendix 2.

Alcohol and drink driving

Random breath testing (RBT)

Community support for RBT continues to be nearly universal, with 96% in agreement with the random breath testing of drivers (and 82% in strong agreement).

Thirty-three per cent of the community feel the level of RBT has increased in the last two years. This outcome shows a decline from the 2011 result of 40%.

More than three-quarters of the in-scope population (81%) had seen police conducting random breath tests in the last six months (similar to 2011 with 80%). In addition, 35% of the community report

1 'Driver distraction/driving while on a mobile' has been coded as a separate response since the 2011 survey. Previously such responses were included as part of 'inattention/lack of concentration'. For time series comparisons later in this report, a composite of the two responses has been used.

having been breath tested in the previous six months, in line with the 2011 result of 37% however a marked increase on results in previous years.

Self-reported drink driving behaviour

The self-reported drink driving behaviour of motorists shows that 39% of 'active drivers'[2] restrict what they drink when driving (38% in 2011), 38% don't drink at all when driving (down from 43%) and 23% don't drink at any time (up from 19%).

Most (76%) 'active drivers' modify their drinking behaviour when driving, either by abstaining from alcohol (38%) or restricting what they drink (39%). The practice of restricting alcohol intake when driving (as distinct from abstaining) is more common among males (41%) than females (36%), 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. Nearly four out of ten (39%) provisional car licence holders and 33% of 15 to 24 year olds indicate that they don't drink at any time.

Active drivers in Western Australia and the Northern Territory showed a similar pattern, with respondents being significantly more likely to modify their drinking behaviour when driving (85% and 84% respectively) and significantly less likely to not drink at all (15% and 16%).

Three 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 (down from 4% in 2011 and 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 nearly two-thirds of all respondents interviewed accurately identifying the number of standard drinks in a stubby/can of full strength beer, yet only just under a third correctly identified the number of standard drinks in a 750 ml 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] was similar to 2011 at 64% (compared with 66% in 2011), 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 12% (compared with 11% in 2011).

The proportion of wine drinkers able to correctly nominate the number of standard drinks in a 750 ml bottle of wine[4] is slightly up on previous results (30% in 2013, compared with 27% in 2011). The proportion of wine drinkers who underestimated the alcohol content of a bottle of wine was 55% (61% in 2011).

Sixty-four 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 50% correctly identifying two standard drinks and a further 14% of the view that they can have one standard drink or less in the first hour. By comparison, only 44% 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

2 Current licence holders who drive a vehicle.

3 1.4 or 1.5 standard drinks

4 Between 7 and 8 standard drinks

after that, while women should consume no more than one standard drink in each hour they are drinking. Seventy-one per cent of males (compared with 63% in 2011) and 56% of females (compared with 40% in 2011) made a safe assumption about both parts of these guidelines.

Support for 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, 38% (23% strongly approve, 16% somewhat approve) of people said they would approve of such a change, while 39% (24% strongly disapprove, 15% somewhat disapprove) would disapprove.

One in five (19%) did not care if the blood alcohol limit was reduced, indicating that more than half (58%) of all respondents interviewed would not disapprove of this change.

Speed

Selected attitudes to speed and speed regulation

The areas of greatest change regarding attitudes to speeding and speed enforcement are detailed below:

- Fifty-four per cent of the community agree with the view that speeding fines are mainly intended to raise revenue, a result that is significantly less than the 2011 level of agreement (62%).
- Those that agreed that "*If you increase your driving speed by 10 kilometres per hour you are significantly more likely to be involved in an accident*" has shown a decrease (70% in 2011; 66% in 2013).
- 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"* declined from 92% in 2011 to 89% for the current reporting period.

The following results have tended to be more stable over time regarding attitudes to speed enforcement and speeding:

- The proportion of the community in 2013 who consider *"it is okay to exceed the speed limit if you are driving safely"* (31%) is higher than in 2011 (28%) and closer to levels reported in the late nineties and early 2000s.
- Seventy-nine per cent feel that speed limits are generally set at reasonable levels. This result is similar to 2011 (81%) and has remained fairly steady in recent times.

In response to a question about the use of low speed limits, the majority of respondents (63%) strongly supported limits of 40 km/h or lower on streets with high pedestrian activity, such as shopping areas. Residents of South Australia were significantly less likely to strongly agree with this proposition (53%).

Respondents were also asked about the promotion of speed in television commercials for new cars. Just under half (47%) felt that there is too much emphasis on speed in car advertisements, with 27% strongly agreeing with this view.

Perceived acceptable and actual speed tolerances

A large proportion of the community (52%) supports quite strict speed enforcement (nominating speeds of 60-64 km/h as acceptable). The most common views are that only speeds of 60 km/h and below are acceptable (31% of the in-scope population), and 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 (also 31%). In contrast, only 15% think speeds above 65 km/h should be tolerated.

When looking at perceptions as to what speed is actually permitted, 18% of the adult community think that zero tolerance is applied in urban 60 km/h zones. Some 18% of people (compared with 17% in 2011) believe that speeds greater than 65 km/h will be tolerated without a speeding fine being issued, with 7% of those nominating speeds of 70 km/h or higher.

In relation to rural 100 km/h zones, 25% of the population are of the view that no speed in excess of 100 km/h is acceptable. A further 30% supported speeds of 101-105 km/h and 4% supported speeds of 106-109 km/h. The most common view (held by 29% 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 9% think speeds above 110 km/h should be tolerated.

When asked what speeds are actually permitted in rural 100 km/h zones, 15% believe that the limit is strictly enforced (compared with 13% in 2011), while 37% nominated speeds of 101 to 105 km/h, and a further 28% nominated speeds up to 110 km/h The most common responses when looking at perceived actual speed tolerances in 100 km/h zones in rural areas were 21% suggesting driving at 105km/h was permitted and 20% suggesting driving at 110 km/h permitted.

Perceived changes in speed enforcement

Sixty-two per cent of respondents are of the view that the level of speed limit enforcement has increased in the last two years, 26% feel it has stayed the same and just 5% feel the amount of speed limit enforcement has decreased, and there were 7% offering ‘don’t know’ as a response.

The incidence of drivers booked for speeding in the last two years (20%) and the last six months (8%) shows significant increases on findings in 2011 (16% and 5% respectively).

Full motorcycle licence holders recorded a higher incidence of being booked for speeding than any other licence holder type within the last two years (36%) and within the last six months frequent distance drivers (15%) were significantly more likely to be booked.

Attitudes to speed enforcement and speeding penalties

Overall, 36% (compared with 35% in 2011) of the in-scope population support an increased amount of speed limit enforcement, 13% support a decrease (up from 12% in 2011) and 48% want no change (on par with 2011 at 50%).

A quarter of respondents (25%) are in favour of making the penalties for exceeding the speed limit more severe. The current year result is comparable to the 2011 result of 24%. A further 13% believe speeding penalties should be made less severe and 56% opt for no change to the current penalties.

Just over one-third (36%) strongly approved of the use of point-to-point speed enforcement cameras on main roads (equating to 66% total approval). Strong approval was significantly lower amongst motorcycle licence holders (23%), residents of the Northern Territory (25%) and frequent distance drivers (28%).

Self–reported speeding behaviour

The proportion of recent drivers (current drivers and those that have driven in the last two years) who report 'always', 'nearly always' or 'mostly' driving at 10 km/h over the speed limit (5% in 2013) has significantly increased since 2011 (3%). However, this result is still dramatically lower than the mid 1990s peak of 17% in 1995. There has been quite a significant increase in the proportion of full motorcycle licence holders (17% for 2013) and heavy vehicle licence holders (12% for 2013) who 'always', 'nearly always' or 'mostly' drive at 10 km/h over the speed limit, compared to the previous reporting period (4% and 2% respectively).

Driver fatigue

The incidence of drivers reporting having ever fallen asleep while driving is 13% for the current reporting period. 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], 42% have done so more than once and 24% on three or more occasions. For 12% 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, 50% think it is unchanged, 5% feel as though there has been a decrease and 29% don't know.

The proportion of people aged 15 years and over that always wear a seatbelt when travelling in the front seat of a car (97% in 2013) has remained steady at between 95% and 97% since 1993. The gap between seatbelt wearing in the front and rear seats has closed in the last few years, from four percentage points in 1993 to one percentage point for the current period.

Mobile phone usage

CAS 23 is the sixth survey in the series that asks about the use of mobile phones when driving.

Nine in ten active drivers (91%) have a mobile phone and 61% report that they use a mobile phone while driving (59% in 2011).

With the exception of reading text messages (result virtually unchanged), other mobile phone usage measures among active drivers, have increased since these questions were last asked in 2011:

- 56% answered calls while driving (54% in 2011)
- 35% made calls (27% in 2011)
- 32% read text messages (31% in 2011), and
- 18% sent text messages (14% in 2011).

5 Please note this analysis is based on a relatively small sample size of 181.

The last five 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 34% community support (a significant decrease from 39% in 2011). There was a significantly higher proportion of respondents opposed to such a law (49%) than there was in favour of it.

The last three 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 (82% of respondents) believed this to be the case, a significant decrease from 86% in 2011.

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 48%, this result ranges from 40% in the Northern Territory to 58% in Victoria. In terms of year-on-year change at the state/territory level, Tasmania is the only state that saw a significant change in perceptions of speed as a contributing factor in road crashes (decreasing from 62% in 2011 to 50% for the current period).

The perception of drink driving as a contributing factor in road crashes (42% nationally) ranges from a low of 35% in New South Wales to the significantly higher results of 54% in Victoria and 70% in the Northern Territory, where drink driving tends to be the dominant perceived cause of road crashes.

The increase in the nomination of 'inattention/lack of concentration' as a contributing factor in road crashes (up from 26% to 29%) seems mainly attributable to the significant increases in Western Australia (up from 33% to 46%), while Queensland (down from 27% to 21%) and South Australia (down from 45% to 39%) both recorded decreases.

Mentions of 'driver distraction/driving while on a mobile,' which has only been coded as a separate response since the 2011 survey, have also increased (from 14% to 22%) . The Northern Territory reported the lowest result of 8% (down from 14% in 2011) and Queensland reported a significant increase from last year (25% for 2013 compared to 18% for 2011).

The proportion of the community mentioning 'driver fatigue' as a contributing factor in road crashes remain similar to the last survey (up from 21% to 22%). Across all state and territories, results ranged from 9% in Tasmania to 28% in the North Territory.

Alcohol and drink driving

Support for RBT remains extremely high (96% nationally, down from 98% in 2011). There were a number of significant differences across the states and territories with both Tasmania and the ACT reporting 100% support and Western Australia only 91% support.

The perceived level of RBT activity does, however, show some state/territory variations. Only 25% of residents from Tasmanian and the ACT respondents are of the view that RBT activity has increased over the last two years compared with 33% nationally. Sixteen per cent of residents of the ACT and 19% of Tasmanians are of the view that the level of RBT activity has decreased over the last two years, compared with 10% nationally. At the other end of the scale only 7% of Northern Territory and 8% of Victorians and South Australians residents share this view.

In terms of RBT visibility, Tasmanians were the least likely to report having seen RBT in operation in the last six months (63% compared with 81% nationally) and NSW residents the most likely (87%).

South Australians were the least likely to report having been personally tested in the last six months (21% compared with 35% nationally) and Victorian residents the most likely (39%).

Sixty-four 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. Differences across the states/territories were evident with only 52% of Victorians displaying an accurate knowledge of the guidelines (significantly less than the population) compared with 68% of those from the ACT and 66% of Western Australian residents.

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 (62% nationally, similar to the last survey with 64%) is most common in Queensland (75%) and least common in Tasmania (44%).

In terms of state and territory comparisons, Western Australians (26%) and Victorians (24%) are more likely to report having been booked for speeding in the last two years (compared with 20% nationally); while Western Australians residents (13%) are more likely to have been booked within the last six months (compared with 8% nationally).

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

- Residents of Western Australia are less likely (44%, compared with 54% overall) to be of the view that 'fines for speeding are mainly intended to raise revenue'. There is also greater acceptance in Tasmania of the link between speeding and road crashes irrespective of whether you are driving safely (20% compared with 31% nationally).
- There is also a significant difference in the view that 'speed limits are generally reasonable' with 88% of ACT residents concurring with the statement compared with 79% nationally.
- Residents of Victoria are more likely to agree that 'if you increase your driving speed by 10 km/h you are significantly more likely to be involved in an accident' (71% compared with 66% overall), Tasmanians also shared similar views (70%).
- To the extent that these attitudes may be reflected in driving behaviour, it is interesting to note that 8% of those who reside in New South Wales report 'always, nearly always or mostly' driving at 10 km/h over the speed limit, compared with only 1% in South Australia, which is significantly lower than the national result (5%).

Demographic comparisons

Factors perceived to contribute to road crashes

There is some variation across the population as to the relative perceived importance of different factors in contributing to road crashes. For example, while 48% 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 (48%) than speed (29%).

Alcohol and drink driving

Consistent with the results of recent years, a significantly higher proportion of males (39%) 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 (73% versus 81% overall) and are also less likely to have had their breath tested in the previous six months (30% versus 35% overall).

With respect to drink driving behaviour, females (40%) are more likely than males (36%) to say they abstain from drinking when driving. Males are more likely to claim that, when driving, they restrict how much they drink (41% compared with 36% of females). Similarly, 47% of 15 to 24 year olds say they don't drink when driving, compared with 38% overall and 33% of 15 to 24 year olds don't drink at any time compared to 23% overall.

Seventy-one per cent of males and 56% 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 (86% and 71% respectively) compared with 78% 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 (26% for males compared with 14% for females) and in the last 6 months (10% for males compared with 5% 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 30% for females) and less likely to support an increase in the level of speed limit enforcement (30% compared with 42%) or an increase in the severity of penalties (20% for males compared with 30% 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 that 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. Forty per cent of those aged 60 years and over (compared with 30% overall) report never 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 2013 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 Regional Development.

1 INTRODUCTION

1.1 Overview

This report documents the findings from the Australian Government Department of Infrastructure and Regional Development 2013 survey of community attitudes to road safety. This survey is the twenty-third 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-third Community Attitudes Survey (CAS) was conducted in October and November 2013 using Computer Assisted Telephone Interviewing (CATI). A Random Digit Dialling (RDD) 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, and for the first time included a mobile phone component to increase the representation of hard to reach groups of particular interest.

The inclusion of mobile sample in this long running study represents a fairly important change to the methodology. Previous experience shows that, amongst other things, respondents sourced through a mobile sample are more likely to be male and younger and therefore vital to reduce bias in survey estimates for a survey such as the CAS.

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 for the landline component of the survey (n=1,200). In addition, 300 mobile phone interviews were completed and were geographically distributed on a probability proportional to size basis.

The in-scope population for the survey was persons aged 15 years and over. In total, 1,500 interviews were conducted, with an average interview length of 16.4 minutes.

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 and involvement in road crashes .

Full details concerning the conduct of the survey are provided in the Technical Notes found in Appendix 3. The questionnaire used for the 2013 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 2013 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 based on data from the 2011 census. 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.

The majority of analysis detailed in the 2013 report is based on interviews obtained through both the landline and mobile sample and incorporates a design weight which takes into account the relative chance of inclusion in the landline and / or the mobile phone frame and a chance of selection adjustment based on the number of landlines in each household and the number of in-scope persons per household. The weight used for this analysis is referred to as the 'national weight' and is based on all interviews (n=1,500).

Given that the mobile sample was limited to 300 interviews nationally and was geographically distributed on a probability proportional to size basis, with very few interviews obtained in the smaller states/territories it was considered inappropriate to conduct any state based analysis using interviews sourced through the mobile sample. All state based analysis presented in this report excludes interviews completed with the mobile sample. The weight used for any state/territory based analysis is referred to as the 'state weight' and is based on 1,200 interviews.

As current year results continue to be in line with those achieved previously it is not anticipated that the inclusion of the mobile sample will have any substantial implications on the time series for the survey. Assuming a higher proportion of mobile sample is utilised in future implementations of the survey, additional analysis can be undertaken to further explore the effect of the mobile sample on survey results.

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.

Refer to Appendix 3 - Technical Notes for further details.

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 41 years. Nineteen per cent have a heavy vehicle licence (compared with 12% of all licensed drivers) and around one in five (19%) have a full motorcycle licence. Eighty per-cent are in paid work, with a relatively high proportion employed as tradespeople (22%) compared with the population overall (15%). The frequent distance driver category comprises 22% 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.

Fifty six per cent of 'commuters' are male and the average age of this group is 40 years. A significantly higher proportion of commuters have an associate or undergraduate diploma (23%) compared with 13% of the survey population overall. Correspondingly, a relatively high proportion of commuters are employed in professional occupations (31%) compared with frequent distance drivers (14%). Commuters comprise 26% of the survey population.

Other Frequent Drivers: Persons either not employed or working 20 hours or less per week, who drive a motor vehicle or ride a motorcycle on the roads at least 4 days a week.

Sixty-four per cent of the 'other frequent driver' group are female and the average age of this group is 51 years, with 22% aged 70 years or over, compared with 13% of the survey population. Retirees and persons whose main activities are 'home duties' are over-represented in this driver category, with 41% of this group being retired (compared with 22% overall) and 14% describing their main activity as home duties (compared with 6% overall). 'Other frequent drivers' comprise 29% of the survey population.

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

The average age of less frequent drivers is 50 years, with females comprising of 57% of this group. A quarter of this group (26% compared with 13% overall) are aged 70 years and over while 18% are learner drivers or provisional licence holders compared with 11% overall. Less frequent drivers account for 13% 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. Forty-three per cent are aged 15 to 24 years, with 24% still attending school. Sixty-three per cent are female and 36% have previously held a driver's or motorcycle licence.

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.

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:

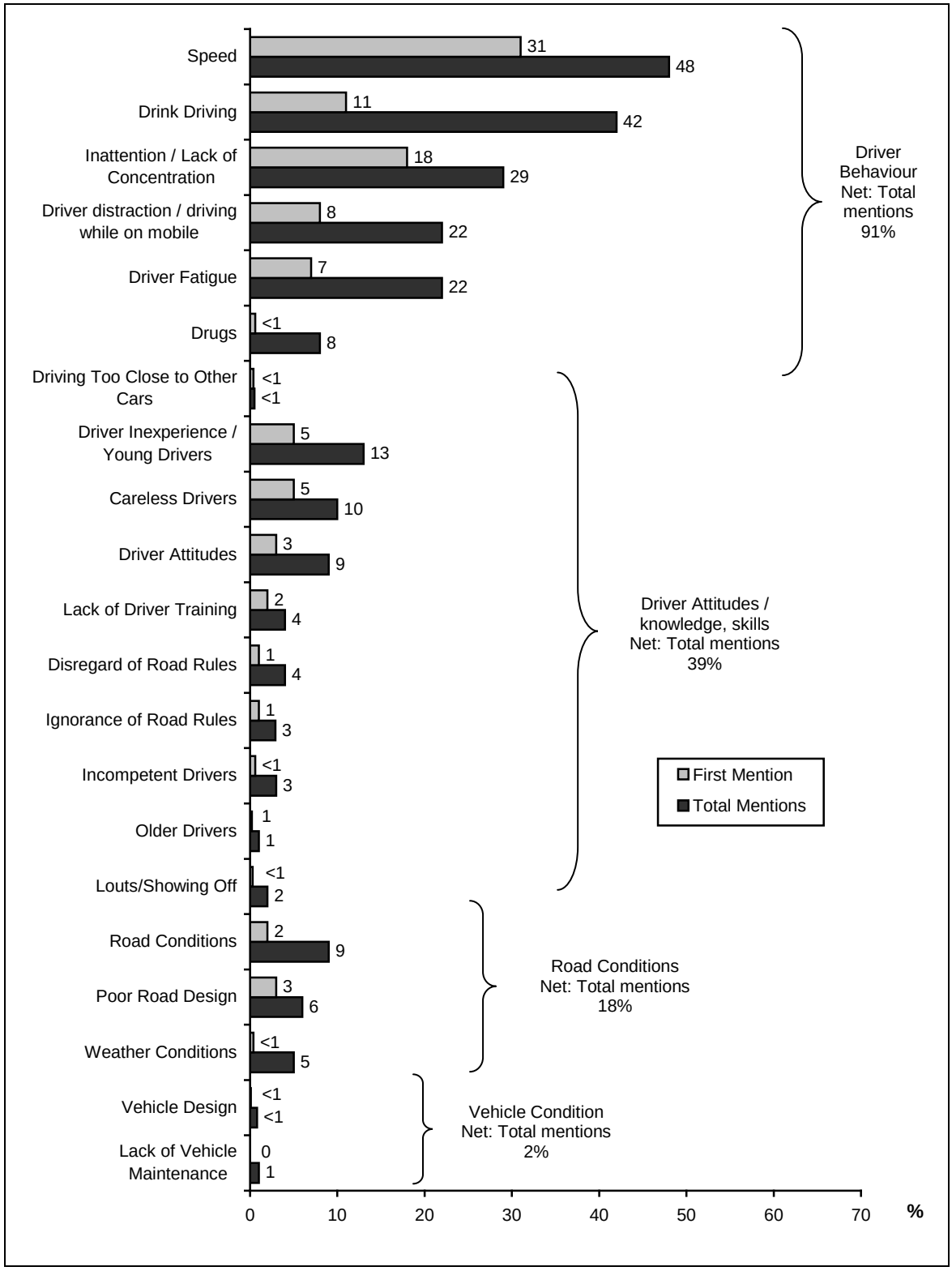
'*What factor do you think most often leads to road crashes?'…and then,*

'*What other factors lead to road crashes?' (maximum 2 responses)*

The factors most commonly identified by respondents either initially or subsequently are speed (48%), drink driving (42%), inattention/lack of concentration (29%), driver distraction/driving while on a mobile (22%) and driver fatigue (22%).

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, 39% cited aspects of driver attitudes, knowledge or skills as factors contributing to road crashes, 18% cited road conditions and 2% made mention of vehicle condition.

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



(Q1a/Q1b) Base: Total sample (n=1,500).

Total mentions of speed as a contributing factor in road crashes (48%) has decreased significantly over the last two reporting periods, and first mentions of this factor have also decreased somewhat (from 33% in 2011 to 31% in 2013).

The proportion of the population mentioning driver distraction/driving while on a mobile as a contributing factor in road crashes has risen significantly with total mentions increasing from 14% in 2011 to 22% in 2013. First mentions have also shown an increase (from 5% in 2011 to 8% in 2013).

Inattention/lack of concentration continues to rate as one the main factors that are thought to contribute to road crashes with total mentions increasing from 26% in 2011 to 29% in 2013 and the first mention remaining similar to the 2011 result (17% in 2011 compared to 18% in 2013).

Drink driving has recorded further decreases, with only 42% mentioning this is a contributing factor in road crashes compared with 47% in 2011. First mentions of this factor have also shown a decrease (from 14% in 2011 to 11% in 2013).

Finally, total mentions of driver fatigue remained much the same (21% in 2011 and 22% in 2013), with first mentions of this factor remaining unchanged at 7%.

Table 2.1b: Main factors thought to most often lead to road crashes: First mention / Total mentions, 2011 – 2013.

	2011	2013
	%	%
First mentions		
Speed	33	31
Inattention/lack of concentration	17	18
Driver distraction/driving while on mobile	5	8
Drink driving	14	11
Driver fatigue	7	7
Total mentions		
Speed	54	48#
Inattention/lack of concentration	26	29
Driver distraction/driving while on mobile	14	22#
Drink driving	47	42
Driver fatigue	21	22

(Q1a/Q1b) Base: Total sample (n=1,500 in 2013).
# Denotes statistically significant difference to 2013 results, at the 95% confidence interval.

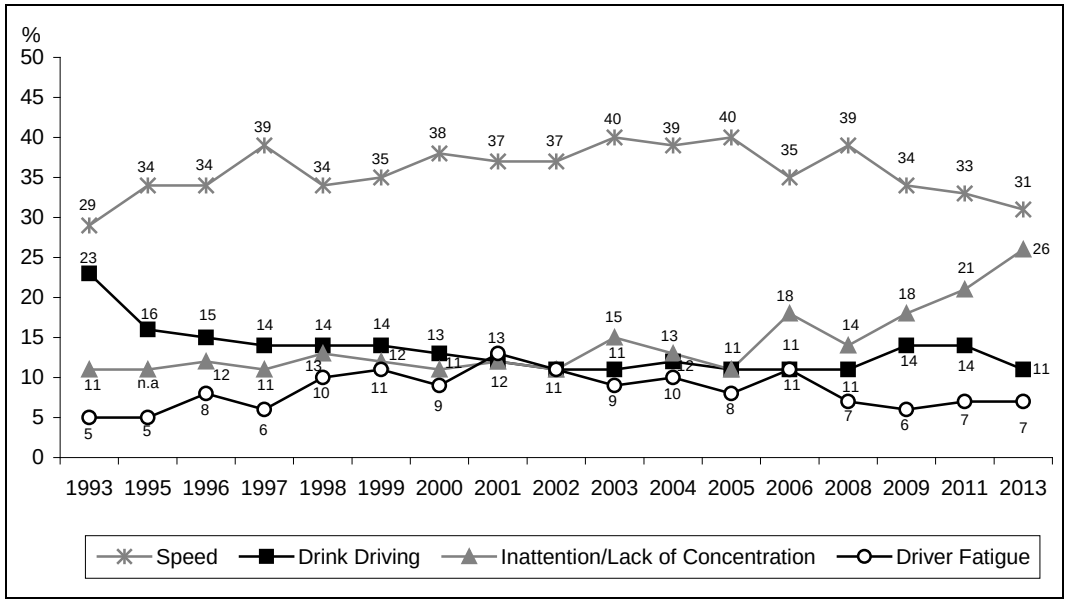
Looking at community perceptions of these factors over the longer term (Figures 2.1c and 2.1d) one of the notable changes is the higher level of attribution of inattention/lack of concentration and driver distraction as a contributing factor in road crashes in recent years than was generally the case 10 to 15 years ago. Further, since the previous survey in 2011, the proportion of respondents mentioning inattention/lack of concentration and driver distraction combined has increased from 36% to 51%.

It is likely that this increase is due at least in part to increasing concern in the community about driver distraction, particularly distraction due to mobile phones and other devices in the vehicle. As shown in Table 2.1b, total mentions of driver distraction/driving while on a mobile have increased from 14% in 2011 to 22% in 2013. (Note that 'Driver distraction/driving while on a mobile,' has only been coded as a separate response since the 2011 survey). 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 31% in 2013 from a high of 39% in 2008.

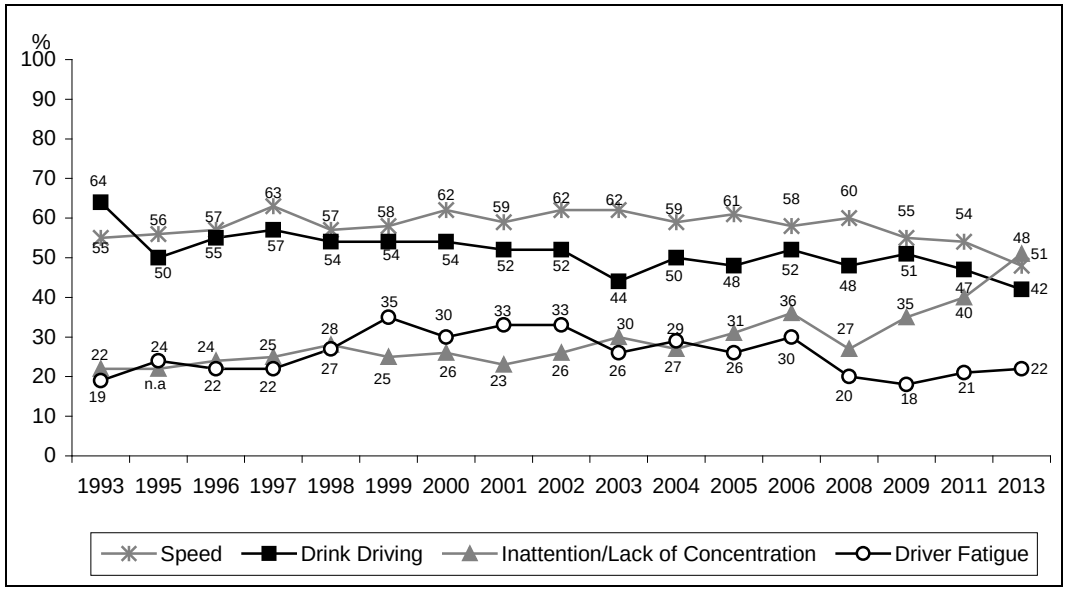
The decline initially seen in 2008 for "total mentions" of driver fatigue is still evident (20% in 2008, 18% in 2009, 21% in 2011 and 22% for the current year) and remains well below the levels found in preceding years.

Figure 2.1c: Factors[7] thought to most often lead to road crashes: First mention, 1993 to 2013.



(Q1a) Base: Total sample (n=1,500 in 2013).

Figure 2.1d: Factors[7] thought to most often lead to road crashes: Total mentions, 1993 to 2013.



(Q1b) Base: Total sample (n=1,500 in 2013).

7 For 2011 and 2013, 'Inattention/Lack of concentration' figures include 'driver distraction/driving while on mobile', which has been coded as a separate response since the 2011 survey. Such responses were previously included as part of 'inattention/lack of concentration'.

In the context of the increase in total mentions of "driver distraction/driving while on a mobile" since 2011, it is interesting to note that those aged 15 to 24 years (31%), provisional car licence holders (48%), and non-drivers (30%) are significantly more likely to mention 'driver distraction/using mobile' than the national average (22%), while full motorcycle licence holders (48%) and other frequent drivers (35%) are more likely to mention 'inattention/lack of concentration' (compared with 29% overall).

The proportion of the community mentioning driver fatigue remains stable at 22% (compared with 21% in 2011) following a significant decrease in 2008, and is significantly higher amongst heavy vehicle licence holders (33%), frequent distance drivers (31%) and those aged 25 to 39 years (33%).

The nomination of drink driving as a factor continues to decrease (51% in 2009, 47% in 2011 to 42% in 2013). Those in the Northern Territory (70%) and Victoria (54%) were significantly more likely to nominate drink driving than those residing in other states.

Speed as a factor considered to most often lead to road crashes has also decreased (54% in 2011, 48% for the current year). As was the case in 2011, perception of speed as a contributing factor was higher for females (56%) and those aged 60 years and over (57%).

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

Selected characteristics	Speed	Drink Driving	Driver Fatigue	Inattention / Lack of concentration	Driver distraction/ driving while on mobile
	48	**42**	**22**	**29**	**22**
Sex					
Male	41#	38	23	29	20
Female	56#	46	22	29	24
Age group (years)					
15–24	29#	48	21	28	31#
25–39	50	42	33#	25	19
40–59	51	39	22	32	23
60+	57#	40	12#	32	18#
Capital city/Other					
Capital city	49	43	18#	28	24
Other location	47	40	31#	32	18
Licences currently held					
Full car licence	52	41	23	30	19
Heavy vehicle licence	46	25#	33#	35	18
Full motorcycle licence	35#	31#	18	48#	14#
Provisional car licence	28#	42	28	24	48#
Net: Currently licensed	49	41	23	30	21
Driver Status					
Frequent distance drivers	42	38	31#	26	20
Commuters	53	44	26	27	18
Other frequent drivers	53	40	17	35#	25
Less frequent drivers	45	43	19	29	22
Non-Drivers	42	48	15#	26	30#
Been directly involved in a road accident in the last three years					
Yes	41	47	29#	33	24
No	50	41	21	29	21
State/Territory					
NSW	49	35	24	23	13#
VIC	58#	54#	14#	24	20
QLD	53	40	23	21#	25
SA	48	41	13#	39#	21
WA	49	47	15#	46#	20
TAS	50	42	9#	47#	15#
NT	40	70#	28	22	8#
ACT	54	45	22	30	22

(Q1a/Q1b) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

3 ALCOHOL AND DRINK DRIVING

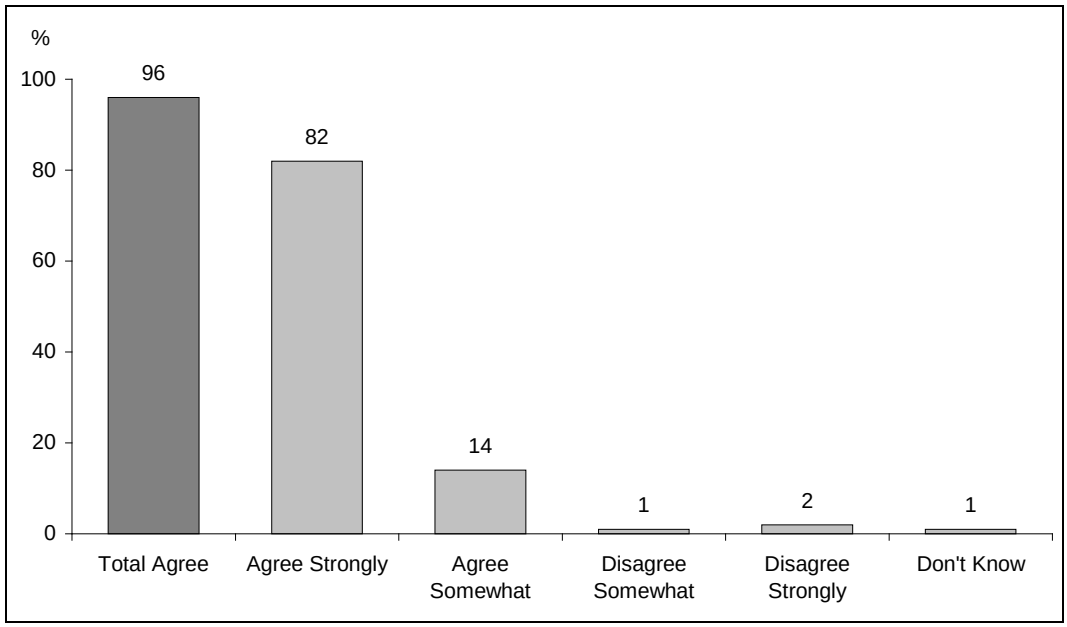
3.1 Support for Random Breath Testing (RBT)

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 96% support for random breath testing. Overall agreement has not fallen below this level since 1997. While the level of 'strong' community support has decreased slightly since the survey was last carried out in 2011 (85%), it remains high at 82%.

Figure 3.1a: Percentage agreement with random breath testing.



(Q2a) Base: Total sample (n=1,500)

The level of agreement with RBT is shown by selected characteristics in Table 3.1b. Agreement was significantly higher amongst residents of Tasmania and the ACT (both 100%) along with those aged 25 to 39 (98%). Heavy vehicle licence holders were significantly less likely to agree with random breath testing (92%).

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

Selected characteristics	Total Agree %	Agree Strongly %	Agree Somewhat %	Disagree Somewhat %	Disagree Strongly %	Don't Know %
Total	**96**	**82**	**14**	**1**	**2**	**1**
Sex						
Male	95	77#	18#	2#	2	1
Female	98	87	11#	0	1	1
Age group (years)						
15–24	95	73#	22#	0	2	3
25–39	98#	83	15	1	1	1
40–59	96	85	12	1	3	<
60+	96	84	12	2	<	2
Capital city/Other						
Capital city	96	81	15	1	2	1
Other location	97	84	13	1	1	1
Licences currently held						
Full car licence	97	84	14	1	1	1
Heavy vehicle licence	92#	75	17	3	3	3
Full motorcycle licence	93	75	18	3	4	0
Provisional car licence	94	83	11	0	3	3
Net: Currently licensed	97	83	14	1	1	1
Driver Status						
Frequent distance drivers	97	84	13	1	2	<
Regular commuters	97	87	10	1	2	1
Other regular drivers	97	83	13	1	1	1
Less frequent drivers	97	72#	25#	1	<	1
Non-Drivers	93	76	17	<	2	5
Been directly involved in a road accident in the last three years						
Yes	96	80	16	<	4	0
No	97	83	14	1	1	1
State/Territory						
NSW	95	80	15	2	2	2
VIC	96	89	8#	1	2	1
QLD	94	79	15	3	1	2
SA	98	85	13	2	0	1
WA	91	78	14	1	6#	1
TAS	100#	89	11	0	<	0
NT	99	81	18	0	1	0
ACT	100#	91	9#	<	0	0

(Q2a) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%

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 2013 survey results (see Table 3.2a, next page) show that 33% 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 similar proportion (34%) feel it has stayed the same. Only 10% feel as though there has been a decline in RBT activity and 23% don't know. The states with the highest proportion of respondents who believe RBT levels have increased are New South Wales (36%), Queensland (35%) and Victoria (34%).

Persons aged 60+ years (at 31%) are more likely than any other age group to say they don't know whether the amount of random breath testing over the last two years has increased, decreased or stayed the same.

Table 3.2a also includes a 'net 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 22%) is that RBT has increased. Groups more likely, on balance, to be of the view that RBT is increasing include provisional car licence holders (34%), full motorcycle licence holders (31%) and frequent distance drivers (28%). The groups for whom the 'net difference' is smaller, thereby indicating that people are more evenly divided on this issue include residents of the Tasmania (6%), the ACT (9%) and Western Australia (15%)

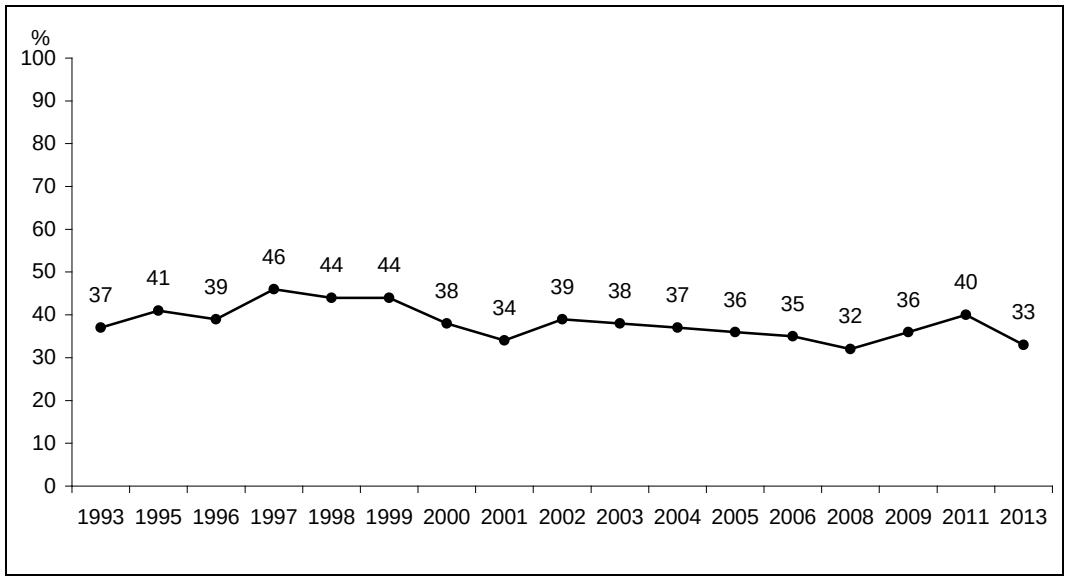
Table 3.2a: Perceptions regarding the level of RBT activity over the last two years by selected characteristics.

Selected characteristics	Increased	Same	Decreased	Don't know	Net Difference[(a)]
	%	%	%	%	%
Total	**33**	**34**	**10**	**23**	**22**
Sex					
Male	35	31	13	20	22
Female	31	37	8	25	23
Age group (years)					
15–24	33	33	11	23	22
25–39	35	39	9	18	26
40–59	32	36	12	20	19
60+	33	27#	10	31	23
Capital city/Other					
Capital city	32	33	11	24	20
Other location	35	36	9	20	26
Licences currently held					
Full car licence	33	36	12	20	21
Heavy vehicle licence	38	23	15	24	23
Full motorcycle licence	44#	24#	14	18	31#
Provisional car licence	41	37	7	15	34#
Net: Currently licensed	33	35	11	20	22
Driver Status					
Frequent distance drivers	40	35	12	13	28#
Regular commuters	30	42#	11	18	19
Other regular drivers	31	32	12	25	19
Less frequent drivers	35	29	9	27	27
Non-Drivers	28	25	6	41#	22
Been directly involved in a road accident in the last three years					
Yes	38	32	11	19	27
No	32	35	10	23	21
State/Territory					
NSW	36	34	7	22	29
VIC	34	40	8	17	26
QLD	35	29	12	24	23
SA	29	35	8	27	21
WA	29	29	14	27	15#
TAS	25#	36	19#	20	6#
NT	33	37	7	23	27
ACT	25#	40	16#	20	9#

(Q2b) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) Net difference is the percentage who think RBT has increased minus the percentage who think it has decreased.

After a gradual increase since 2009, the proportion of the population of the view that the level of RBT has increased over the last two years, decreased from 40% in 2011 to 33% in 2013.

Figure 3.2b: Perception that level of RBT has increased over the last two years, 1993 to 2013.



(Q2b) Base: Total sample (n=1,500 in 2013).

3.3 Exposure to RBT activities in the last six months

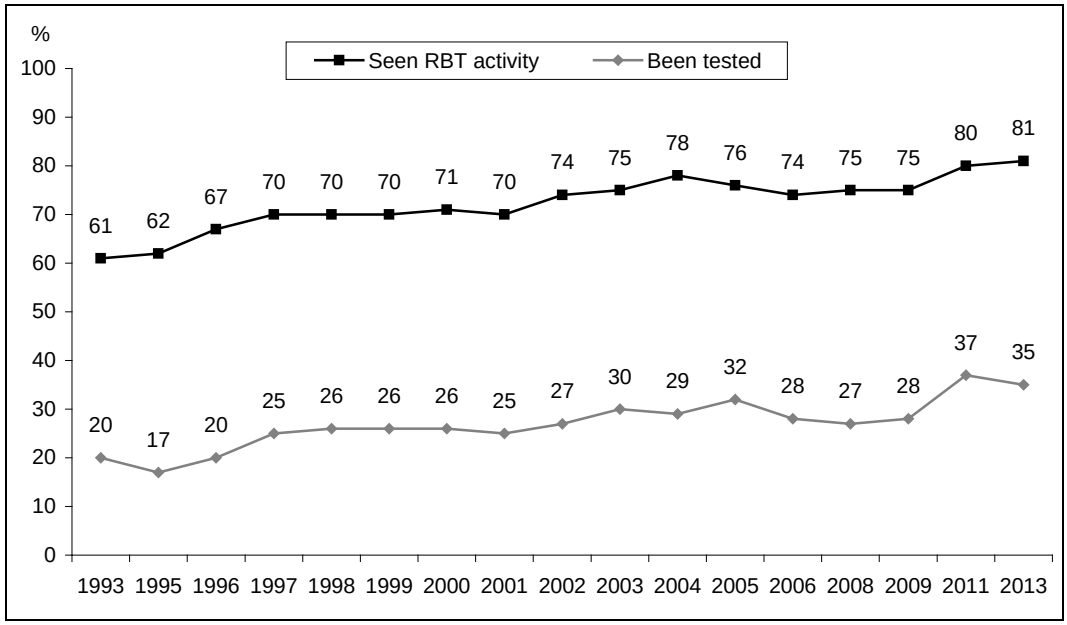
All respondents were asked:

> *'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?'*

As can be seen in Figure 3.3a, 81% of the in-scope population, the highest recorded to date, had seen RBT in operation in the last six months (in line with 80% in 2011) and 35% had been personally tested (down from 37% in 2011).

The survey results continue to show a link between being personally breath tested and perceptions regarding the level of RBT activity. Forty-five per cent of those who had personally been tested in the last six months were of the view that the level of RBT activity had increased, compared with 33% overall.

Figure 3.3a: Exposure to RBT activity in the last six months, 1993 to 2013.



(Q3a) Base: Total sample (n=1,500 in 2013).

As can be seen in Table 3.3b overleaf, South Australia (73%), Western Australia (66%) and Tasmania (63%) continue to 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 seen RBT in operation (87%), compared with 81% overall.

More frequent road users such as frequent distance drivers (50%) and commuters (47%) 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 (41% for 25 to 39 year old males and 37% for 40 to 59 year old males). People aged 60 years and over are less likely to report either having seen RBT in operation (73%) or having been personally tested (30% compared with 35% 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	**81**	**35**
Sex		
Male	82	39
Female	80	31
Age group (years)		
15–24	88#	31
25–39	87#	41
40–59	78	37
60+	73#	30
Capital city/Other		
Capital city	81	31
Other location	81	43
Licences currently held		
Full car licence	81	39
Heavy vehicle licence	82	44
Full motorcycle licence	81	44
Provisional car licence	97#	56
Net: Currently licensed	82	39
Driver Status		
Frequent distance drivers	87#	50
Commuters	88#	47
Other frequent drivers	79	34
Less frequent drivers	68	14
Non-drivers	72#	1
Directly involved in a road accident in the last three years		
Yes	83	40
No	80	34
State/Territory		
NSW	87#	34
VIC	83	39
QLD	79	34
SA	73#	21#
WA	66#	27#
TAS	63#	27#
NT	79	34
ACT	77	30

(Q3a/Q3b) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

3.4 Self–reported drink driving behaviour

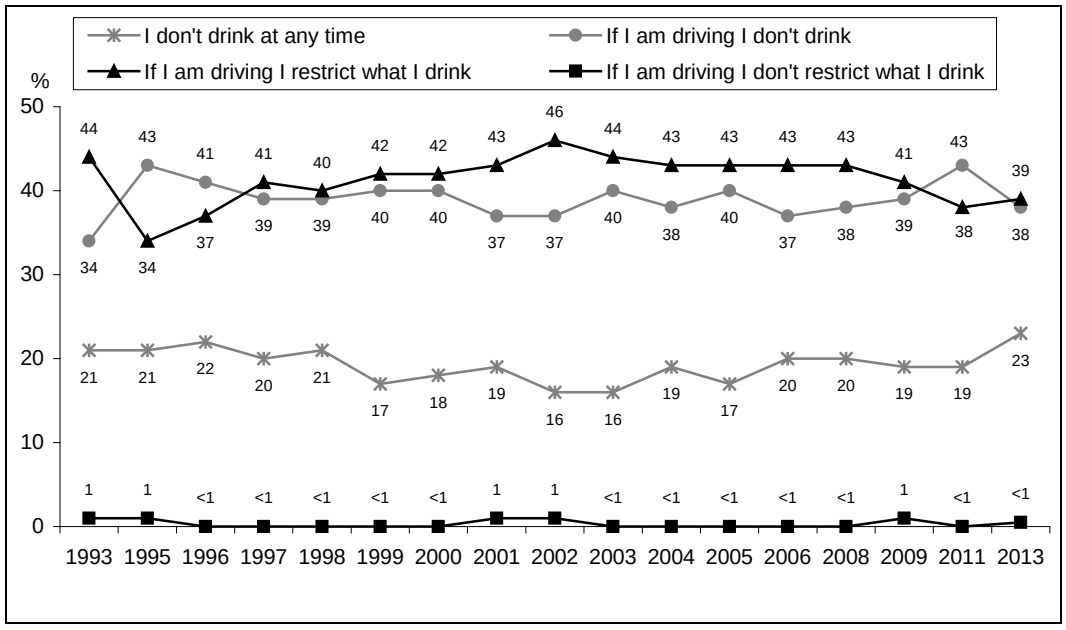
Active drivers, that is, current licence holders who drive at least sometimes, were asked which one of the following statements best described their drink driving behaviour:

- *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, and has shown an increase in 2013 to 23%. Of active drivers, 39% indicated that they restrict what they drink when they are going to drive while 38% indicated that they do not drink at all when they are going to drive.

Figure 3.4a: Self-reported drink driving behaviour, 1993 to 2013.



(Q11) Base: Active drivers (n=1,335 in 2013).

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	**61**	**76**	**23**	**38**	**39**	**0**
Sex						
Male	58	77	22	36	41	1
Female	64	76	24	40	36	0
Age group (years)						
15–24	79#	67	33#	47	21#	0
25–39	59	82#	18	41	41	0
40–59	57	78	22	35	43	1
60+	60	73	26	34	39	1
Capital city/Other						
Capital city	59	77	22	37	41	1
Other location	65	75	25	40	35	<
Licences currently held						
Full car licence	57	79	21	36	43	1
Heavy vehicle licence	53	75	23	30	46	1
Full motorcycle licence	51	84#	16	35	49	0
Provisional car licence	97	61#	39#	58	3	0
Net: Currently licensed	61	76	23	38	39	<
Driver Status						
Frequent distance drivers	64	79	21	43	36	<
Commuters	56	81	18	38	44	<
Other frequent drivers	59	75	25	35	40	<
Less frequent drivers	72#	64#	35#	36	27#	1
Been directly involved in a road accident in the last three years						
Yes	63	73	27	36	37	0
No	61	77	22	38	39	1
State/Territory						
NSW	66	69	30	36	34	1
VIC	69	67	31	38	29	2
QLD	55	79	20	35	43	1
SA	61	72	28	34	39	0
WA	60	85#	15#	46	40	0
TAS	61	77	22	39	38	0
NT	59	84#	16#	44	40	<
ACT	56	78	22	34	44	0

(Q11) Base: Active drivers (n=1,335). State base (n=1,058).
Significance testing compares sub-groups to the total population.
May not sum due to rounding.
# 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 remained in line with the last reporting period (62% in 2011 to 61% in 2013). This group is comprised of non-drinkers (23%) and those that don't drink at all when driving (38%).

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 57% 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 79% of 15 to 24 year olds don't drink and drive, compared with 59% of 25 to 39 year olds, 57% of 40 to 59 year olds, and 60% 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 69% in Victoria to 55% in Queensland.

The proportion of drivers that don't drink and drive also varies by driver status, 56% of commuters and 59% of other frequent drivers reporting that they do not drink at all when driving. This compares with 64% of frequent distance drivers and 72% of less frequent drivers.

The proportion of active drivers that modify their drinking behaviour, either by abstaining from alcohol when driving (38%) or restricting what they drink when driving (39%) totals 76% and has decreased since 2011 (81%). The practice of restricting one's alcohol intake when driving, as opposed to abstaining, is more common among those aged 40 to 59 years (43%) than either younger or older drivers. The extent to which drinking is restricted when one is driving also varies by driver status, with commuters (44%) the most likely of the driver status groups to report restricting what they drink when they are going to drive.

Active drivers in Western Australia and the Northern Territory showed a similar pattern, with respondents being significantly more likely to modify their drinking behaviour when driving (85% and 84% respectively) and significantly less likely to not drink at all (15% and 16%).

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 3% of active drivers report being 'likely' to have driven when over the blood alcohol limit in the last 12 months (compared with 4% in 2009 and 2011). The gender differences that were apparent in recent surveys 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 1% 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 (15% and 8% respectively).

Four 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 either heavy drinkers (16%) or binge drinkers (19%) were significantly more likely to have driven over the BAC limit in the last 12 months.

Female drivers were more likely than male drivers to report that they had definitely not driven over the BAC limit in the last 12 months (86% and 71% respectively) as were those in the less frequent driver group (89%) and residents of Victoria (85%).

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 likely	Fairly likely	Fairly unlikely	Very unlikely	Definitely not	Don't Know
	%	%	%	%	%	%
Total	**1**	**2**	**4**	**14**	**78**	**<**
Sex						
Male	3	2	6	18#	71#	<
Female	<#	1	2	11	86#	<
Age group (years)						
15–24	6#	<	2	21	70#	0
25–39	<	3	3	15	78	0
40–59	1	2	5	14	79	<
60+	<	1	5	11	81	1#
Capital city/Other						
Capital city	1	2	3	15	79	<
Other location	1	2	5	14	77	1
Licences currently held						
Full car licence	1	2	4	14	79	<
Heavy vehicle licence	1	5#	9#	17	68#	0
Full motorcycle licence	0	6#	10#`	14	68#	2#
Provisional car licence	12#	<	2	14	72	0
Net: Currently licensed	1	2	4	14	78	<
Driver Status						
Frequent distance drivers	3	1	5	15	76	0
Commuters	1	2	4	18	74	1
Other frequent drivers	<	3	3	14	79	0
Less frequent drivers	0	0	3	7#	89#	1
Non-drivers	0	0	0	0	0	0
Directly involved in a road accident in the last three years						
Yes	<	1	1	19	79	0
No	2	2	4	14	78	<
State/Territory						
NSW	1	0	5	10	83	<
VIC	0	0	2	13	85#	<
QLD	3	2	7	18	69#	0
SA	0	0	3	23#	74	0
WA	1	8#	3	13	75	0
TAS	1	5	6	13	75	0
NT	2	2	9#	16	71	<
ACT	1	2	7	15	75	0

(Q11a) Base: Active drivers (n=1,335), State base (n=1,058).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%

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

In order to gain a measure of community knowledge of the number of standard drinks in everyday volumes of alcohol[8], respondents who mainly drink beer were asked:

> '*How many standard drinks do you think are contained in a stubby or can (375 ml) 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?'*[9]

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 (64%) accurately report on the number of standard drinks in a 375 ml stubby or can of full strength beer (compared with 66% in 2011).

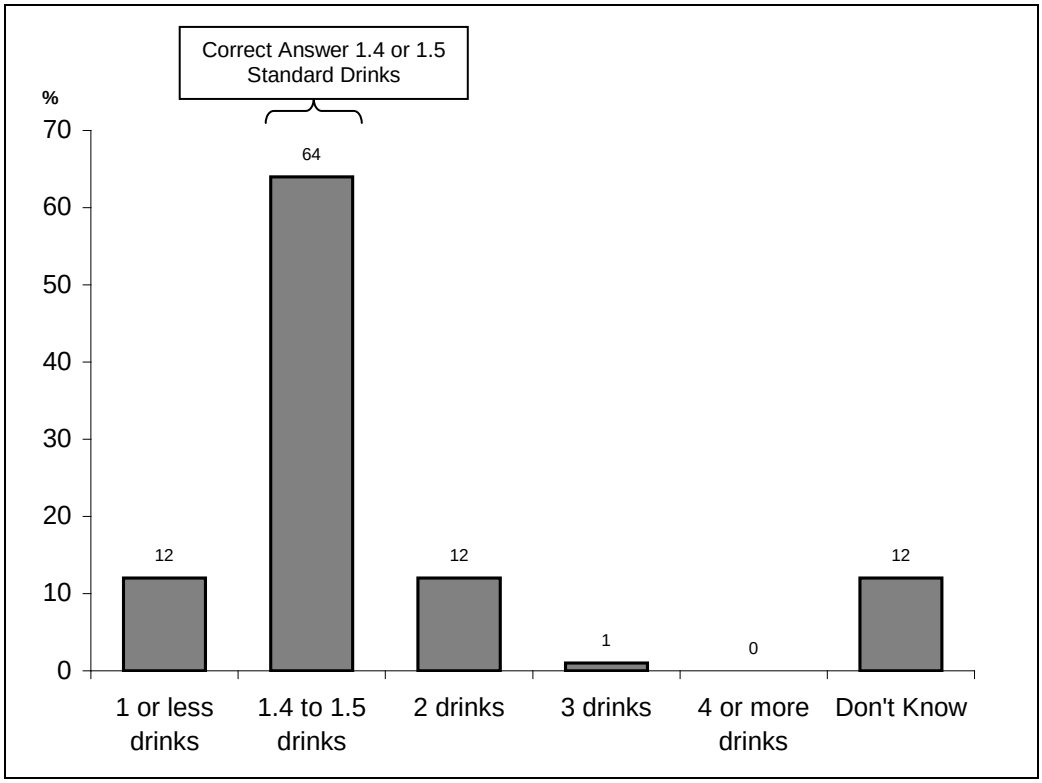
Thirteen per cent overestimated the number of standard drinks in a stubby or can of full strength beer (compared with 17% in 2011).

Twelve per cent of beer drinkers underestimate the alcohol content of a 375 ml stubby or a can of full strength beer (up from 11% in 2011).

8 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.

9 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.

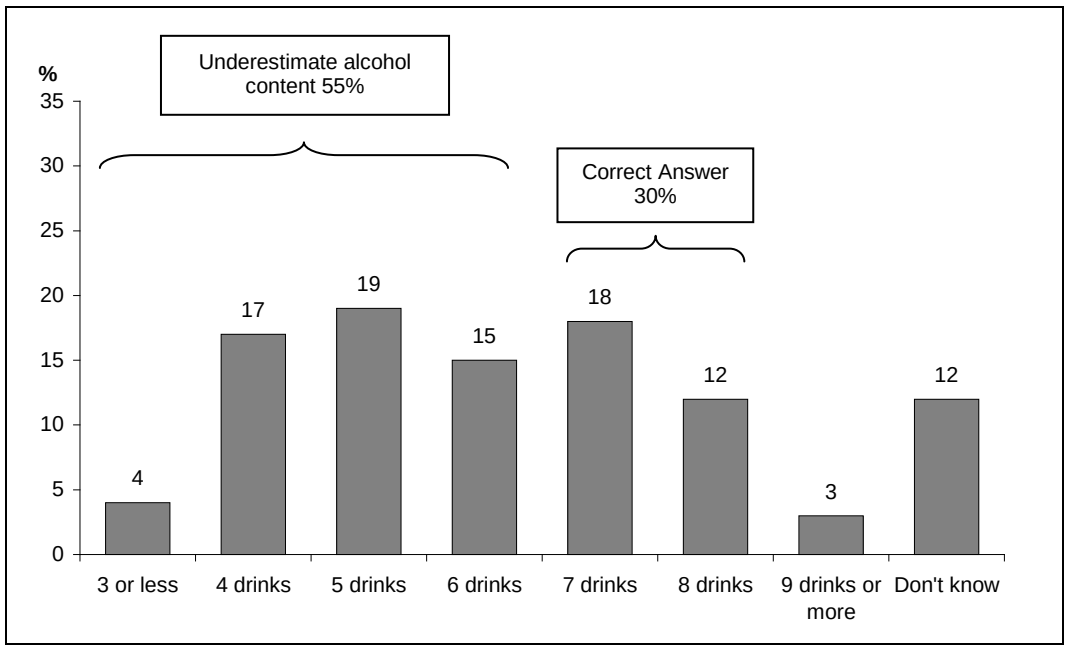
Figure 3.5a: Number of standard drinks thought to be contained in a 375 ml stubby or can of full strength beer.



(Q15b) Base: Beer drinkers (n=422 in 2013)

The proportion of wine drinkers (see Figure 3.5b) that underestimate the number of standard drinks in a 750 ml bottle of wine (55%) is significantly lower than previous years (61% in 2011, 59% in 2009, 60% in 2008) and appears to be largely attributable to the increase in the proportion of those that are not able to provide and answer (12% in 2013 compared with 6% in 2011). Those with reasonably accurate knowledge of the alcohol content of a bottle of wine has increased in 2013 (30%, compared with 27% in 2011 and 26% in 2009). 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 750 ml bottle of wine.



(Q15c) Base: Wine drinkers (n=568 in 2013).

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:

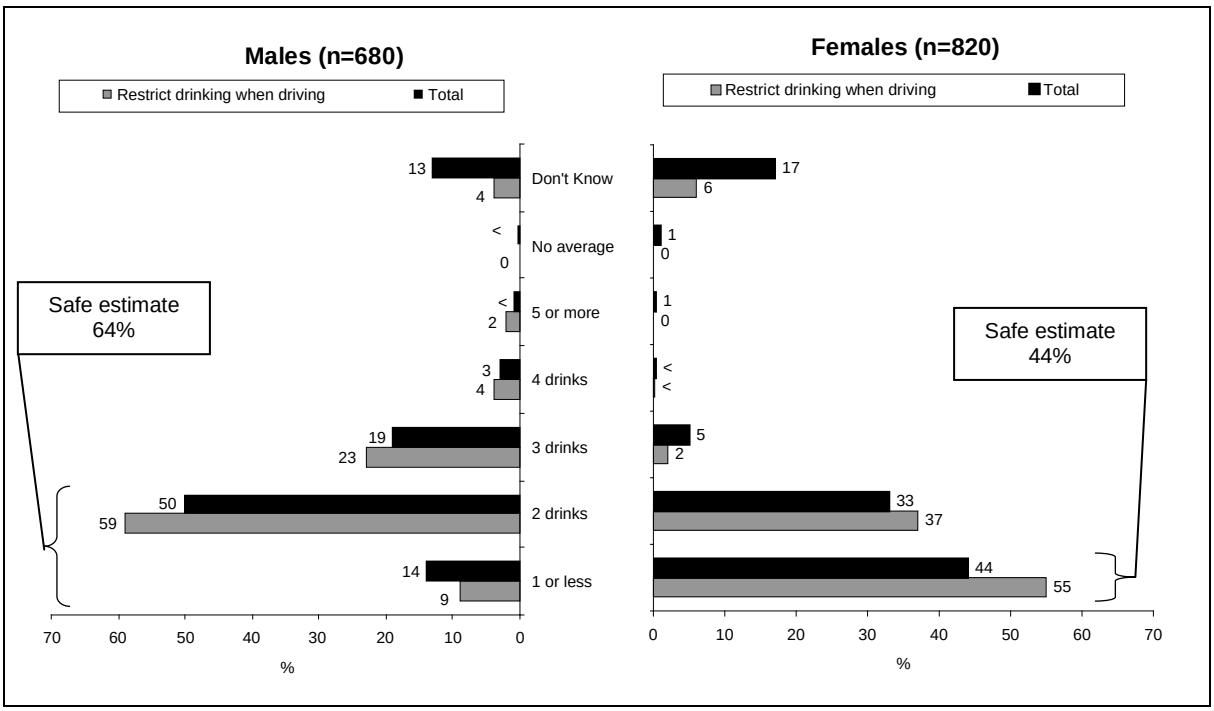
> *' …can have in the first hour to stay under .05?'*…and then,
>
> *'How many drinks each hour after that will keep you under .05?'*

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 64% of males made a safe estimate regarding the number of drinks they could have in the first hour and stay under 0.05 (down from 66% in 2011) . For females, 44% made a safe estimate about the number of drinks they could have in the first hour and stay under 0.05, slightly lower than 2011 (47%).

Figure 3.6.1a: How many drinks in the first hour will keep you under 0.05? Males and Females.



Males (n=680), State males (n=520), Females (n=820), State females (n=680).

Looking at males' knowledge of the blood alcohol guidelines a little further, Table 3.6.1b shows that those aged 15 to 24 years (78%) and 25 to 39 years (81%) were much more likely to make a safe estimate about alcohol consumption in the first hour than their older counterparts (40 to 59 at 59%, and 60 years and over at 42%). 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: 56% of those aged 15 to 24 and 65% of those aged 25 to 39 gave the correct answer.

Between 2011 and 2013 there were significant decreases in the proportion of 'safe estimates' in Western Australia (78% to 62%) and Victoria (63% to 49%) while a significant increase was found in Tasmania (55% to 67%).

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

	Safe Estimates			Other	
Selected characteristics	**One or less**	**Two**	**Total 'Safe'**	**Unsafe Estimate[(a)]**	**Don't know**
	%	%	%	%	%
Total	**14**	**50**	**64**	**22**	**13**
Age group (years)					
15–24	22	56	78#	5#	18
25–39	16	65#	81#	11#	8
40–59	11	48	59	31#	10
60+	10	32#	42#	39#	19#
Capital city/Other					
Capital city	15	51	66	21	13
Other location	12	49	61	25	13
Licences currently held					
Full car licence	12	52	64	25	11
Heavy vehicle licence	9#	49	58#	31	11
Full motorcycle licence	9#	56	65	30#	5#
Provisional car licence	13	54	66	4	30#
Net: Currently licensed	13	51	64	22	13
Driver Status					
Frequent distance drivers	18	48	66	20	14
Commuters	10	61	71#	21	8
Other frequent drivers	7#	47	55#	29#	16
Less frequent drivers	20	39	59	22	19#
Non-Drivers	21#	44	65	21	13
Been directly involved in a road accident in the last three years					
Yes	25#	50	76#	12#	12
No	12	50	62	24	13
State/Territory					
NSW	21	40	61	20	18
VIC	4#	44	49	25	27
QLD	14	63#	77	13	8#
SA	10	58	68	22	9
WA	2	40	62	20	18
TAS	14	53	67	25	8#
NT	8#	61	68	22	9
ACT	18	59	77	12#	11

(Q14a) Base: Males (n=680). State males (n=520).
Does not sum to 100%. "no average" reported by 0.2% of population.
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 – 18.6%, 4 drinks in the first hour – 2.9%, 5 drinks in the first hour – 0.8%.

Compared with males (64%), females (at 44%) 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. This results is in line with that recorded in 2011 (47%), and remains significantly higher than the 2009 result of 37%.

Those aged 25 to 39 (63%) were significantly more likely to make a safe assumption about alcohol consumption in the first hour than other age groups and those aged 60 years or over (30%) were significantly less likely to provide a safe estimate and significantly more likely to not be able to provide an answer to the question (24%, compared with 17% overall).

Females in Victoria (46%), South Australia (45%), Queensland (44%) and Tasmania (43%) were far more likely to provide an unsafe estimate than women in other states/territories.

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	**44**	**38**	**17**
Age group (years)			
15–24	41	36	23
25–39	63#	29	9
40–59	40	40	17
60+	30#	46	24#
Capital city/Other			
Capital city	43	39	18
Other location	46	36	17
Licences currently held			
Full car licence	46	38	15
Heavy vehicle licence	69	28	4
Full motorcycle licence	48	23	29
Provisional car licence	58	15	27
Net: Currently licensed	46	38	16
Driver Status			
Frequent distance drivers	47	38	15
Commuters	55#	34	11
Other frequent drivers	40	42	16
Less frequent drivers	43	33	24
Non-Drivers	31	38	26
Been directly involved in a road accident in the last three years			
Yes	39	46	15
No	45	36	18
State/Territory			
NSW	47	40	13
VIC	31	46	22
QLD	34	44	22
SA	32	45	23
WA	47	39	14
TAS	40	43	16
NT	45	39	15
ACT	40	34	25

(Q14a) Base: Females (n=820), State females (n=680).
Does not sum to 100%. "no average" reported by 1.1% of population.
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 – 32.8%, 3 drinks in the first hour – 4.5%, 4 or more drinks in the first hour – 0.6%.

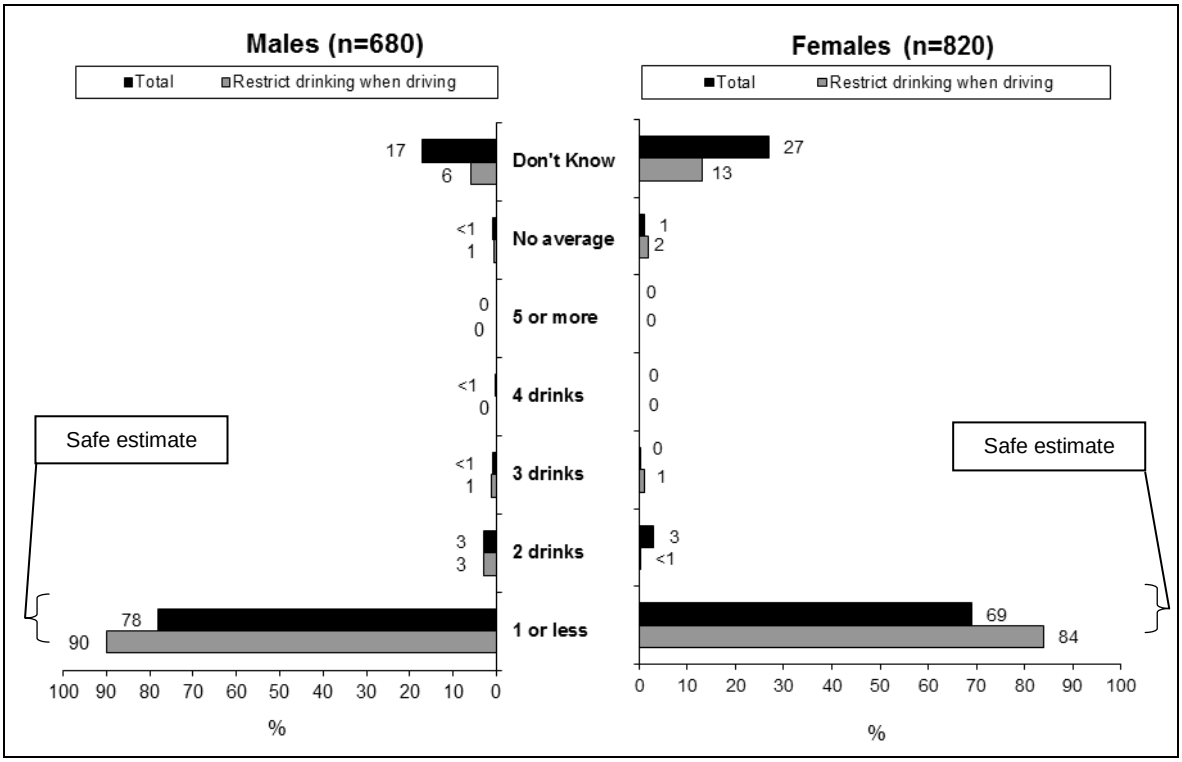
3.6.2 Subsequent hours

The published guidelines suggest that one standard drink or less per hour after the first hour should keep most people below the 0.05 blood alcohol limit.

Reference to Figure 3.6.2a shows that 78% of males (unchanged from 2011) and 69% of females (up from 65% in 2011) 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, 90% of males and 84% 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 (17% for males and 27% for females).

Figure 3.6.2a: How many drinks after the first hour will keep you under 0.05? Males and females.



(Q14b) Base: Males (n=680), State males (n=520), Females (n=820), State females (n=680).

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, 78% made a safe estimate – a significant decrease to the 2011 result of 85%).

As in 2011, commuters (90%) 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.

Full motorcycle licence holders (89%) were significantly more likely than any other licence holder to provide a safe estimate.

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	**78**	**4**	**17**
Age group (years)			
15–24	74	7	18
25–39	90	1	9
40–59	83	4	12
60+	60#	5	34#
Capital city/Other			
Capital city	78	4	17
Other location	78	4	17
Licences currently held			
Full car licence	81	4	15
Heavy vehicle licence	81	5	14
Full motorcycle licence	89#	3	8#
Provisional car licence	74	0	26
Net: Currently licensed	79	3	17
Driver Status			
Frequent distance drivers	81	3	15
Commuters	90#	3	7#
Other frequent drivers	74	3	22
Less frequent drivers	56#	5	40
Non-Drivers	62	15	19
Been directly involved in a road accident in the last three years			
Yes	85	1	14
No	77	5	18
State/Territory			
NSW	75	4	21
VIC	63	10	27
QLD	81	2	15
SA	78	10	12
WA	69	3	26
TAS	64	12	23
NT	77	9	14
ACT	80	7	13

(Q14b) Base: Males (n=680), State males (n=520).
Does not sum to 100%. "no average" reported by 0.7% of population.
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) 2 drinks– 2.9%, 3 or more drinks – 1.3%.

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 69% of females safely assume that they can have one standard drink or less per hour after the first hour and remain under 0.05 (showing a significant decrease in awareness on the 2011 results of 78%). This may be attributed to the decreased proportion of younger and older females who provided a safe estimate (15 to 24 year olds down from 84% to 66% in 2013 and for those aged 60 years and over down from 67% to 56% in 2013).

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	**69**	**3**	**27**
Age group (years)			
15–24	66	8	27
25–39	82	1	17#
40–59	70	4	24
60+	56#	3	40
Capital city/Other			
Capital city	68	3	28
Other location	71	4	24
Licences currently held			
Full car licence	73	3	23
Heavy vehicle licence	50	10	38#
Full motorcycle licence	67	0	33
Provisional car licence	68	0	32
Net: Currently licensed	73	3	24
Driver Status			
Frequent distance drivers	75	4	20
Commuters	81	2	15#
Other frequent drivers	70	3	26
Less frequent drivers	65	1	34
Non-Drivers	43	8#	48#
Been directly involved in a road accident in the last three years			
Yes	80	1	17
No	67	4	29
State/Territory			
NSW	66	5	28
VIC	64	3	33
QLD	68	6	25
SA	62	5	33
WA	75	0	23
TAS	67	2	27
NT	62	2	36
ACT	78	1	21

(Q14b) Base: Females (n=820). State females (n=680).
Does not sum to 100%. "no average" reported by 0.7 % of population.
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 – 0.4%.

Looking at both the first hour and subsequent hours in Table 3.6.2d, 64% 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 (compared with 51% in 2011, 40% in 2008 and 45% in 2009). This was the case for 71% of males (compared with 63% in 2011, 53% in 2008 and 60% in 2009) and 56% of females (compared with 40% in 2011, 28% in 2008 and 31% in 2009).

Those aged 25 to 39 years (78%), full motorcycle licence holders (75%) and commuters (75%) were significantly more likely to make a safe assumption in both the first and subsequent hours.

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	**64**
Sex	
Male	71#
Female	56#
Age group (years)	
15–24	68
25–39	78#
40–59	63
60+	47#
Capital city/Other	
Capital city	63
Other location	64
Licences currently held	
Full car licence	66
Heavy vehicle licence	69
Full motorcycle licence	75#
Provisional car licence	68
Net: Currently licensed	66
Driver status	
Frequent distance drivers	70
Commuters	75#
Other frequent drivers	58
Less frequent drivers	55#
Non-Drivers	47#
Been directly involved in a road accident in the last three years	
Yes	70#
No	62
State/Territory	
NSW	62
VIC	52#
QLD	66
SA	59
WA	63
TAS	60
NT	64
ACT	68

(Q14a/Q14b) Base: Total sample (n=1,500). State base (n=1,200).
Significance testing compares sub-groups to the total population. # Denotes statistically significant at the 95% confidence interval.

3.7 Self reported drinking status

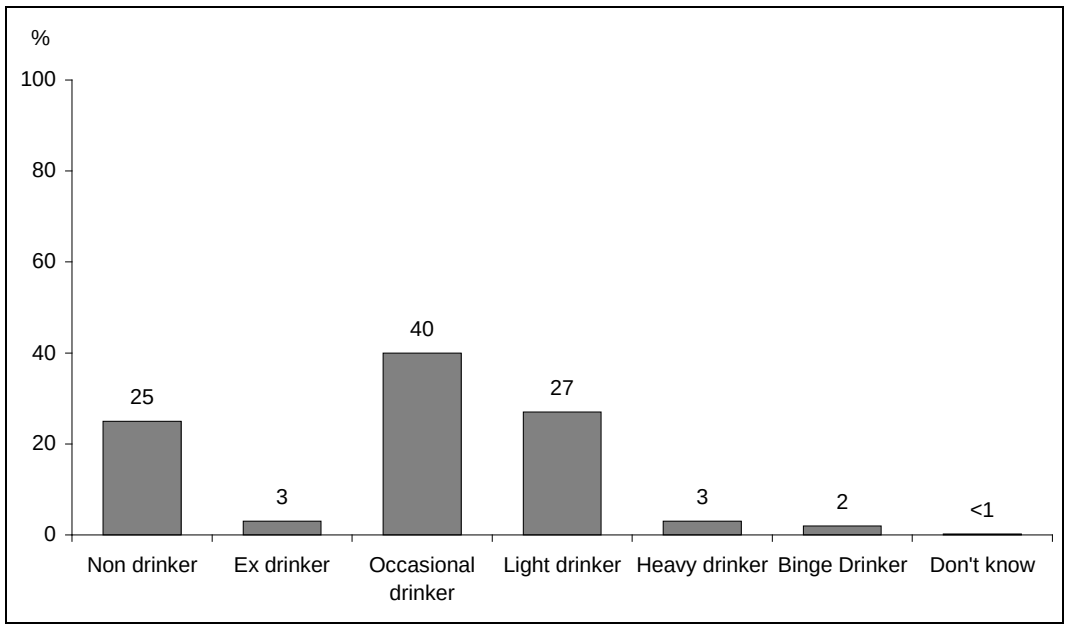
The 2013 survey is the second to report on self reported drinking status.

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 (40%) of respondents reported to be an occasional drinker, just over one quarter (27%) considered themselves to be a light drinker and a similar proportion (25%) of all respondents interviewed classified themselves as non drinkers. These results are in line with the last wave of the survey in 2011.

Figure 3.7a: Self reported drinking status.



(Q15d) Base: Total sample (n=1,500)

3.8 Support for 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 and 2013 waves 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 under one in four (23%) respondents strongly approved of lowering the blood alcohol limit to 0.02 and a similar proportion (24%) strongly disapproved. One in five (19%) did not care if the blood alcohol limit was reduced, indicating that more than half (58%) of all respondents interviewed would not disapprove of this change.

As can be seen in Table 3.8a overleaf, there was strong resistance to lowering the blood alcohol limit by residents of the Northern Territory (30% strongly disapproved compared with 24% overall). Males also recorded a significant rate of strong disapproval (31%) compared with females (16%), which could reflect the higher proportion of males choosing to restrict their drinking when driving in contrast to females who tend to abstain.

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

Selected characteristics	Approve Strongly	Approve Somewhat	Don't Care	Disapprove Somewhat	Disapprove Strongly	Don't Know
	%	%	%	%	%	%
Total	**23**	**16**	**19**	**15**	**24**	**3**
Sex						
Male	18	11#	22	15	31#	3
Female	27	20#	17	16	16#	4
Age group (years)						
15–24	20	20	25	12	22	2
25–39	27	10	21	18	22	3
40–59	21	17	17	14	28	4
60+	23	17	17	18	20	4
Capital city/Other						
Capital city	22	18	17	16	23	4
Other location	24	12	24#	14	24	2
Licences currently held						
Full car licence	22	15	19	17	24	3
Heavy vehicle licence	17	9	21	16	36	0
Full motorcycle licence	14	8	20	19	38	2
Provisional car licence	28	14	23	9	26	0
Net: Currently licensed	22	16	20	17	23	3
Driver Status						
Frequent distance drivers	17	11	23	16	31	2
Regular commuters	22	9	22	18	28	0
Other regular drivers	24	22	14#	17	18	5
Less frequent drivers	24	24	19	15	14	5
Non-Drivers	27	15	18	6	25	9#
Been directly involved in a road accident in the last three years						
Yes	19	18	24#	12	22	5#
No	23	15	18	16	24	3
State/Territory						
NSW	23	20	18	18	19	2
VIC	29	13	20	14	18	6
QLD	19	11	26	17	26	1
SA	24	16	20	14	25	2
WA	24	13	22	14	23	5
TAS	20	20	15	18	26	2
NT	18	12	17	22#	30#	1
ACT	31	19	11#	18	20	1

(Q15e) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%

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 62% of respondents are of the view that the level of speed limit enforcement has increased, 26% feel it has stayed the same, just 5% feel the amount of speed limit enforcement has decreased and a similar proportion (7%) 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 44% in Tasmania to 75% in Queensland.

Males (67%), frequent distance drivers (74%) and drivers who had been booked for speeding in the last six months (88%) were significantly more likely to be of the opinion that the amount of speed limit enforcement had increased over the past two years.

Table 4.1a also includes a 'nett difference' column which shows the difference between the percentage of the population of the view that the level of speed enforcement has increased over the last two years and the percentage that feel it has decreased. Using this method the prevailing view (by a margin of 57%) is that the level of speed enforcement has increased.

Those aged 25 to 39 years (65%), provisional car licence holders (85%) and Queensland residents (74%) were more likely to hold the view that speed enforcement increased in the last two years, as were those that had been booked for speeding (last six months 87%, last two years 78%).

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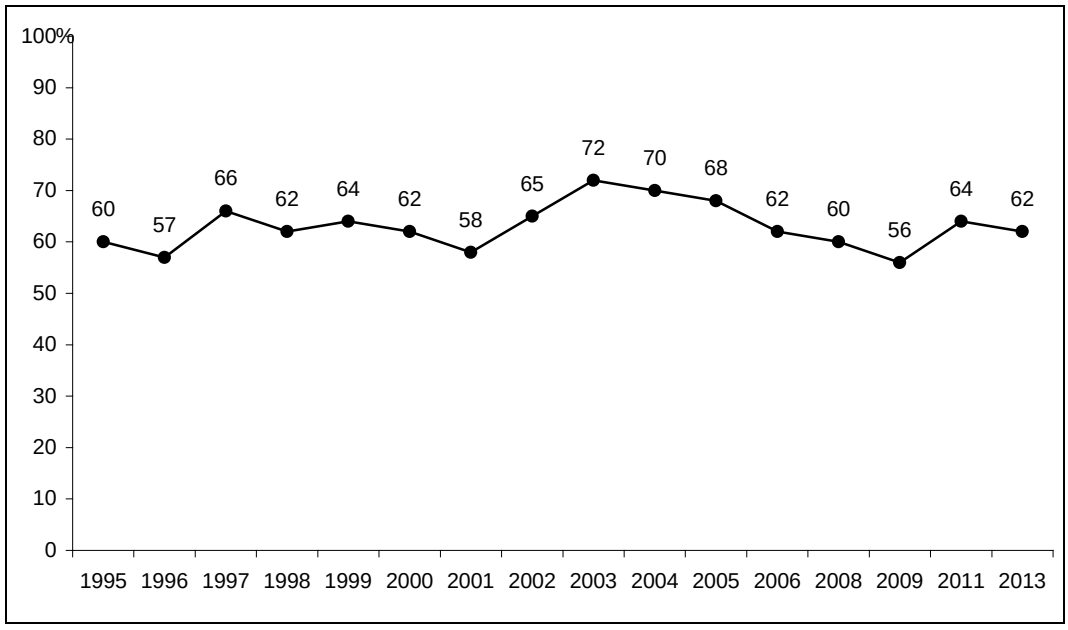
Table 4.1a: Perceptions regarding the level of speed limit enforcement over the last two years by selected characteristics.

Selected characteristics	Increased	Same	Decreased	Don't know	Nett difference[(a)]
	%	%	%	%	%
Total	**62**	**26**	**5**	**7**	**57**
Sex					
Male	67#	22#	5	6	62
Female	56#	31#	5	8	52#
Age group (years)					
15–24	61	30	5	4	56
25–39	68	26	3	2#	65#
40–59	63	26	5	6	59
60+	52#	26	7	15#	45#
Capital city/Other					
Capital city	61	27	5	7	56
Other location	62	26	4	7	58
Licences currently held					
Full car licence	63	26	5	6	58
Heavy vehicle licence	68	23	5	4	62
Full motorcycle licence	69	25	3	3	66
Provisional car licence	85	11#	>1	3	85#
Net: Currently licensed	64	26	5	6	59
Driver Status					
Frequent distance drivers	74#	19#	5	3#	69
Commuters	65	28	5	1#	61
Other frequent drivers	61	26	5	9	56
Less frequent drivers	50#	31	6	13#	44#
Non-Drivers	42#	34	5	18#	38#
Been directly involved in a road accident in the last three years					
Yes	64	24	5	6	59
No	61	27	5	7	56
Been booked for speeding …					
In last six months	82#	12#	4	2	78#
In last two years	73#	19#	2	6	71#
State/Territory					
NSW	59	31	4	6	54
VIC	64	25	5	6	59
QLD	75#	19#	1	5	74#
SA	63	24	3	9	60
WA	52	35	5	8	47#
TAS	44#	32	19#	5	25#
NT	51#	33	3	13#	48#
ACT	63	29	3	5	61

(Q16a) Base: Total sample (n=1,500), State base (n=1,200).
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 62% remains in line with the last reporting period and 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 2013.



(Q16a) Base: Total sample (n=1,500 in 2013).

4.2 Incidence of being booked for speeding

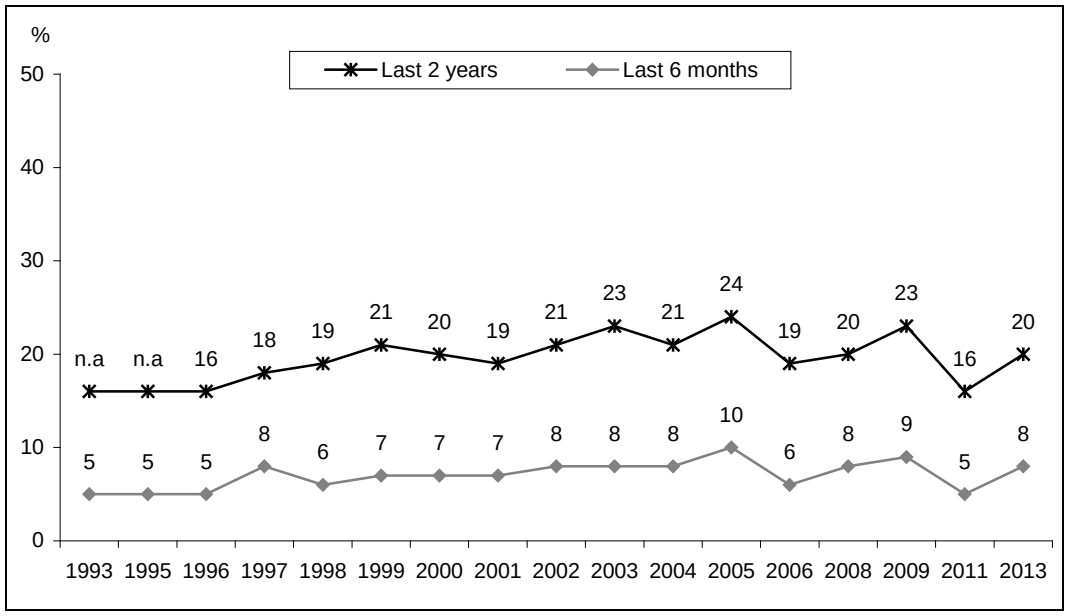
The results presented in Figure 4.2a show the prevalence of being booked for speeding in the last two years and the last six months. The following questions were used to obtain this data:

'*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 20% 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 and 8% report having been booked in the last six months. These results are in line with results seen prior to the 2011 survey.

Figure 4.2a: Personally booked for speeding in the last 2 years and last 6 months, 1993 to 2013.



(Q18a/Q18b) Base: Recent drivers (n=1,365 in 2013). 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 (26%) and females (14%) are booked for speeding, a finding consistent over time. This is also evident with the six month measure (10% of males and 5% of females).

Western Australian drivers were more likely to report having been booked for speeding, both in the last two years (26%) and within the last 6 months (13%).

Full motorcycle licence holders recorded a higher incidence of being booked for speeding than any other licence holder type within the last two years (36%), and heavy vehicle licence holders were more likely than any other licence holder to be booked for speeding in the last six months (13%, compared to 8% overall).

As would be expected, frequent distance drivers were significantly more likely to have been booked for speeding both in the last two years (34%) and the last six months (15%).

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

Selected characteristics	Last 2 years	Last 6 months[(a)]
	%	%
Total	**20**	**8**
Sex		
Male	26#	10
Female	14	5
Age group (years)		
15–24	24	12
25–39	26	11
40–59	19	6
60+	13#	3#
Capital city/Other		
Capital city	20	8
Other location	20	8
Licences currently held		
Full car licence	20	7
Heavy vehicle licence	24	13#
Full motorcycle licence	36#	12
Provisional car licence	31	17
Net: Currently licensed	20	8
Driver Status		
Frequent distance drivers	34#	15#
Regular commuters	17	4
Other regular drivers	19	7
Less frequent drivers	7	4
Non-Drivers	9	5
Been directly involved in a road accident in the last three years		
Yes	27	10
No	19	7
State/Territory		
NSW	13	5
VIC	24	8
QLD	23	7
SA	15	4
WA	26	13#
TAS	16	5
NT	19	4
ACT	8#	4

(Q18a/18b) Base: Recent drivers (n=1,365 in 2013), State base (n=1,084). 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.
(a) Please note this analysis is based on a relatively small sample size of 104.

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

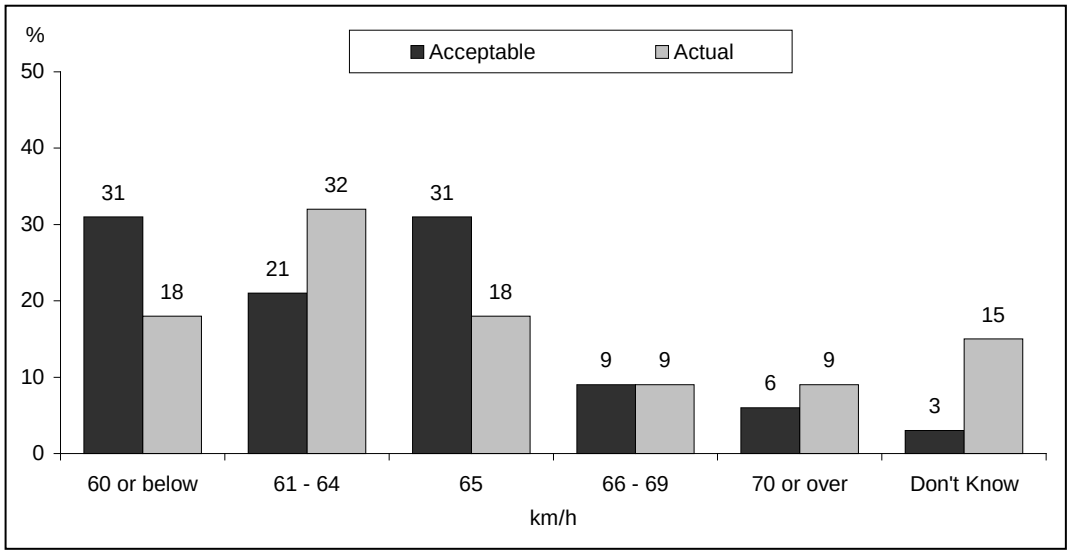
To assess community attitudes to speed limit enforcement in 60 km/h zones in urban areas, respondents were asked:

> *'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), 31% of the community of the view that only speeds at or below the 60 km/h limit should be permissible (30% in 2011). However, 66% 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 (un changed from 2011), 31% for 65 km/h (down from 34% in 2011) and 15% for speeds greater than 65 km/h (unchanged from 2011).

Of those interviewed, 18% are of the view that a zero tolerance policy is enforced, 32% nominated speeds from 61 to 64 km/h as being possible without being fined, 18% felt a speed of 65 km/h would escape penalty and 18% were of the view that they could travel over 65 km/h in a 60 km/h zone in an urban areas without being fined. Fifteen per cent 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.

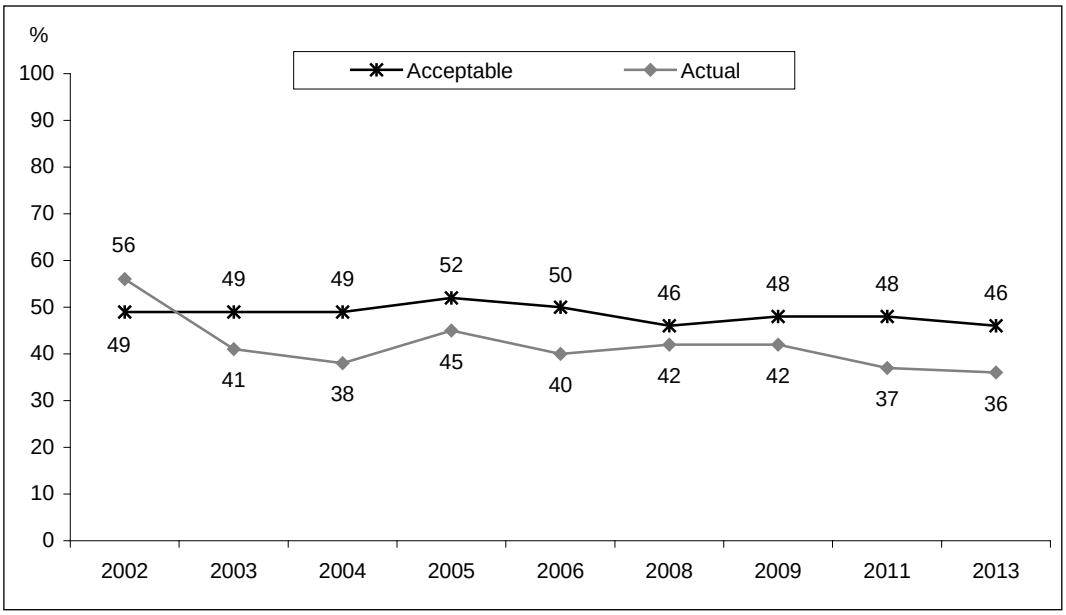


(Q21a/Q21h) Base: Total sample (n=1,500).

Figure 4.3b shows that in 2013, 46% 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. While this shows a slight decline back to 2008 results, the level of community tolerance for this level of speeding has been fairly constant at around 50%.

Just over one-third of respondents (36%) 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 shown a steady decline since 2009 (42%), however there have been signs of variation over the years ranging from a high of 56% in 2002 to a low of 34% 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.



(Q21a/Q21h) Base: Total sample (n=1,500 in 2013).

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 (31%) has increased slightly from 2011 (30%). Those aged over 60 and non-drivers are the most likely to hold the view (40% and 45% respectively) 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, 18% of the in-scope population believe that a no tolerance regime is enforced in urban 60 km/h zones (an increase from 15% in 2011).

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

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**63**	**31**	**64**	**18**
Sex				
Male	64	28	64	17
Female	63	33	64	19
Age group (years)				
15–24	64	27	64	11#
25–39	64	24#	64	18
40–59	64	31	64	19
60+	63	40#	63	21
Capital city/Other				
Capital city	64	29	64	17
Other location	63	35	64	19
Licences currently held				
Full car licence	63	30	64	20
Heavy vehicle licence	63	29	63	19
Full motorcycle licence	64	30	63	23
Provisional car licence	64	18#	65	7#
Net: Currently licensed	63	29	64	19
Driver Status				
Frequent distance drivers	64	26	64	18
Commuters	64	23	64	17
Other frequent drivers	63	36	63	20
Less frequent drivers	63	30	63	21
Non-Drivers	63	45#	63	11#
Been directly involved in road accident in last 3 years				
Yes	64	27	64	14
No	63	31	64	19
State/Territory				
NSW	63	27	64	15
VIC	63	34	63	16
QLD	63	33	63	22
SA	63	30	63	18
WA	63	33	64	17
TAS	63	26	64	19
NT	64	31	64	13
ACT	64	33	65	11#

(Q21a/Q21h) Base: Total sample (n=1,500), State base (n=1,200).
Don't Know/Can't Say (Q21a=3.1%/Q21h=14.7%)
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

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

Table 4.3d shows the speed limit tolerances that are thought to be applied in 60 km/h zones in urban areas in each state/territory. The proportion of residents who feel that they can travel at least at 65 km/h in 60 km/h urban zones without being booked is highest in the ACT (58%) and New South Wales (51%).

Northern Territory residents had the highest degree of uncertainty regarding the actual level at which the speed limit is enforced in 60 km/h urban zones (21% don't know). Western Australia (11%) along with Queensland (12%) 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 (though this proportion has increased to 26%, from 18% in 2011). 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 still 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	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
Speed allowed	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Nothing over 60 km/h	15	16	22	18	17	19	13	11
61 km/h	1	3	4	2	2	5	3	1
62 km/h	13	9	11	18	7	8	5	6
63 km/h	6	23	15	12	13	7	8	6
64 km/h	1	5	5	4	3	9	5	2
65 km/h	27	19	12	21	24	20	25	32
66–69 km/h	13	2	14	8	16	7	9	12
70 km/h and over	12	5	6	2	6	9	10	14
Subtotal 65 km/h or more	*51*	*26*	*31*	*32*	*46*	*36*	*44*	*58*
Don't know	14	17	12	15	11	18	21	17
Total	100	100	100	100	100	100	100	100
Base:	150	150	150	150	150	150	150	150

(Q21h)

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

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

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

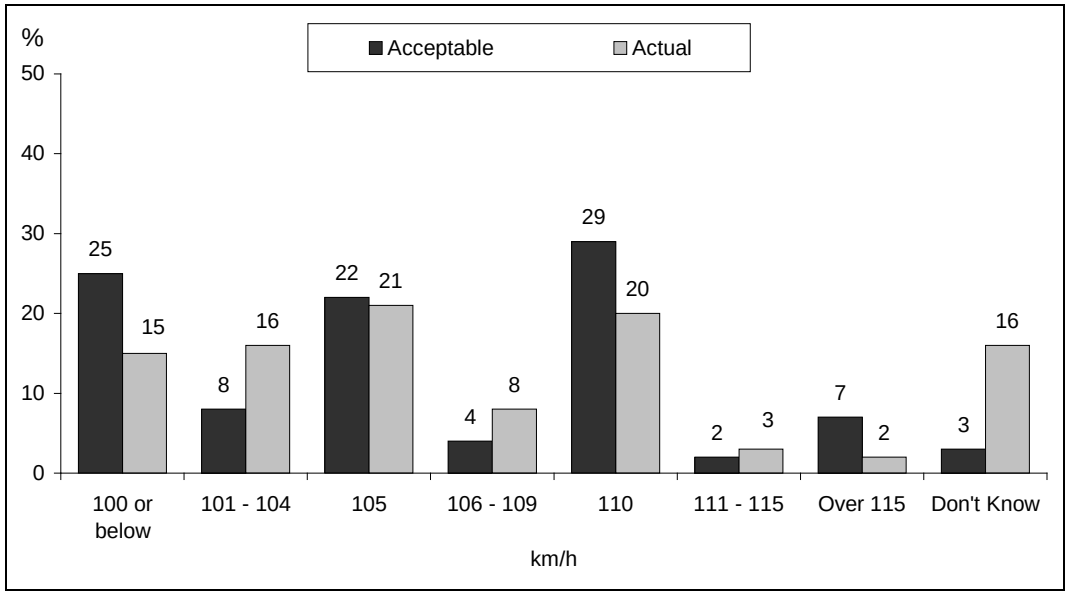
The results from these questions are shown in Figure 4.4a (next page)[11]. Looking at acceptable speed tolerances, the most common view (held by 29% of the in-scope population) is that 110 km/h is an acceptable speed to drive without being booked in a 100 km/h zone in a rural area. The proportion of the population of the view that no speed in excess of 100 km/h is acceptable in 100 km/h rural zones is 25% (24% in 2011).

When looking at perceived actual speed tolerances in 100 km/h zones in rural areas the most common responses are 105 km/h (21%) and 110 km/h (20%). The proportion of the in-scope population that believe a zero tolerance speeding regime is enforced is 15%, compared with the 13% in 2011.

The proportion of respondents that report not knowing the actual speed limit tolerance in 100 km/h rural zones increased slightly to 16% (13% in 2011).

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

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



(Q21b/Q21i) Base: Total sample (n=1,500).

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 (the same as 2011). The ACT has the highest median acceptable speed, at 108 km/h and provisional licence holders have the highest median acceptable speed of all driver groups, at 109 km/h.

The proportion of the population who feel that a zero speeding tolerance *should be* enforced in rural 100 km/h zones is 25% (up from 24% in 2011). Persons aged 60 years and over were the most likely (39%) to support enforcement of a zero tolerance policy (also 39% in 2011, 47% in 2009, 44% in 2008, 40% in 2006 and 41% in 2005).

Commuters (15%) are significantly less likely to feel that a zero speeding tolerance should be enforced in rural 100 km/h zones, as are heavy vehicle licence holders (16%) and motorcycle licence holders (17%) and provisional car licence holders (12%).

The median speed tolerance that people think is being enforced in rural 100 km/h zones is 106 km/h, unchanged from 2011.

Less frequent drivers (21%) and those aged over 60 (19%) 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[12].

Selected characteristics	Acceptable speed		Actual speed	
	Median	No tolerance	Median	No tolerance
	km/h	%	km/h	%
Total	**106**	**25**	**106**	**15**
Male	107	19#	107	14
Female	105	30#	105	16
Age Group (years)				
15–24	107	20	107	8#
25–39	108	16#	106	13
40–59	106	23	105	17
60+	104	39#	105	19#
Capital city/Other				
Capital city	106	24	106	15
Other location	106	26	106	15
Licences currently held				
Full car licence	106	23	106	15
Heavy vehicle licence	107	16#	106	11
Full motorcycle licence	108	17#	106	15
Provisional car licence	109	12#	106	5#
Net: Currently licensed	106	23	106	15
Driver Status				
Frequent distance drivers	105	19	106	15
Commuters	107	15#	107	12
Other frequent drivers	107	29	105	14
Less frequent drivers	105	30	105	21#
Non-Drivers	105	41#	106	14
Directly involved in accident in last 3 years				
Yes	107	21	105	16
No	106	25	106	15
State/Territory				
NSW	107	22	107	8#
VIC	106	25	105	15
QLD	107	22	106	15
SA	105	26	105	16
WA	106	20	105	20
TAS	105	30	106	20
NT	107	26	107	15
ACT	108	19	108	10

(Q21b/Q21i) Base: Total sample (n=1,500), State base (n=1,200).
Don't Know/Can't Say (Q21b=3.3%/Q21i=15.6%)
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

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

4.5 Attitudes to speeding, speed enforcement and speeding penalties

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

4.5.1 Selected general attitudes to speeding

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

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

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

The proportion of the community that agree that speeding fines are mainly intended to raise revenue decreased to 54% for the current period, down from 62% in 2011.

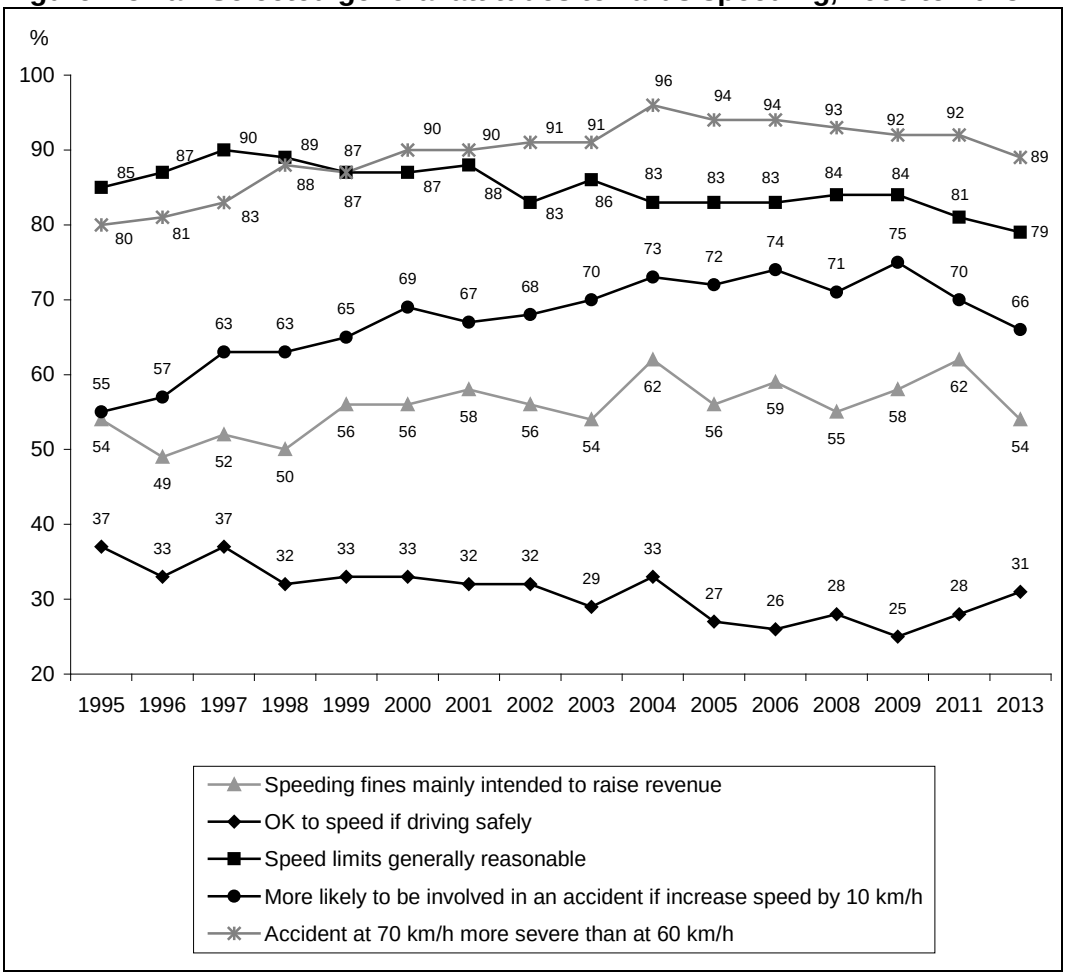
Just under one in three (31%) of the in-scope population agree with the statement ‘I think it is okay to exceed the speed limit if you are driving safely’. The time series indicates a gradual increase in the proportion of the community who consider it okay to speed if driving safely, since 2009.

Community perceptions that speed limits are generally set at reasonable levels has again declined on the previous year (81% in 2011 down to 79% in 2013). Those who agree that speed limits are generally reasonably set (26%) are more likely than those who do not (15%) 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 (32%) more likely than those who do not (23%) to feel that there should be zero tolerance of speeding in 60 km/h zones.

The current year’s results shows that 66% of the community are of the view that the chances of being involved in an accident significantly increase if driving speed increases by 10 km/h. While this has decreased since 2009, overall 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.

Finally, there has been some decline in recent years in the level of community acceptance of the links between speeding and the severity of road accidents. The level of agreement with the statement that ‘an accident at 70 km/h will be a lot more severe than an accident at 60 km/h’ has followed a downward trend from a peak in 2004 (96%) to 89% for 2013, significantly lower than the 2011 result of 92%.

Figure 4.5.1a: Selected general attitudes towards speeding, 1995 to 2013.



(Q22) Base: Total sample (n=1,500 in 2013).

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 (22%) is similar to the previous reporting period (21%) and down on the 2009 result of 26%.

Full motorcycle licence holders (11%) are significantly less likely than any other licence holder to have a conservative attitude to speeding and speed limit enforcement as are males (17%) compared with females (26%). Attitudes to speeding and speed limit enforcement vary somewhat by driver status, with just 14% of 'frequent distance drivers' classified as having a conservative approach to speeding and speed limit enforcement compared with 27% of 'regular commuters'.

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	**54**	**31**	**79**	**66**	**89**	**22**
Sex						
Male	61	39#	73#	59	88	17#
Female	47#	23#	84#	73#	90	26#
Age group (years)						
15–24	50	25	78	69	79#	21
25–39	58	33	79	70	91	22
40–59	57	34	76	61	92	19
60+	50	29	82	67	91	24
Capital city/Other						
Capital city	55	31	77	66	89	20
Other location	52	31	81	66	91	24
Licences currently held						
Full car licence	56	32	79	65	91	22
Heavy vehicle licence	68#	36	71	56	94	18
Full motorcycle licence	69#	49#	64#	48#	88	11#
Provisional car licence	49	34	68	63	86	25
Net: Currently licensed	55	32	79	66	91	22
Driver Status						
Frequent distance drivers	68#	33	66#	59	91	14#
Regular commuters	50	35	81	62	91	27
Other regular drivers	52	28	84	70	91	24
Less frequent drivers	54	31	81	77#	90	20
Non-Drivers	43#	24	80	65	77#	20
Directly involved in a road accident in last three years						
Yes	51	32	73	56#	89	21
No	55	31	80	68	89	22
State/Territory						
NSW	48	34	80	65	94	22
VIC	53	33	73	71	96	23
QLD	54	31	79	57	89	20
SA	61#	22#	80	69	90	22
WA	44	26	80	65	88	29
TAS	58	20#	82	70	93	26
NT	52	28	85	61	75#	19
ACT	47	24	88#	60	86#	23

(Q22) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

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

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

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

The results presented in Table 4.5.2a show that overall, 36% of the in-scope population support an increased amount of speed limit enforcement (35% in 2011). While the results have been consistent over the last two reporting periods, it is interesting to note that there has been a significant decrease in view that there should be greater speed enforcement (46% in both 2008 and 2009).

Furthermore, a greater proportion of the community supported a decrease (13%), an increased from 6% in 2011 and 48% would like it to remain the same (a significant decrease 63% in 2011).

Females (42%) 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.

Support for an increase in the level of speed limit enforcement varies considerably across states/territories, ranging from 21% in South Australia to 46% in Western Australia.

Support for a decrease in the amount of speed limit enforcement was significantly higher among males (20%), full motorcycle licence holders (26%), heavy vehicle licence holders (20%) and frequent distance drivers (23%). Support for the status quo in terms of the amount of speed limit enforcement is substantially higher among South Australian (64%) and those in the Northern Territory (60%) than other states.

Twenty-five per cent of the in-scope population think that penalties for exceeding the speed limit should be made more severe (up from 24% in 2011). A further 13% believe speeding penalties should be made less severe and 56% (significantly down from 63% in 2011) opt for no change to the current regime. The 2013 data also shows, consistent with previous years that females (30%) and those aged 60 years and over are significantly more supportive of increasing the severity of speeding penalties (36%). Those classified as less frequent drivers (35%) and non-drivers (36%) also showed a high level of support.

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

Selected characteristics	Level of enforcement			Severity of penalties		
	Should increase	Should decrease	Stay the same	Should increase	Should decrease	Stay the same
	%	%	%	%	%	%
Total	**36**	**13**	**48**	**25**	**13**	**56**
Sex						
Male	30	20#	48	20#	20#	55
Female	42#	7#	48	30#	6#	57
Age group (years)						
15–24	29	15	56	20	20#	59
25–39	32	15	50	21	15	56
40–59	36	16	45	24	11	59
60+	45#	5#	45	36#	8#	49#
Capital city/Other						
Capital city	35	13	49	24	14	56
Other location	39	14	45	29	10	56
Licences currently held						
Full car licence	37	12	49	25	12	56
Heavy vehicle licence	28	20#	47	21	21#	55
Full motorcycle licence	27	26#	43	18	21#	54
Provisional car licence	25	25	43	11	26#	63
Net: Currently licensed	36	13	49	24	13	57
Driver Status						
Frequent distance drivers	25#	23#	50	21	20#	57
Commuters	37	14	47	21	14	59
Other frequent drivers	41	9	47	25	9	59
Less frequent drivers	40	4#	54	35#	10	49
Non-drivers	41	11	43	36#	10	44#
Directly involved in a road accident in the last 3 years						
Yes	36	14	46	19	18	57
No	36	13	49	27	12	55
State/Territory						
NSW	39	9	51	29	10	57
VIC	33	14	50	24	24#	50
QLD	37	16	46	21	12	55
SA	21#	11	64#	23	18	54
WA	46	8	42	33	6#	57
TAS	35	5#	58	21	7	68#
NT	28#	8	60#	19	10	61
ACT	36	5#	57	23	5	66#

(Q16b/Q16c) Base: Total sample (n=1,500), State base (n=1,200). Q16b - 2.7% Don't Know/Q16c – 6.0% Don't know.
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

4.5.3 Attitudes to imposing speed limits in high pedestrian areas

In 2011 a question was introduced to the survey to measure whether or not people thought that areas of high pedestrian activity should have limits of 40 km/h 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%, unchanged from 2011) supported imposing speed limits of 40 km/h or less in areas with a high level of pedestrian activity.

The level of agreement is shown by selected characteristics in Table 4.5.3a. While there is little variation across these sub-groups in terms of support for imposing these speed limits, the level of strong support is significantly lower amongst those residing in South Australia (53%).

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

Selected characteristics	Agree Strongly %	Agree Somewhat %	Disagree Somewhat %	Disagree Strongly %	Don't Know %
Total	**63**	**24**	**6**	**6**	**1**
Sex					
Male	62	26	3#	7	2
Female	65	21	8#	5	1
Age group (years)					
15–24	55	25	7	10	3
25–39	69	20	7	3	2
40–59	63	25	5	7	<
60+	63	25	5	6	1
Capital city/Other					
Capital city	61	24	7	7	1
Other location	68	23	4	4	1
Licences currently held					
Full car licence	64	23	6	6	1
Heavy vehicle licence	68	25	3	4	0
Full motorcycle licence	62	30	3	6	<
Provisional car licence	53	24	5	13	4
Net: Currently licensed	62	24	6	7	1
Driver Status					
Frequent distance drivers	60	24	6	8	1
Regular commuters	67	19	7	5	1
Other regular drivers	61	26	5	8	1
Less frequent drivers	58	31	5	5	1
Non-Drivers	72	19	5	<	4#
Been directly involved in a road accident in the last three years					
Yes	63	23	4	7	3
No	63	24	6	6	1
State/Territory					
NSW	66	21	6	5	2
VIC	65	26	4	4	<
QLD	61	32	2	5	0
SA	53#	34	6	8	0
WA	58	28	6	5	2
TAS	65	25	6	4	<
NT	68	23	4	4	<
ACT	58	32	6	3	1

(Q23abcd) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%

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

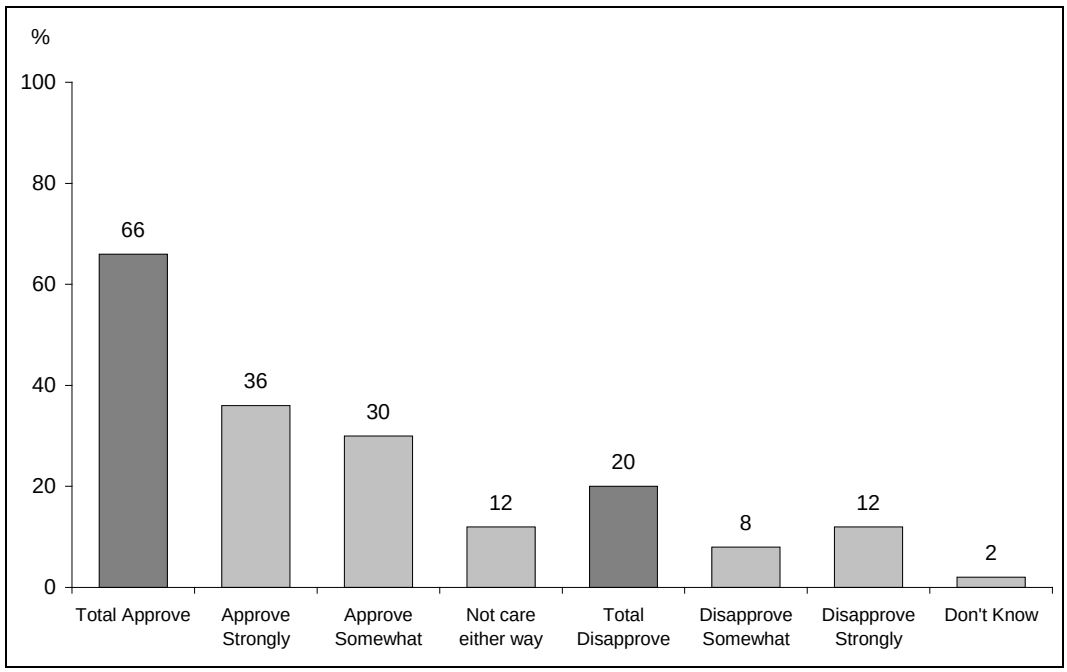
A question aimed at assessing community attitudes about the use of point-to-point speed enforcement was asked for the third time in 2013.

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?*

Two-thirds (66%) approved of the use of point-to-point speed enforcement cameras on main roads, with just over one third (36%) showing strong support.

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



(Q16d) Base: Total sample (n=1,500)

The level of approval is shown by selected characteristics in Table 4.5.4b. Those in the ACT (43%), females (40%), along with regular commuter and less frequent drivers (both 40%) were more likely to strongly approve of the use of point-to-point cameras.

Those with a full motorcycle licence (23%), frequent distance drivers (28%) and those in the Northern Territory (25%) were less likely to strongly 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	Approve Somewhat	Disapprove Somewhat	Disapprove Strongly	Not care either way /Don't know
	%	%	%	%	%
Total	**36**	**30**	**7**	**12**	**14**
Sex					
Male	33	26	8	20#	13
Female	40	33	8	4#	15
Age group (years)					
15–24	36	26	10	12	16
25–39	35	29	8	16	13
40–59	37	27	6	13	16
60+	37	38#	9	6#	11
Capital city/Other					
Capital city	35	32	9	11	13
Other location	38	27	6	13	17
Licences currently held					
Full car licence	36	31	8	12	13
Heavy vehicle licence	34	19#	4	27#	16
Full motorcycle licence	23#	18#	10	24#	25#
Provisional car licence	31	26	4	24	15
Net: Currently licensed	36	30	8	12	14
Driver Status					
Frequent distance drivers	28#	30	6	21#	15
Regular commuters	40	25	8	13	14
Other regular drivers	38	34	7	9	13
Less frequent drivers	40	30	10	5#	14
Non-Drivers	36	30	10	7	18
Been directly involved in a road accident in the last three years					
Yes	36	32	7	14	11
No	36	29	8	12	15
State/Territory					
NSW	39	30	7	12	12
VIC	39	32	6	11	12
QLD	30	34	7	11	18
SA	36	36	7	9	12
WA	34	32	8	9	17
TAS	33	27	7	12	21
NT	25#	31	11	14	19
ACT	43	21#	7	16	12

(Q16d) Base: Total sample (n=1,500), State base (n=1,200).
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 on television

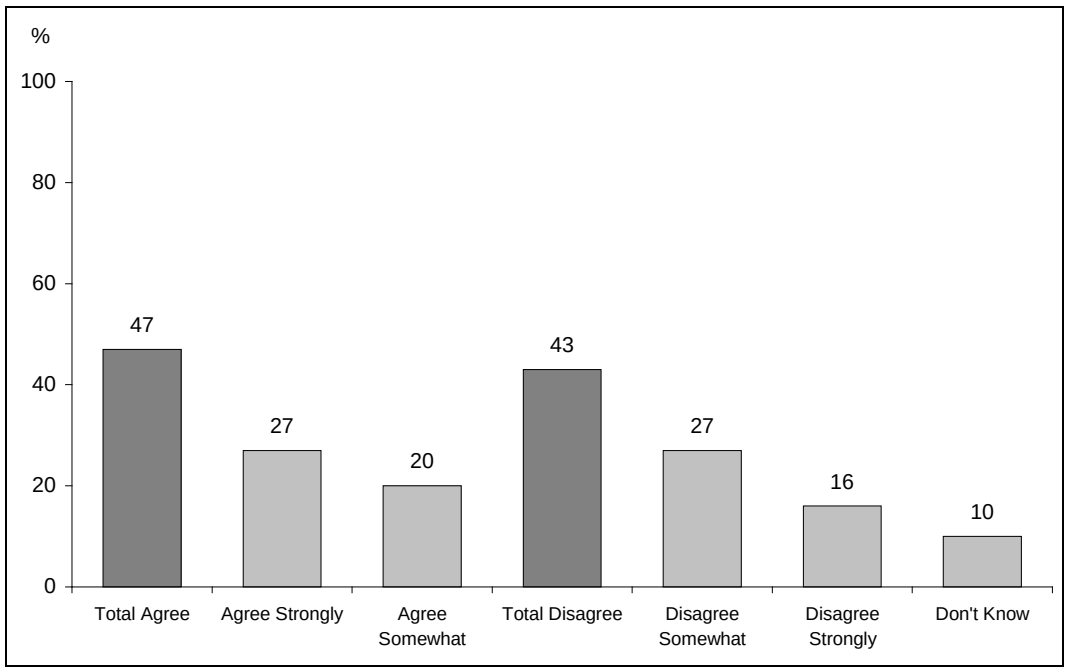
A question aimed at assessing concerns raised about the promotion of speed in television commercials for new cars was asked for the second time in 2013.

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 (47%) of all respondents agreed that there was too much emphasis on speed in television commercials for new cars (27% strongly agree).

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



(Q24aa) Base: Total sample (n=1,500)

The level of agreement is shown by selected characteristics in Table 4.5.5b. Those aged 60 years and over (48%) and non-drivers (40%) were significantly more likely to strongly agree that too much emphasis is placed on speed in car commercials.

Younger respondents (17% of 15-24 year-olds and 15% of 25-39 year-olds) were significantly less likely to strongly agree, as were regular commuters (20%) and those who had been involved in a road accident in the past 3 years (17%).

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

Selected characteristics	Agree strongly	Agree Somewhat	Disagree Somewhat	Disagree strongly	Don't know
	%	%	%	%	%
Total	**27**	**20**	**27**	**16**	**10**
Sex					
Male	25	20	28	21	6
Female	29	20	26	12#	13
Age group (years)					
15–24	17#	19	36#	26#	2
25–39	15#	21	35#	22	6
40–59	27	17	28	14	14
60+	48#	22	10#	7#	12
Capital city/Other					
Capital city	25	20	27	20	9
Other location	32	19	27	10#	12
Licences currently held					
Full car licence	27	20	28	15	11
Heavy vehicle licence	32	19	25	17	8
Full motorcycle licence	22	15	31	23	9
Provisional car licence	13	16	42	29	0
Net: Currently licensed	26	20	28	16	10
Driver Status					
Frequent distance drivers	21	23	31	19	6
Regular commuters	20#	10#	36#	20	13
Other frequent drivers	34#	22	22	13	9
Less frequent drivers	27	28#	22	11	12
Non-drivers	40#	21	15#	16	8
Been directly involved in a road accident in the last three years					
Yes	17#	15	29	22	17#
No	30	20	27	15	8
State/Territory					
NSW	30	27	22	10	11
VIC	31	22	23	16	7
QLD	20#	25	32	13	9
SA	35	15#	27	10	12
WA	29	18	26	15	12
TAS	30	27	22	8	12
NT	20#	17	34#	19#	11
ACT	20	26	33	16	5

(Q24aa) Base: Total sample (n=1,500), State base (n=1,200).
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.

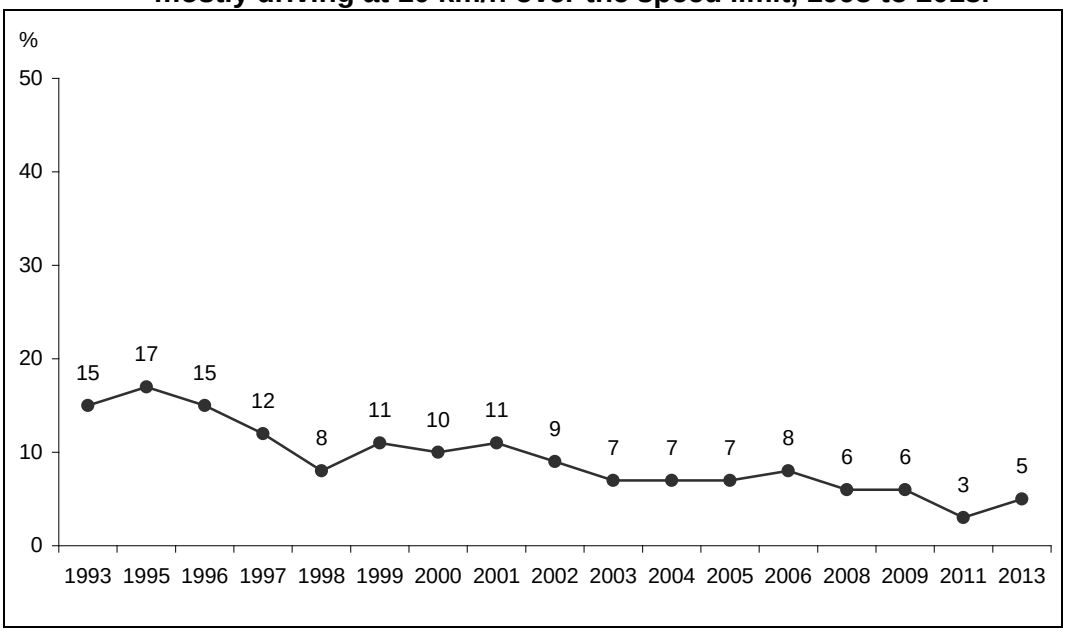
In order to try to identify any changes in driver behaviour, respondents who were recent drivers (those currently driving or having driven in the last two years) were asked:

> '*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 2013 result of 5% is significantly higher than the 2011 result of 3% and is in line with results recorded prior to the 2011 survey. 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 2013.



(Q20) Base: Recent drivers (n=1,365 in 2013).

Table 4.6.1b (next page) provides a breakdown of responses provided by recent drivers about how often they report travelling at 10 km/h or more over the speed limit.

Heavy vehicle licence holders and full motorcycle licence holders were significantly more likely to report driving at 10 km/h over the speed limit always, nearly always or mostly (12% and 17% respectively).

Females (35%), those aged 60 years or over (40%), less frequent drivers (49%) along with those residing in South Australia (45%) and the Northern Territory (40%) were all significantly more likely to report never driving at 10 km/h over the speed limit.

Table 4.6.1b: How often recent drivers report driving at 10 km/h over the speed limit.

Selected characteristics	Always, Nearly Always or Mostly	Sometimes	Occasionally	Never	Refused
	%	%	%	%	%
Total	**5**	**17**	**48**	**30**	**<**
Sex					
Male	8	19	48	24	1
Female	3#	14	48	35#	<
Age group (years)					
15–24	11	13	43	33	0
25–39	6	23#	51	20#	1
40–59	5	18	47	29	0
60+	2#	9#	49	40#	1
Capital City/Other					
Capital city	4	17	50	28	1
Other location	8	16	44	32	<
Licences currently held					
Full car licence	5	18	49	28	<
Heavy vehicle licence	12#	17	47	24	<
Full motorcycle licence	17#	25#	42	17	0
Provisional car licence	12	11	61	16#	1
Net: Currently licensed	5	17	48	29	0
Driver Status					
Frequent distance drivers	9	25#	46	20#	1
Commuters	7	16	55	22#	<
Other frequent drivers	3#	15	48	34	0
Less frequent drivers	4	7#	40	49#	1
Non-drivers	0	1	30	68	<
Been directly involved in a road accident in the last three years					
Yes	5	21	52	22	0
No	5	16	47	31	0
State/Territory					
NSW	8	17	39	35	<
VIC	2	11	56	29	2
QLD	7	12	53	28	0
SA	1#	13	41	45#	1
WA	7	14	51	29	0
TAS	7	8	40	46	0
NT	3	16	40	40#	0
ACT	6	21#	50	24	<

(Q20) Base: Recent drivers (n=1,365), State base (n=1,084).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%.

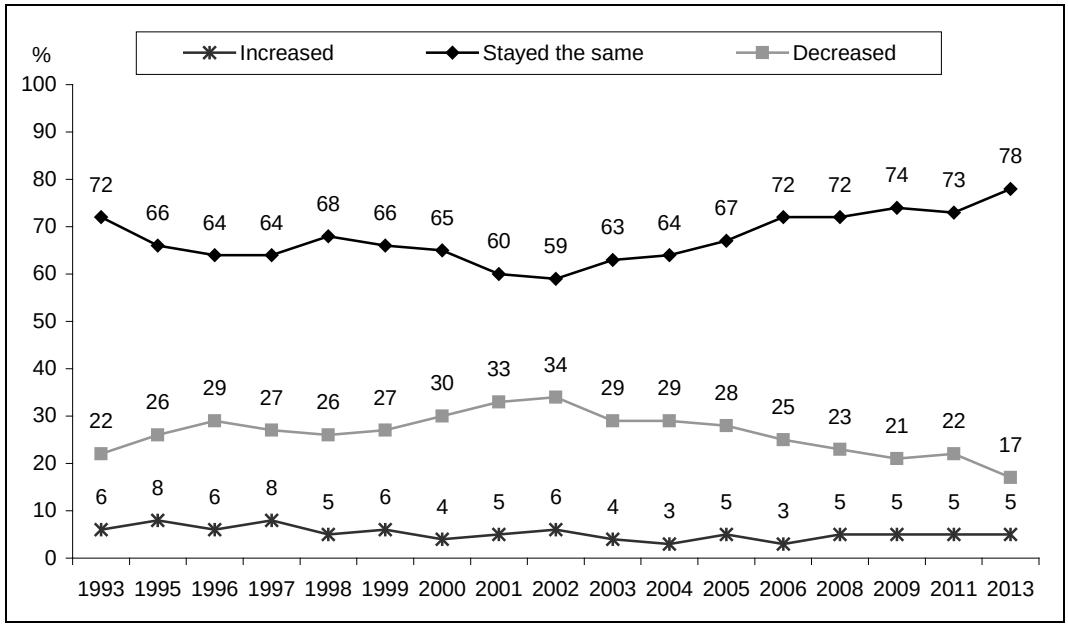
4.6.2 Reported changes in driving speed over the last two years

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 2013.

The decline in the proportion of drivers that report having reduced their speed over the last two years (down from 34% in 2002 to 17% 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 78% 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 2013.



(Q19) Base: Recent drivers (n=1,365 in 2013).

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 (19%), provisional licence holders (21%) and residents of the North Territory (10%). While the former two results are 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 these results.

Drivers aged 60 years and over are more likely to be of the view that their driving speed has decreased (net difference of 21%) as are heavy vehicle licence holders (net difference of 25%) and residents of Victoria and Tasmania (both a net difference of 20%).

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	Net Difference[a]
	%	%	%	%
Total	**5**	**78**	**17**	**12**
Sex				
Male	6	72#	22	16
Female	5	84#	12#	7#
Age group (years)				
15–24	19#	76	5#	-14#
25–39	6	76	18	11
40–59	1#	82	17	16#
60+	2#	76	23#	21#
Capital city/Other				
Capital city	6	77	17	11
Other location	4	80	17	13
Licences currently held				
Full car licence	4	78	18	14
Heavy vehicle licence	5	64#	30#	25#
Full motorcycle licence	2	79	19	17
Provisional car licence	21#	75	4	-18#
Net: Currently licensed	5	78	17	11
Driver Status				
Frequent distance drivers	5	79	16	11
Regular commuters	7	74	19	12
Other regular drivers	4	80	16	12
Less frequent drivers	6	78	16	10
Non-drivers	7	63	30	23#
Directly involved in a road accident in the last 3 years				
Yes	7	81	12	5#
No	5	77	18	13
State/Territory				
NSW	5	78	17	12
VIC	5	69	26	20#
QLD	7	75	18	11
SA	5	73	23	18
WA	3	81	16	13
TAS	5	71	24	20#
NT	10#	75	16	6#
ACT	3	80	17	14

(Q19) Base: Recent drivers (n=1,365), State base (n=1,084).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
a) Net difference is the percentage who think their driving speed has decreased minus the percentage who think it has increased.

5 DRIVER FATIGUE

The 2013 survey is the tenth 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

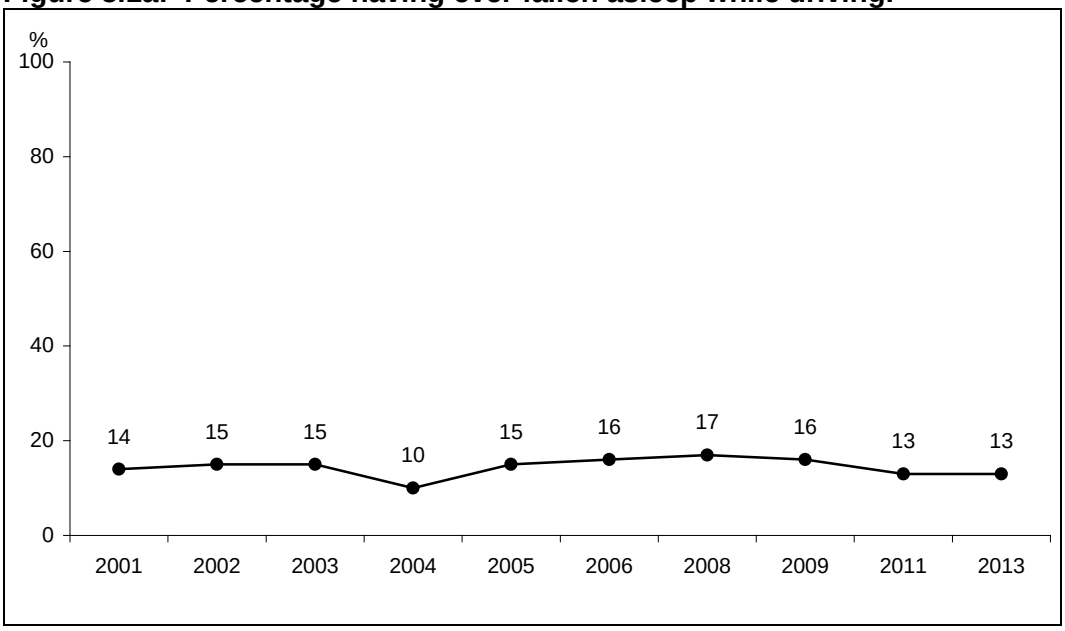
The reported prevalence of drivers ever having fallen asleep while driving was captured by the question:

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

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

Consideration of the 2013 results shows that, of those who have ever fallen asleep while driving (13%)[13], 42% have done so more than once and 24% had fallen asleep while driving on three or more occasions. For 12% 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.



(Q29) Base: Ever held a licence (n=1,418 in 2013).

A breakdown of the above results by selected population characteristics is provided in Table 5.1b. Consistent with recent years, males (19%) are significantly more likely than females (6%) to report having ever fallen asleep while driving. The same is true of those with a heavy vehicle licence (27%) and those with a motorcycle licence (22%).

13 Please note this analysis is based on a relatively small sample size of 181.

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 (17%) than those drivers who don't drink at all when driving (9%).

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

Selected characteristics	%
Total	**13**
Sex	
Male	19#
Female	6#
Age group (years)	
15–24	13
25–39	6#
40–59	16
60+	15
Capital city/Other	
Capital city	13
Other location	12
Licences currently held	
Full car licence	12
Heavy vehicle licence	27#
Full motorcycle licence	22#
Provisional car licence	13
Net: Currently licensed	12
Driver Status	
Frequent distance drivers	16
Commuters	13
Other frequent drivers	10
Less frequent drivers	9
Non-drivers	15
Been directly involved in a road accident in the last three years	
Yes	12
No	13
State/Territory	
NSW	14
VIC	17
QLD	12
SA	13
WA	12
TAS	12
NT	15
ACT	6#

(Q29) Base: Ever held a licence (n=1,418), State base (n=1,131).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

Reference to Table 5.1c shows that 29% 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 2013.

Selected characteristics	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013
	n=221	n=241	n=249	n=187	n=246	n=258	n=260	n=231	n=188	n=181
	%	%	%	%	%	%	%	%	%	%
Less than 6 months	11	13	16	9	16	14	12	12	10	11
Between 6 and 12 months	4	8	6	3	8	6	6	12	8	10
1 to 2 years	9	11	3	8	8	5	9	7	8	9
Total: 2 years or less	***24 (3)***	***32 (5)***	***25 (4)***	***20 (2)***	***31 (5)***	***24 (4)***	***28 (4)***	***31 (5)***	***26 (4)***	***29 (4)***
3 to 5 years	14	16	12	15	12	12	15	12	8	16#
6 to 10 years	19	17	17	12	12	9	11	13	12	6#
More than 10 years	42	36	45	54	44	55	47	44	53	47

(Q31) Base: Fallen asleep while driving (n=181 in 2013).
Significance testing compares 2013 to 2011. # 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 ten 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 11% 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 2013.

Selected characteristics	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013
	%	%	%	%	%	%	%	%	%	%
Duration of trip										
Less than 1 hour	22	35	32	22	33	25	34	36	36	38
1 – 2 hours	18	13	20	22	17	22	21	17	16	22
More than 2 hours	58	52	46	56	50	52	46	46	48	40
Location										
Capital City	13	25	21	9	18	26	20	19	26	25
Regional City	6	6	9	6	11	8	9	11	8	10
Country Road	47	36	34	44	26	43	33	35	35	35
Country Highway	35	33	40	40	45	33	38	35	31	30
Time of Day										
6:00am – 10:00am	17	17	12	12	9	15	11	13	12	20#
10:00am – 3:00pm	12	19	15	17	15	17	24	13	23	17
3:00pm – 7:00pm	18	15	21	16	19	20	17	21	16	15
7:00pm – 12:00am	15	13	16	12	18	23	14	14	17	14
12:00am – 6:00am	37	36	36	41	37	24	34	38	32	32

(Q32/Q33/Q35) Base: Fallen asleep while driving (n=181 in 2013).
Significance testing compares 2013 to 2011.
# Denotes statistically significant at the 95% confidence interval

6 MOBILE PHONES

CAS 23 is the sixth 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*[14] *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 last two waves of the 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

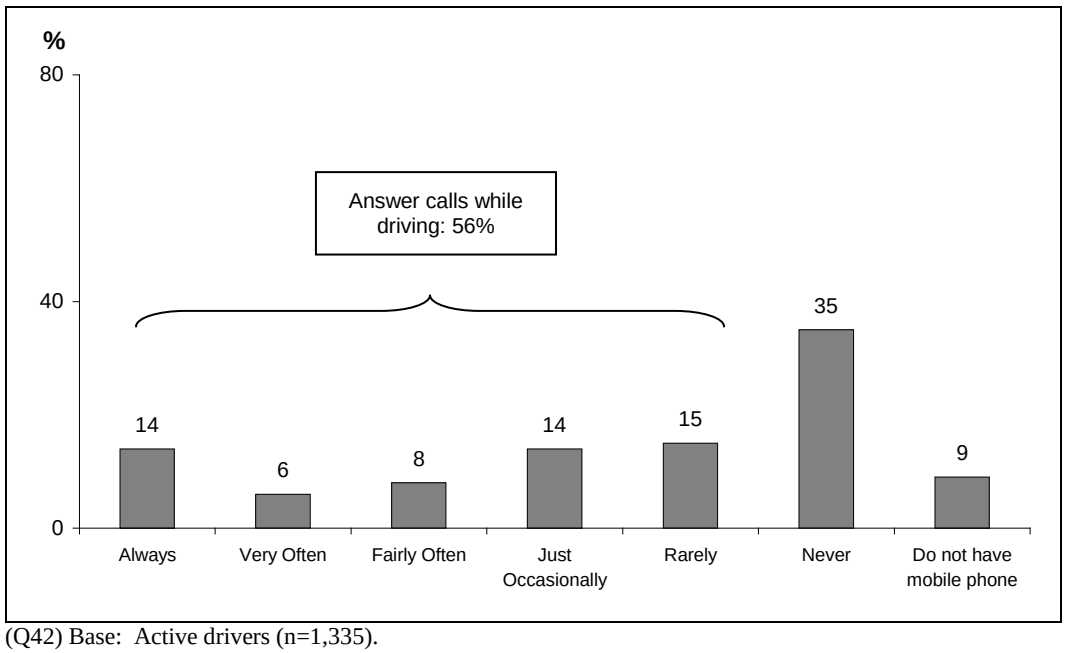
Figures 6.1a and 6.1b show the percentage of active drivers who answer or make calls while driving, whether or not they use a hands-free phone (with 41% of active drivers using a hands-free phone either sometimes or all of the time, compared with 30% in 2009 and 28% in 2011).

The proportion of active drivers who have ever answer calls while driving (56%), has increased slightly from 2011 (54%).

Of those that answer calls while driving, 60% always use a hands free phone, 7% use it often (5% very often; 2% fairly often), 8% use it on rare occasions (4% just occasionally; 4% rarely) and 24% never use a hands free phone to answer calls.

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

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

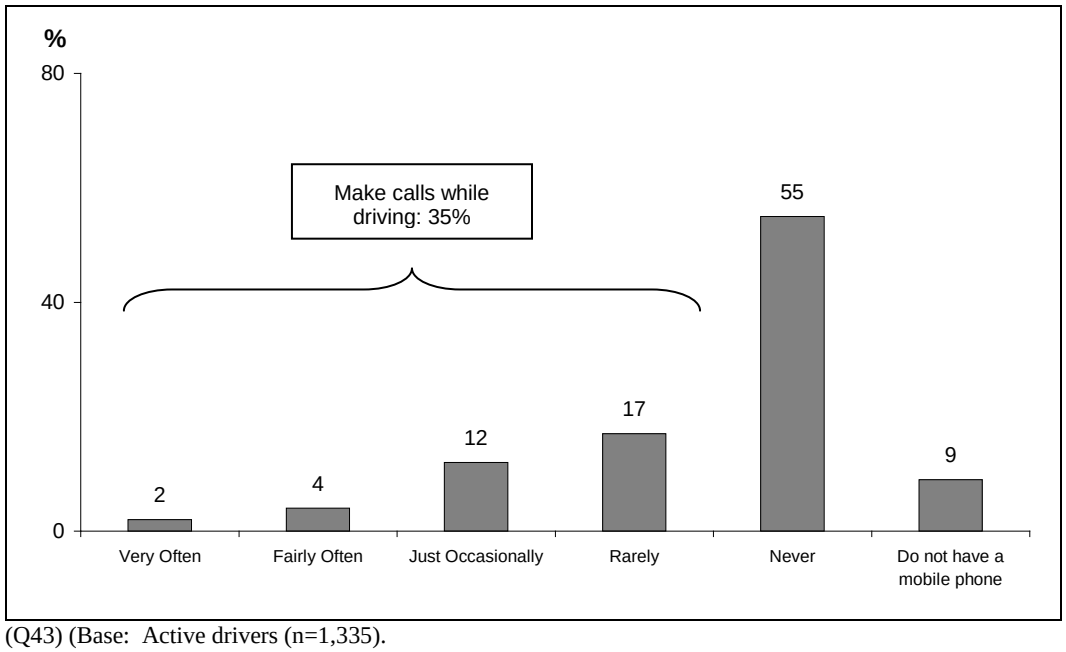


(Q42) Base: Active drivers (n=1,335).

Just over one third (35%) of active drivers make calls on their mobile phone while driving. This result is significantly higher than that reported in 2011 (27%).

Of those that make calls while driving, 66% always use a hands free phone (a significant increase on 57% in 2011), 9% use it often (5% very often; 4% fairly often), 9% use it on rare occasions (5% just occasionally; 4% rarely) and 17% never use a hands free phone to make calls.

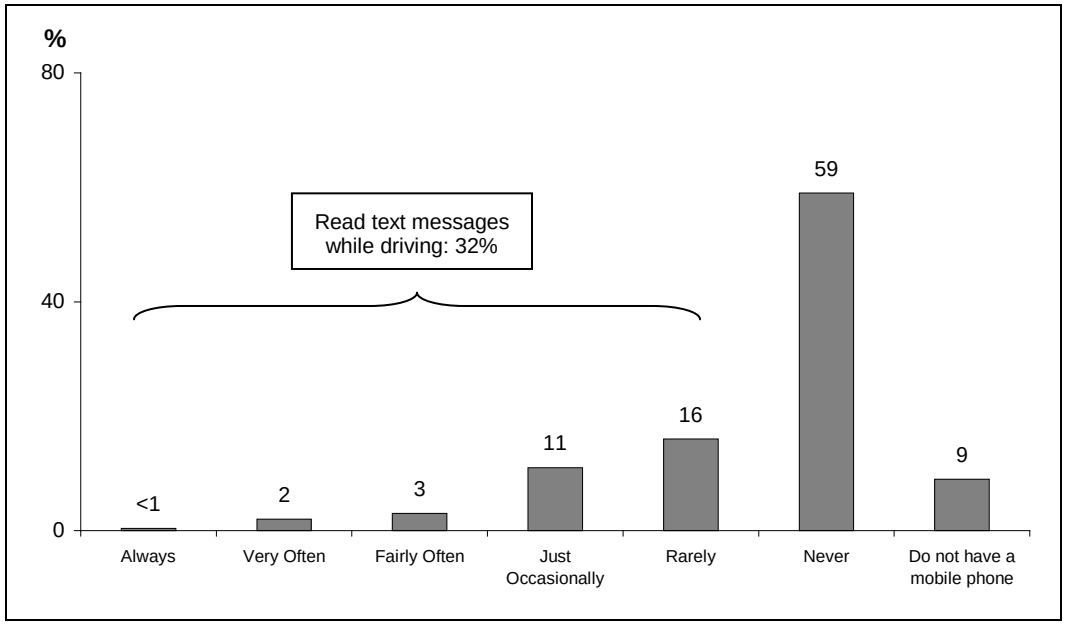
Figure 6.1b: Percentage of drivers that make calls while driving.



(Q43) (Base: Active drivers (n=1,335).

Responses to questions about the use of text messaging are presented in Figures 6.1c and 6.1d below. Figure 6.1c shows that 32% 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, 30% in 2009 and 31% in 2011).

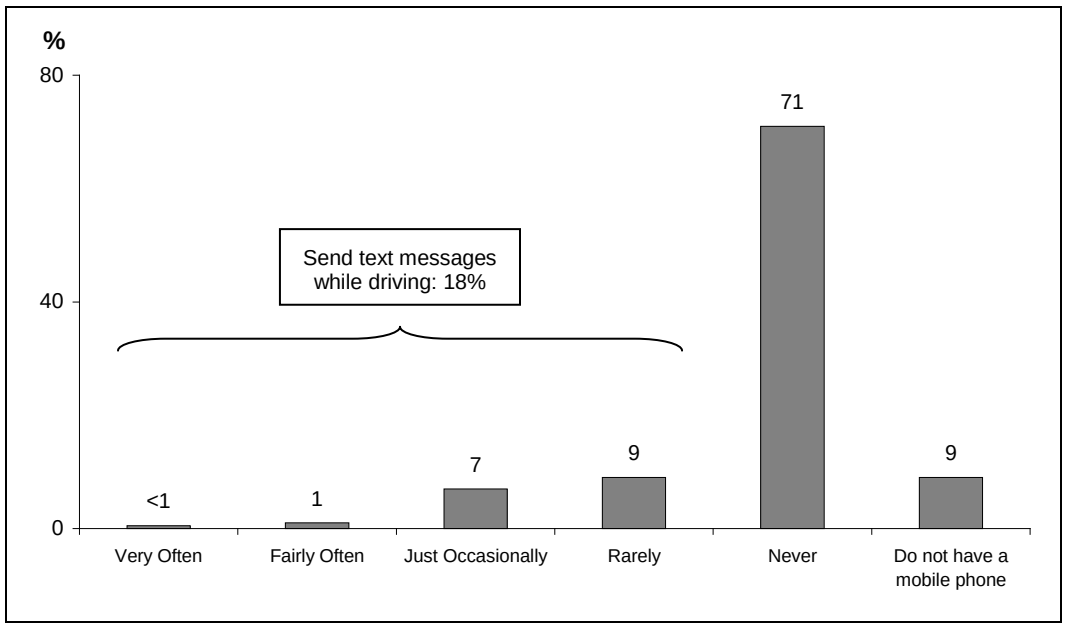
Figure 6.1c: Percentage of drivers that read text messages while driving.



(Q44) Base: Active drivers (n=1,335).

Figure 6.1d shows that 18% of active drivers reported sending text messages while driving (13% in 2006, 14% in 2008, 16% in 2009 and 14% and 2011).

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



(Q45) Base: Active drivers (n=1,335).

6.2 Overall use of mobile phone while driving

The data presented in Table 6.2a shows that 61% of active drivers in 2013 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 2013.

Selected characteristics	2005 n=1,490	2006 n=1,442	2008 n=1,415	2009 n=1,407	2011 n=1,387	2013 n=1,335
	%	%	%	%	%	%
Answer calls while driving	43	52#	56	58	54#	56
Make calls while driving	24	28	32	34	27#	35#
Read text messages while driving	16	21#	28#	30	31	32
Send text messages while driving	8	13#	14	16	14	18#
Total use mobile phone while driving	*47*	*55#*	*61#*	*61*	*59*	*61*

(Q42/Q43/Q44/Q45) Base: Active drivers (n=1,335 in 2013).
Significance testing compares results with those of the previous year.
# Denotes statistically significant at the 95% confidence interval.

As can be seen in Table 6.2b, mobile phone use while driving is significantly higher among males (67%), 15 to 24 and 25 to 39 year olds (69% and 81% respectively), provisional licence holders (78%), frequent distant drivers (71%) and commuters (77%). Those from capital cities (65%) and those involved in an accident within the last three years were also significantly more likely to use a mobile phone while driving (73%).

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

Selected characteristics	Have Mobile Phone	Answer calls when driving	Make calls when driving	Read text when driving	Send text when driving	Use Mobile Phone when driving(a)
	%	%	%	%		
Total	**91**	**56**	**35**	**32**	**18**	**61**
Sex						
Male	90	63#	40	35	19	67#
Female	92	49#	30	29	18	55#
Age group (years)						
15–24	98#	59	45#	63#	41#	69#
25–39	99#	75#	57#	47#	31#	81#
40–59	91	59	32	27#	11#	64
60+	78#	28#	8#	5#	1#	29#
Capital city/Other						
Capital city	93	59	38	36#	21	65#
Other location	87#	50#	30	26#	13#	54#
Licences currently held						
Full car licence	91	57	35	29	17	61
Heavy vehicle licence	91	63	41#	31	16	66
Full motorcycle licence	92	64	41#	31	14	66
Provisional car licence	98#	70#	62#	69#	47#	78#
Net: Currently licensed	91	56	35	32	18	61
Driver Status						
Frequent distance drivers	93	65#	45#	36	22	71#
Commuters	96#	71#	49#	42#	24#	77#
Other frequent drivers	90	47#	24#	24#	14#	51#
Less frequent drivers	81#	26#	13#	22#	10#	34#
Been directly involved in a road accident in the last three years						
Yes	96#	68#	47#	40#	28#	73#
No	90	53	33	31	16	58
State/Territory						
NSW	88	40#	34	26	17	47#
VIC	90	54	29	27	11#	60
QLD	91	55	27#	32	20	62
SA	88	44#	23#	21#	16	50#
WA	93	54	35	27	15	59
TAS	90	39#	20#	22#	7#	46#
NT	89	55	22#	21#	6#	57
ACT	96#	62	34	28	16	64

(Q40/Q42/Q43/Q44/Q45) Base: Active Drivers (n=1,335), State base (n=1,058).
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

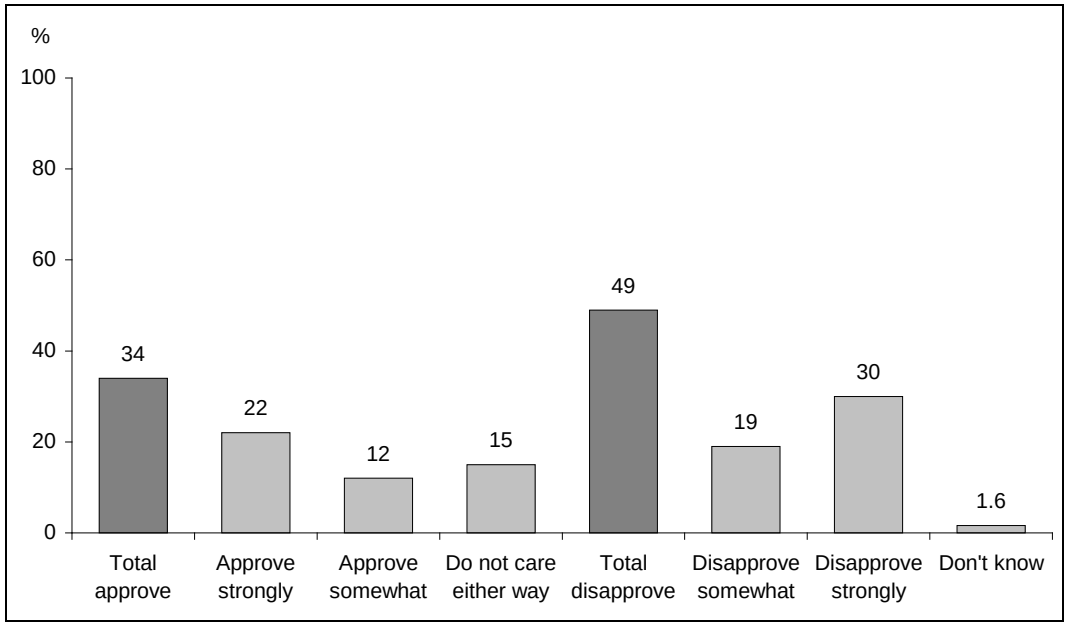
A question aimed at gauging community attitudes to a hypothetical new law aimed at curbing the use of mobile phones while driving was first introduced in CAS 19.

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 34% community support (39% in 2011). A higher proportion of respondents were opposed to this law (49%) than in favour of it.

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



(Q46b) Base: Total sample (n=1,500).

The level of approval is shown by selected characteristics in Table 6.3b.

Strong approval of a ban on the hands-free use of mobile phones when driving is lower for males (17%) than females (26%) and increases with age from 6% for 15-24 year olds to 35% for those aged 60 years and over. Residents of Tasmania (30%) as well as those outside of capital cities (27%) were also significantly more likely to strongly approve. Results are lower than average for provisional licence holders (1%), those involved in an accident within the last two years (11%) and commuters (15%).

Table 6.3b: Approval of a hypothetical law banning the use of hands-free mobile phones while driving.

Selected characteristics	Approve Strongly	Approve Somewhat	Not care either way	Disapprove Somewhat	Disapprove Strongly	Don't Know	Refused
	%	%	%	%	%	%	%
Total	**22**	**12**	**15**	**19**	**30**	**2**	**<**
Sex							
Male	17#	10	13	18	40#	1	<
Female	26#	14	16	20	21#	2	<
Age group (years)							
15–24	6#	7#	26#	24	34	3	0
25–39	15	13	14	20	36	1	0
40–59	25	12	14	18	30	2	0
60+	35#	15	9#	17	21#	2	<
Capital city/Other							
Capital city	19	13	14	20	32	2	<
Other location	27#	11	16	18	27	1	0
Licences currently held							
Full car licence	23	13	15	18	30	1	<
Heavy vehicle licence	20	10	14	19	37	<	0
Full motorcycle licence	21	10	8#	13#	47#	0	0
Provisional car licence	1#	7	13	31	48#	0	0
Net: Currently licensed	21	12	15	19	31	1#	<
Driver status							
Frequent distance drivers	18	10	11	17	43#	1	0
Commuters	15#	10	18	20	36	<	0
Other frequent drivers	25	16	16	20	21#	2	<
Less frequent drivers	26	13	14	21	23#	3	0
Non-drivers	31#	14	14	18	21#	3	0
Been directly involved in a road accident in the last three years							
Yes	11#	9	16	29#	34	1	0
No	24	13	14	17	30	2	<
State/Territory							
NSW	29	9	12	21	29	<	0
VIC	17	15	12	20	35	1	<
QLD	19	19#	14	19	27	2	0
SA	22	17	21	20	19#	1	0
WA	19	15	15	21	28	2	0
TAS	30#	19#	20	11	17#	3	0
NT	21	14	17	22	24	3	0
ACT	17	13	16	24#	28	1	0

(Q46b) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval. < Denotes less than 0.5%.

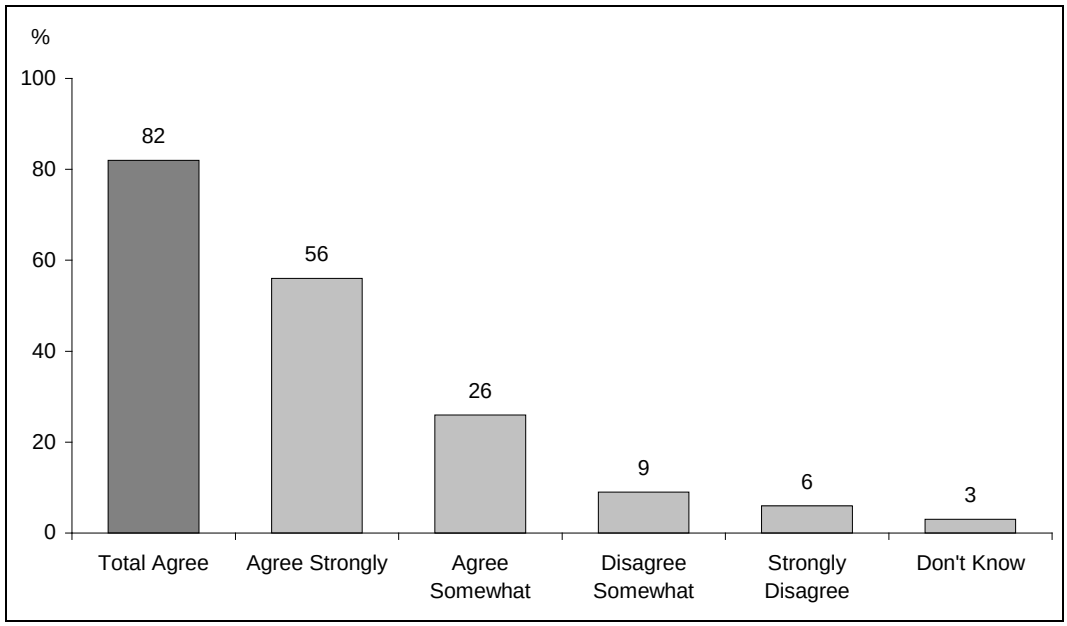
A question first introduced to the 2009 survey to measure whether or not people thought their use of a mobile phone while driving would increase their chance of having an accident.

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 82% (compared with 86% in 2011) 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 (56% agree strongly).

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



(Q47) Base: Total sample (n=1,500).

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

Frequent distance drivers and those involved in a road accident in the last three years (both 47%), along with full motorcycle licence holders and heavy vehicle licence holders (41% and 44% respectively) were significantly less likely to strongly agree that talking on a mobile phone while driving would increase chances of having an accident. Only those aged 60 and over were significantly more likely to strongly agree with the statement (63%).

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

Selected characteristics	Agree Strongly %	Agree Somewhat %	Disagree Somewhat %	Disagree Strongly %	Don't Know %
Total	**56**	**26**	**9**	**6**	**3**
Sex					
Male	53	28	10	6	3
Female	59	24	8	5	3
Age group (years)					
15–24	55	30	8	5	2
25–39	51	29	9	7	3
40–59	55	27	10	5	3
60+	63#	19#	8	5	5
Capital city/Other					
Capital city	57	25	9	5	3
Other location	54	27	9	7	3
Licences currently held					
Full car licence	54	27	10	6	4
Heavy vehicle licence	44#	30	16#	6	4
Full motorcycle licence	41#	30	16#	7	5
Provisional car licence	56	25	6	13	0
Net: Currently licensed	54	27	10	6	3
Driver Status					
Frequent distance drivers	47#	25	14	10#	4
Regular commuters	52	29	8	8	3
Other regular drivers	58	26	10	3	3
Less frequent drivers	63	26	5	2	4
Non-Drivers	72#	22	5	0#	1
Been directly involved in a road accident in the last three years					
Yes	47#	33	5	11#	5
No	58	25	10	4	3
State/Territory					
NSW	56	28	9	6	1
VIC	58	21	9	9	3
QLD	50	28	13	4	5
SA	56	26	9	8	1
WA	58	24	15	2	1
TAS	56	29	10	3	2
NT	50	31	13	5	2
ACT	50	35	10	2	3

(Q47) Base: Total sample (n=1500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.
< Denotes less than 0.5%.

7 OTHER SELECTED FINDINGS

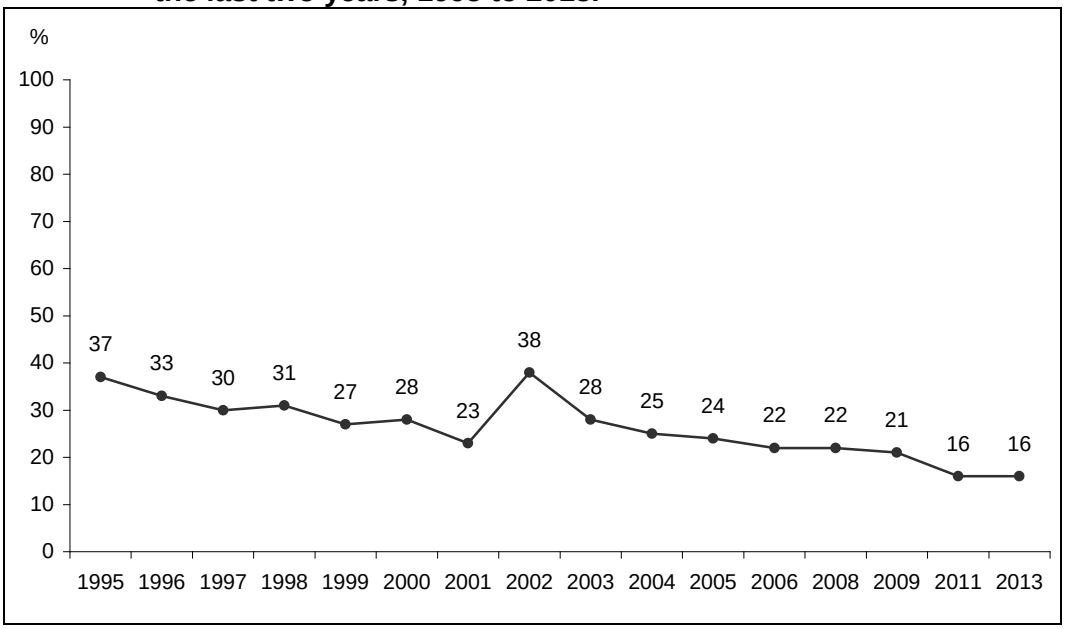
7.1 Perceptions regarding the level of seatbelt enforcement

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 2013 survey results (Figure 7.1a) show 16% (unchanged from 2011) are of the view that the level of enforcement of compulsory seatbelt wearing has increased over the last two years. The time series shows a steady decline since 2002.

Figure 7.1a: Perception that the level of seatbelt enforcement has increased over the last two years, 1995 to 2013.



(Q26) Base: Total sample (n=1,500 in 2013).

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 50% of the community). Five percent feel as though there has been a decrease in enforcement activity and a sizeable 29% '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 15 to 24 were far more likely to indicate that the level of seatbelt enforcement hasn't changed (65%), as were frequent distance drivers (60%). Those aged 15 to 24 years were also more likely to suggest seatbelt enforcement had decreased over the last two years (11%), as were residents of Victoria (also 11%) .

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**	**50**	**5**	**29**
Sex				
Male	16	54	5	25
Female	16	47	5	32
Age group (years)				
15–24	14	65#	11#	10#
25–39	18	51	3	28
40–59	13	51	5	31
60+	19	38#	3	40#
Capital city/Other				
Capital city	14	52	6	29
Other location	20	48	3	29
Licences currently held				
Full car licence	16	50	4	31
Heavy vehicle licence	18	50	2	31
Full motorcycle licence	15	52	2	30
Provisional car licence	13	70	7	10
Net: Currently licensed	15	51	4	29
Driver Status				
Frequent distance drivers	11	60#	5	24
Regular commuters	13	50	6	32
Other regular drivers	20	50	3	27
Less frequent drivers	16	44	4	36
Non-drivers	21	40	12#	27
Been directly involved in a road accident in the last three years				
Yes	11	53	5	31
No	17	50	5	28
State/Territory				
NSW	19	51	4	26
VIC	16	45	11#	27
QLD	18	46	7	29
SA	19	45	6	30
WA	13	53	4	30
TAS	13	56	8	23
NT	21	48	2#	29
ACT	15	51	7	27

(Q26) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

7.2 Self-reported seatbelt wearing behaviour

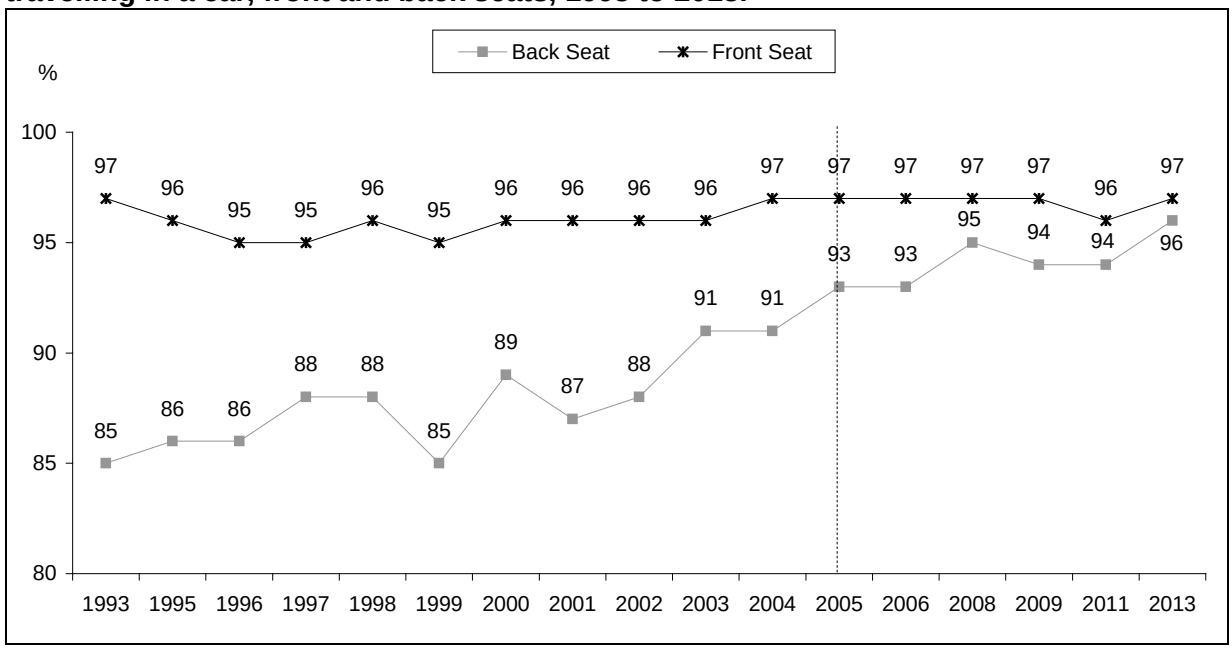
Self-reported seatbelt wearing behaviour when travelling in the front and rear seats of cars is ascertained by asking:

> *'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 in the last few years, from 4% in 2005 to 1% 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 2013.



(Q25a/Q25b) Base: Total sample (n=1,500 in 2013). 2005-2013 rebased to exclude those who do not sit in the back seat.

An analysis of seatbelt wearing behaviour by selected characteristics is provided in Table 7.3b. This shows that those aged 15 to 24 years (92%) are significantly less likely to 'always' wear a seatbelt in the front seat.

In terms of 'always' wearing a seatbelt in the rear seat, non-drivers (89%) are significantly least likely to do so as are residents of a capital city (94%).

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

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

(Q25a/Q25b) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval.

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 49% of motorcycle licence holders (whether Learner's permit, Provisional or Full licence holders) had driven a motorcycle on the road in the past 12 months (56% in 2011, 42% in 2009 and 53% in 2006 and 2008).

The incidence of driving 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 (5% overall) is much more common for males (10%) than females (1%).

Those aged 40 to 59 (9%) and frequent distant drivers (11%) are more likely than other drivers to have ridden a motorcycle in the last 12 months. The state/territory with the highest proportion of motorcycle drivers was the Northern Territory (10%), and the lowest was Tasmania (2%).

Less than 1 in 10 (9%) of the sampled population have been a passenger on a motorcycle on the road in the last year. When compared to the general population, non-drivers (22%), people aged 15 to 24 years (19%) and those who had been involved in an accident in the last three years (16%) were significantly more likely to have been motorcycle passengers.

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

Selected characteristics	Ridden a motorcycle	Passenger on motorcycle	Total travel on motorcycle
	%	%	%
Total	**5**	**9**	**14**
Sex			
Male	10#	12	20#
Female	1#	7	7#
Age group (years)			
15–24	<	19#	19
25–39	6	11	16
40–59	9#	7	15
60+	3#	4#	6#
Capital city/Other			
Capital city	5	9	13
Other location	6	11	15
Driver Status			
Frequent distance drivers	11#	12	21#
Regular commuters	6	10	16
Other regular drivers	3	5#	6#
Less frequent drivers	3	4#	6#
Non-drivers	0	22#	22#
Been directly involved in a road accident in the last three years			
Yes	6	16#	21#
No	5	8	12
State/Territory			
NSW	4	6	10
VIC	5	6	10
QLD	5	6	10
SA	3	5	7#
WA	7	9	16
TAS	2	5	8
NT	10#	9	17
ACT	4	4	8

(Q24c/25d) Base: Total sample (n=1,500), State base (n=1,200).
Significance testing compares sub-groups to the total population.
# Denotes statistically significant at the 95% confidence interval
< Denotes less than 0.5%.

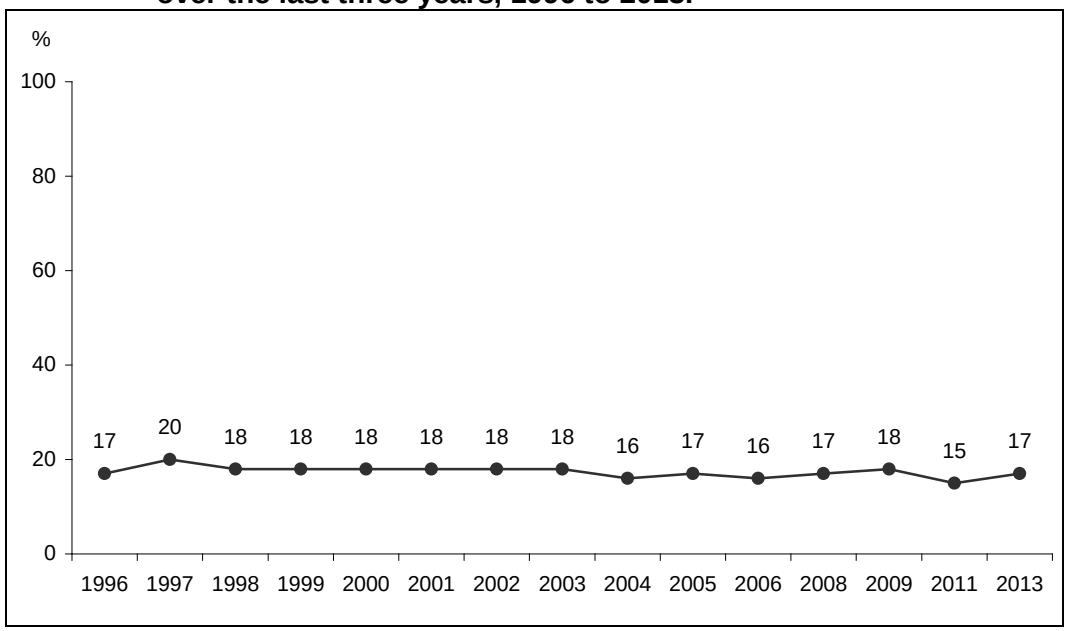
7.4 Involvement in road crashes

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 2013 survey results (Figure 7.4a) show 17% of the community report having been involved in a road crash in some capacity over the last three years. The time series data for this measure has been relatively stable over a long period.

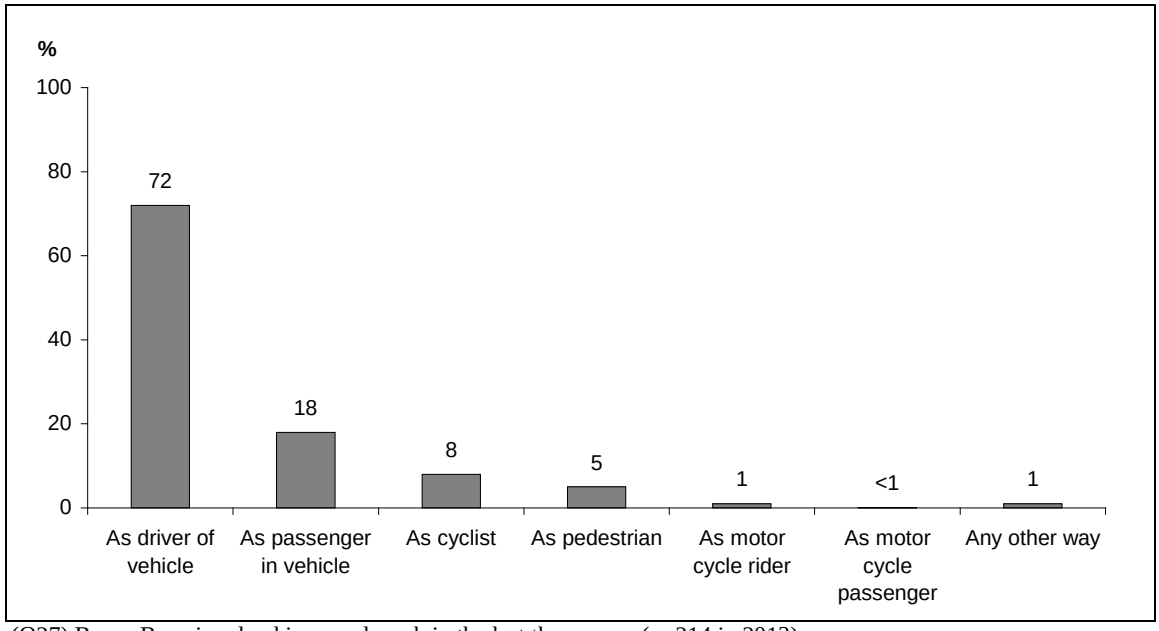
Figure 7.4a: Percentage of the community that has been involved in road crashes over the last three years, 1996 to 2013.



(Q27) Base: Total sample (n=1,500 in 2013).

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, 72% were drivers (representing nearly one in eight of the sampled population) and 18% were vehicle passengers. Other mentions of accidents involved cyclists (8%), pedestrians (5%) and motorcycle riders (1%).

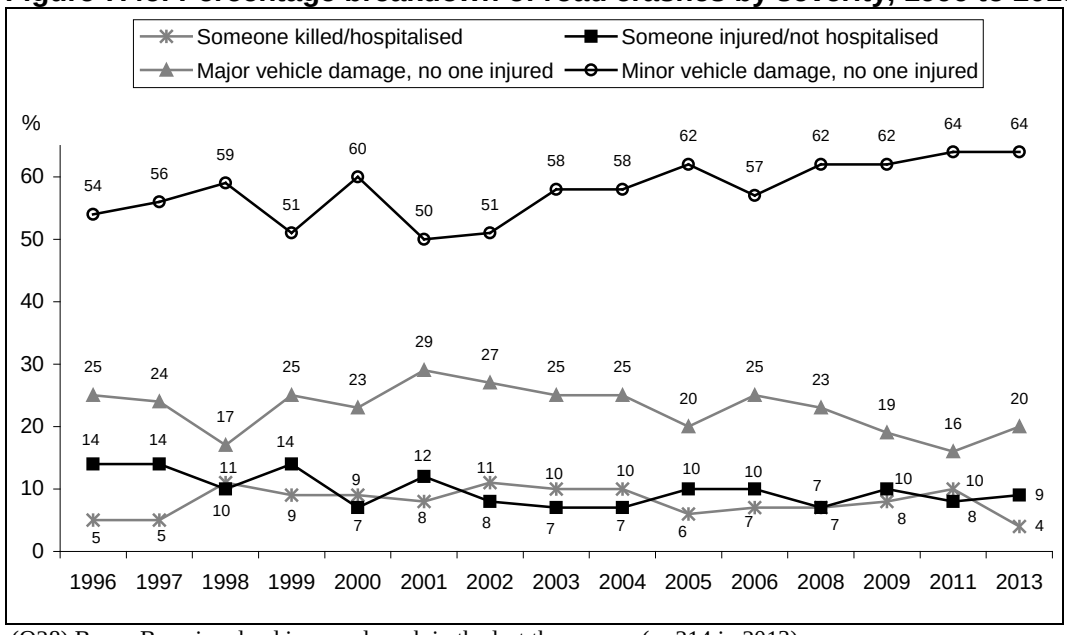
Figure 7.4b: Percentage breakdown of community involvement in road crashes over the last three years by accident type.



(Q27) Base: Been involved in a road crash in the last three years (n=214 in 2013).
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 20% resulted in major vehicle damage with no-one injured, 9% resulted in someone being injured but not hospitalised and 4% resulted in someone being killed or hospitalised.

Figure 7.4c: Percentage breakdown of road crashes by severity, 1996 to 2013.



(Q28) Base: Been involved in a road crash in the last three years (n=214 in 2013).

Frequent distant drivers (25%) are significantly more likely than any other driver group to report having been involved in a road accident in the last three years. There is also a higher incidence of road accidents with those aged 15 to 24 years (23%) and those that live in the ACT (19%).

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	**17**
Sex	
Male	17
Female	17
Age group (years)	
15–24	23
25–39	19
40–59	18
60+	10#
Capital city/Other	
Capital city	20
Other location	12#
Licences currently held	
Full car licence	17
Heavy vehicle licence	11
Full motorcycle licence	17
Provisional car licence	38
Net: Currently licensed	18
Driver Status	
Frequent distance drivers	25#
Commuters	16
Other frequent drivers	16
Less frequent drivers	17
Non-drivers	9#
State/Territory	
NSW	14
VIC	14
QLD	13
SA	11
WA	10
TAS	13
NT	13
ACT	19#

(Q27) Base: Total sample (n=1,500), State base (n=1,200).
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 second time, 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 cycled (93%), 3% were frequent cyclists and 5% were less frequent cyclists. As would be expected, frequent cyclists were more likely to be aged 15 to 24 years (7%), male (4%) and non-drivers (9%). There was also a significantly greater incidence of less frequent cycling for transport amongst residents of the Northern Territory (10%).

As can been seen in Table 7.5b, 72% of respondents indicated that they rarely or never use public transport, 13% are frequent users and a similar proportion (16%) are less frequent users of public transport. Those aged 15 to 24 years (29%), less frequent drivers (35%) and non-drivers (42%), along with those residing in capital cities (17%) were all more likely to be frequent users of public transport. Provisional car licence holders (15%) were more likely than any other licence holders to be frequent users of public transport.

Those that reside in the North Territory and Queensland are significantly less likely to be frequent users of public transport (4% and 7% respectively).

Table 7.5a: Frequency of cycling for transport purposes

Selected characteristics	Frequent cyclists	Less frequent cyclists	Rarely/ never cycle
	%	%	%
Total	**3**	**5**	**93**
Sex			
Male	4	4	91
Female	1#	5	94
Age group (years)			
15–24	7	6	87#
25–39	1#	6	93
40–59	3	5	92
60+	1#	2#	97#
Capital city/Other			
Capital city	6#	5	91
Other location	<	5	95
Licences currently held			
Full car licence	2	5	94
Heavy vehicle licence	4	4	92
Full motorcycle licence	3	5	93
Provisional car licence	1#	2#	97#
Net: Currently licensed	2	4	94
Driver Status			
Frequent distance drivers	<	2#	97#
Regular commuters	1#	7	92
Other frequent drivers	3	4	93
Less frequent drivers	3	4	92
Non-drivers	9#	8	83#
Been directly involved in a road accident in the last three years			
Yes	7#	3#	90
No	2	5	93
State/Territory			
NSW	2	5	93
VIC	0	3	97#
QLD	1#	2#	97#
SA	3	4	94
WA	5	4	91
TAS	2	2	94
NT	7	10#	83#
ACT	3	3	94

(Q7c) Base: Total sample (n=1,500), State base (n=1,200).
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**	**16**	**72**
Sex			
Male	13	18	69
Female	12	14	74
Age group (years)			
15–24	29#	30#	42#
25–39	14	16	70
40–59	9#	10	81#
60+	5#	14	81#
Capital city/Other			
Capital city	17#	20#	63#
Other location	4#	8#	88#
Licences currently held			
Full car licence	7#	13	80#
Heavy vehicle licence	2#	8#	90#
Full motorcycle licence	5#	4#	91#
Provisional car licence	15	32#	53#
Net: Currently licensed	9#	15	76
Driver Status			
Frequent distance drivers	4#	10#	86#
Regular commuters	8#	18	74
Other frequent drivers	2#	15	84#
Less frequent drivers	35#	18	47#
Non-drivers	42#	23	35#
Been directly involved in a road accident in the last three years			
Yes	14	14	72
No	12	16	72
State/Territory			
NSW	16	15	70
VIC	10	7#	83#
QLD	7#	10#	83#
SA	9	15	76
WA	11	14	75
TAS	10	9#	82#
NT	4#	7#	89#
ACT	11	12	77

(Q7d) Base: Total sample (n=1,500) State base (n=1,200).
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 2013 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) %	2013 (n=1,500) %	2013 Landline (n=1,200) %	2013 Mobile (n=300) %
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Sex								
Male	49	49	49	49	49	49	45	54
Female	51	51	51	51	51	51	55	46
Age group (years)								
15–24	17	17	17	17	17	17	15	19
25–39	28	28	26	26	27	26	18	35
40–59	34	34	34	34	33	33	32	35
60+	21	21	23	23	23	24	35	12
Capital city/Other								
Capital city	64	64	64	64	64	64	68	64
Other location	36	36	36	36	36	36	32	36
Licences currently held								
Full car licence	82	80	79	79	82#	79	78	80
Heavy vehicle licence	11	11	9	9	12	11	10	11
Full motorcycle licence	9	11	8#	9	10	10	9	12
Provisional car licence	5	4	5	5	5	6	5	7
Net: Currently licensed	88	89	89	89	92#	90	88	92
Driver status								
Frequent distance drivers	17	18	17	17	16	22#	18	26
Commuters	33	28#	29	27	29	26#	24	29
Other frequent drivers	32	31	31	33	31	29	32	25
Less frequent drivers	9	12#	13	13	17#	13	14	12
Non-Drivers	10	11	11	11	8#	10	12	8
Been directly involved in a road accident in the last three years								
Yes	17	16	17	18	16	17	12	23
No	83	84	83	82	84	83	88	77
Ever held a driver or motorcycle licence								
Yes	93	90#	92#	91	94#	93	92	95
No	7	10#	8#	9	6#	7	8	5
State/Territory								
NSW	34	34	33	33	33	32	32	37
VIC	25	25	25	25	25	25	25	29
QLD	19	19	19	20	20	20	20	22
SA	8	8	8	8	8	8	8	4
WA	10	10	10	10	10	10	10	7
TAS	2	2	2	2	2	2	2	1
NT	1	1	1	1	1	1	1	0
ACT	2	2	2	2	2	2	2	1

Significance testing compares results with those of the previous year.
# Denotes statistically significant at the 95% confidence interval.
Figures may not add to 100% due to rounding or multiple responses.

Selected Road Usage Characteristics[(a)].

Selected Driver Characteristics	2005 (n=1,571) %	2006 (n=1,458) %	2008 (n=1,436) %	2009 (n=1,426) %	2011 (n=1,405) %	2013 (n=1,357) %
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Licences currently held						
Full car licence	91	90	88	89	91	93
Heavy vehicle licence	12	13	10#	11	13	13
Full motorcycle licence	10	12	9#	10	13	11
Provisional car licence	6	5	6	5	5	3
Car learner's permit	2	3	4	4	4	3
Bus licence	1	2#	1#	1	2	2
Motorcycle learner's permit	1	1	1	1	1	<
Taxi/hire car	<	1	<	<	1	<
Provisional motorcycle licence	<	<	<	<	<	<
Net: Currently licensed	100	100	100	100	100	100
Length of time held licence						
Up to 3 years	10	9	11	10	10	6
3 to 5 years	5	4	4	4	5	3
6 to 10 years	8	6#	6	8	5	5
Over 10 years	77	81#	79	78	80	86#
Been directly involved in a road accident in the last three years						
Yes	17	16	18	18	17	16
No	83	84	82	82	83	84
Main alcoholic beverage						
Beer	33	36	36	35	35	31
Wine/champagne	36	37	39	38	38	42
Mixed drinks/spirits/liqueurs	23	22	23	20	23	17
Do not drink at all	17	20#	20	22	26	30

# 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).
(a). Base: Current licence holder (n=1,357 in 2013/State n=1,077) unless otherwise specified.

APPENDIX 2: TIME SERIES TABLES

	CAS 23 (2013) %	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	31	33	34	39	35	40	39	40	37	37	38	35	34	39	34	
Inattention/Lack of Concentration[1]	18	17	18	14	18	12	13	15	11	12	11	12	13	11	12	
Drink Driving	11	14	14	11	11	11	12	11	11	12	13	14	14	14	15	
Driver distraction/while on mobile	8	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Driver Fatigue	7	7	6	7	11	8	10	9	11	13	9	11	10	6	8	
Careless Drivers	5	4	5	5	5	4	7	4	6	6	8	8	8	8	9	
Driver Inexperience	5	4	5	6	6	7	5	5	5	5	5	4	3	4	6	
Driver Attitudes	3	4	5	6	4	7	5	5	6	7	7	6	7	7	5	
Poor Road Design	3	2	2	3	1	2	1	1	1	1	1	1	3	2	1	
Road Conditions	2	4	2	2	2	2	2	2	3	3	1	2	2	2	3	
Lack of Driver Training	2	2	2	1	2	2	2	0	2	1	2	2	2	2	2	
Total Mentions (unaided, full sample)																**1b**
Speed	48	54	55	60	58	61	59	62	62	59	62	58	57	63	57	
Drink Driving	42	47	51	48	52	48	50	44	52	52	54	54	54	57	55	
Inattention/Lack of Concentration[1]	29	26	36	27	36	31	27	30	26	23	26	25	28	25	24	
Driver Fatigue	22	21	18	20	30	26	29	26	33	33	30	35	27	22	22	
Driver distraction/while on mobile	22	14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Careless Drivers	10	10	12	12	12	11	17	14	16	17	18	17	19	19	23	
Driver Inexperience	13	15	16	16	16	21	15	12	14	15	17	15	15	15	14	
Driver Attitudes	9	9	12	11	12	14	13	12	13	14	18	14	15	18	14	
Road Conditions	9	12	8	9	8	8	10	7	12	8	7	11	11	9	12	
Drugs (other than alcohol)	8	11	11	11	9	8	7	<1	8	7	8	7	8	7	6	
Poor Road Design	6	6	9	8	6	6	5	5	5	4	4	6	8	7	6	
Weather Conditions	5	5	5	5	5	4	4	5	6	4	7	7	9	8	6	
Lack of Driver Training	4	5	5	4	5	6	5	3	6	5	5	5	6	5	6	
Disregard of Road Rules	4	4	5	3	2	5	4	4	3	2	4	3	4	4	3	
Ignorance of Road Rules	3	3	2	1	2	3	3	2	1	2	2	2	3	3	3	
Lack of Vehicle Maintenance	1	<1	1	1	2	1	3	2	2	2	2	2	5	2	2	

[1] Lack of concentration and driver distraction responses combined until 2011

	CAS 23 (2013) %	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"	96	98	98	98	97	98	98	98	97	96	97	96	97	98	n/a	
3. RBT Activity																**2b**
(full sample)																
Increased	33	40	36	32	35	36	37	38	39	34	38	44	44	46	39	
No change	34	36	37	37	35	39	36	35	33	31	31	36	29	26	24	
Decreased	10	10	11	14	13	13	13	11	14	16	15	14	12	11	13	
Don't know	23	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	81	80	75	75	74	76	78	75	74	70	71	70	70	70	67	**3a**
Tested	35	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	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	23	19	19	20	20	17	19	16	16	19	18	17	21	20	22	
If I am driving I don't drink	38	44	39	38	37	40	38	40	37	37	40	40	39	39	41	
If I am driving I restrict what I drink	39	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	1	0	<1	<1	<1	<1	1	1	nil	nil	nil	nil	nil	

	CAS 23 (2013) %	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	3	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	78	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	14	15	8	10	9	12	11	8	8	7	5	7	7	7	10	
Two	50	15	57	48	45	49	48	47	47	44	43	42	42	38	33	
Three	19	21	16	21	24	20	23	23	25	22	27	24	25	31	31	
Four or more	4	5	9	7	7	8	7	8	12	11	11	12	11	12	9	
Don't know	13	8	9	12	13	9	7	9	8	16	11	13	15	12	17	
Males - After First Hour (all males)																**14b**
Less than one	4	7	3	5	3	3	4	3	2	1	1	2	3	3	3	
One	74	78	80	73	76	78	80	75	78	74	78	72	75	76	65	
Two	3	3	2	5	4	5	5	4	5	3	4	6	4	5	6	
Three	1	1	1	<1	<1	1	1	<1	1	1	0	1	1	1	1	
Don't know	17	10	12	17	15	13	10	16	12	21	14	17	16	16	24	
Females - First Hour (all females)																**14a**
One	44	47	37	33	31	36	34	28	33	30	24	28	29	28	27	
Two	33	37	41	41	40	40	38	39	41	38	42	40	37	42	36	
Three	5	4	4	7	9	4	7	6	7	7	7	6	7	6	9	
Four or more	1	1	1	1	<1	<1	2	2	0	nil	nil	2	2	1	1	
Don't know	17	12	15	18	18	17	17	19	17	24	24	21	24	22	27	

	CAS 23 (2013) %	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	13	11	11	10	11	9	9	7	4	5	7	6	7	7	
One	56	65	59	58	63	63	63	60	66	62	58	60	56	63	54	
Two	3	3	2	3	2	2	3	1	2	2	3	4	2	2	2	
Three	<1	<1	<1	<1	<1	<1	1	<1	0	1	nil	nil	1	nil	nil	
Don't know	27	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	32	28	29	29	29	29	31	30	30	31	33	26	34	33	36	
Light Beer	9	13	17	18	15	13	12	13	21	19	21	16	20	22	20	
Net Beer (Full or Light)	40	38	39	41	41	40	41	41	46	46	53	42	54	50	49	
Wine	40	42	43	44	41	44	37	37	39	44	39	33	40	41	41	
Mixed Drinks	23	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	12	10	14	15	19	15	17	13	21	13	19	19	15	18	15	
One and a half	64	63	59	58	46	51	49	47	40	49	42	47	45	42	39	
Two	12	15	17	13	23	21	23	19	26	23	25	22	28	25	32	
Three	1	3	2	1	2	3	2	2	3	2	3	1	2	3	1	
Four or more	0	<1	1	1	<1	<1	<1	1	2	1	1	1	1	1	nil	
Don't know	12	6	8	11	7	6	7	7	7	11	11	10	9	11	13	

	CAS 23 (2013) %	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	4	5	7	2	3	5	5	4	6	6	5	4	6	5	3	
Four	17	18	14	13	22	15	19	25	18	19	19	23	18	15	19	
Five	19	19	17	20	25	25	20	18	20	24	25	22	25	22	23	
Six	15	19	21	25	17	21	23	18	20	21	21	20	23	22	23	
Seven	18	13	14	14	11	13	10	10	15	9	10	9	9	6	8	
Eight	12	14	12	12	11	6	8	8	6	6	6	8	4	10	7	
Nine or more	3	7	5	5	3	7	6	3	7	5	5	3	5	5	5	
Don't know	12	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	62	64	56	60	62	68	70	72	65	58	62	64	62	66	57	
No change	26	27	33	28	28	25	21	19	23	24	24	22	26	22	26	
Decreased	5	4	6	7	5	5	5	4	8	10	7	8	6	6	6	
Don't know	7	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	36	35	46	46	44	42	39	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Should decrease	13	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	48	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	25	24	27	31	28	24	23	25	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Should decrease	13	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	56	63	57	52	57	61	59	60	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

	CAS 23 (2013) %	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	5	3	5	3	4	6	5	4	6	5	8	6	
Stayed the Same	78	73	72	70	72	60	64	63	59	60	65	66	68	64	64	
Decreased	17	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	5	3	6	6	8	7	7	7	9	11	10	11	8	12	15	
Sometimes	17	16	19	20	17	17	18	20	20	21	20	20	24	21	21	
Occasionally	48	51	47	49	47	50	51	51	50	47	49	46	45	43	42	
Never	30	29	28	25	29	26	25	25	22	19	20	23	23	23	22	
17. Booked for Speeding																**18**
(drivers)																
Past 6 months	8	5	9	7	6	9	8	8	8	7	7	7	6	8	5	
Past 2 years	20	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	31	30	34	38	29	32	31	35	49	49	48	44	49	44	44	
61-64 km/hr	21	21	15	14	20	16	18	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
65 km/hr	31	34	33	28	32	31	33	31	38	37	36	37	31	34	31	
66-69 km/hr	9	7	8	8	8	10	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
70 km/hr	6	7	6	10	9	9	7	10	9	11	14	14	15	18	19	
71+ km/hr	0	-	1	1	1	1	<1	n/a	2	1	1	2	2	2	3	
Don't know	3	1	2	2	2	1	2	2	2	2	1	2	2	2	3	

	CAS 23 (2013) %	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	18	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	32	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	27	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	8	5	6	7	7	9	7	7	13	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	15	11	14	14	18	11	13	20	8	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	64	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	25	24	29	29		27	27	26	36	34	33	33	36	35	34	
101-104 km/hr	8	7	5	4	9	5	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
105 km/hr	22	24	20	20	20	19	22	20	20	17	19	16	14	13	12	
106-109 km/hr	4	4	6	3		4	16	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
110 km/hr	29	33	32	34	5	36	30	35	31	37	38	38	37	37	36	
111-115 km/hr	2	3	3	3	32	4	2	2	3	3	3	4	3	4	5	
116+ km/hr	7	4	4	4		6	4	4	7	7	6	6	7	7	10	
Don't know	3	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	15	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	16	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	29	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	14	24	27	26	27	30	25	28	38	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	16	13	15	13	17	12	20	20	10	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	106	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 23 (2013) %	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	54	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	31	28	25	28	26	27	33	29	32	32	33	33	32	37	33	
c) Speed limits are generally set at reasonable levels	79	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	66	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	89	92	92	93	94	94	96	91	91	90	90	87	88	83	81	
23. Incidence of Wearing Seatbelts																
(full sample)																
Always – Front	97	96	97	97	97	97	97	96	96	96	96	95	96	95	95	**25a**
Always – Rear	96	94	94	95	93	93	91	91	88	87	89	85	88	88	86	**25b**
24. Seatbelt Enforcement																**26**
(full sample)																
Increased	16	16	21	22	22	24	25	28	38	23	28	27	31	30	33	
No change	50	57	53	45	48	47	49	42	43	46	45	47	45	47	36	
Decreased	5	5	6	7	5	8	5	6	4	7	6	6	5	5	4	
Don't know	29	22	21	25	25	21	22	24	15	24	21	21	19	19	27	

	CAS 23 (2013) %	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)	17	16	18	17	16	17	16	18	18	18	18	18	18	20	17	
Among those involved……																**28**
Someone killed/hospitalised	4	10	8	7	7	6	10	10	11	8	9	9	11	5	5	
Someone injured/not hospitalised	9	8	10	7	10	10	7	7	8	12	7	14	10	14	14	
Major vehicle damage, no one injured	20	16	19	23	25	20	25	25	27	29	23	25	17	24	25	
Minor vehicle damage, no one injured	64	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	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	56	57	53	53	52	55	59	63	54	n/a	n/a	n/a	n/a	n/a	
Twice	17	20	16	19	24	16	16	15	15	27	n/a	n/a	n/a	n/a	n/a	
Three times	9	9	5	11	8	13	14	7	8	5	n/a	n/a	n/a	n/a	n/a	
More than three times	15	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	56	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	35	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	32	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	18	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	61	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

Overview

These technical notes cover the survey design and methodological aspects of CAS 23 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-third Community Attitudes Survey (CAS) was conducted in October and November 2013 using Computer Assisted Telephone Interviewing (CATI). Since 2008, a Random Digit Dialling (RDD) sampling methodology was used to randomly select private dwellings across Australia to include in the sample for the survey, and for the first time included a mobile phone component to increase the representation of hard to reach groups of particular interest.

The inclusion of a mobile phone sample in this long running study represents a fairly important change to the methodology. Previous experience shows that, amongst other things, respondents sourced through a mobile sample are more likely to be male and younger and therefore vital to reduce bias in survey estimates for a survey such as the CAS.

A disproportionate stratified sampling methodology was used to ensure adequate coverage of the population by age, sex, state/territory and by capital city/non capital-city locations for the landline component of the survey (n=1,200). In addition, 300 mobile phone interviews were completed and were geographically distributed on a probability proportional to size basis.

The in-scope population for the survey was persons aged 15 years and over. In total, 1,500 interviews were conducted, with an average interview length of 16.4 minutes.

Sampling Frame

The decision to use a dual frame design, and incorporate mobile random digit dial (RDD) sample into the frame, was driven mainly by a desire to address the increasing under-coverage of traditional landline RDD sample frames, particularly for young persons.

An ‘exchange-based’ approach to the generation of the RDD sample was utilised as the sample frame for both landline and mobile components. The landline and mobile RDD sample was supplied by the commercial sample vendor, *SamplePages.*

The building blocks for ‘exchange-based’ list product are the Australian Communication and Media Authority (ACMA) exchange blocks (not a directory listing) with all possible numbers within an exchange block generated and tested (i.e. confirmed as working or non-working landline and mobile phone numbers).

In addition to this, the Social Research Centre has agreed a customised approach with the sample vendor (Sample Pages) whereby RDD numbers are generated and tested at the time of each request rather than being drawn from a pre-existing pool. The advantages of this exchange-based approach to RDD sample generation, relative to alternative list-based frames, include:

- 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, and
- Higher connection rates and therefore greater fieldwork efficiency.

Postcodes were collected from the respondent for the final allocation of records to a geographic stratum.

In total, 1,500 interviews were completed:

- The landline component included 150 interviews in each state / territory (n=1,200),
- The mobile component comprised 300 interviews nationally geographically distributed on a probability proportional to size basis.

Sample Management

Number of selections

The number of selections was based on sample yield information for previous similar surveys. It was estimated that some 4,681 landline sample selections would yield sufficient interviews to achieve the target number of 1,200 landline interviews and 1,950 mobile sample selections to achieve 300 mobile interviews nationally.

Respondent selection – landline component

The respondent selection procedure for the landline component 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

Respondent selection – mobile component

No attempt was made to randomly select a respondent for interview, the mobile phone answerer was deemed to be the target respondent.

Call procedures

Call procedures for the landline component

The call procedures included:

- Six calls to establish contact with the household
- Batched release of sample
- Extended call regime (up to 15 calls) 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 6.30 pm), weekdays mid to late evening (after 6.30 pm to 8.30 pm), weekends (10.00 am to 5.00 pm) and weekday daytime (9.00 am to 4.30 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.

Call procedures for mobile component

Special procedures were adopted for the mobile sample, including:

- Always asking if it was safe to talk (given that mobile phone answerers may have been driving, for example)
- Taking care to initiate calls to the mobile sample at an appropriate time – in practice, this meant, for example, not calling mobiles on weekdays before midday, which is 10.00 am in Western Australia
- Offering to call back on a landline
- Where the mobile phone answerer was clearly a child, checking whether the mobile phone belonged to a person aged 18 years of over, and if so, asking for that person (in response to e.g. children answering the parent's mobile phone)
- Attempting to collect state of residence and to ensure that subsequent calls are placed at an appropriate time of day
- Treating the phone answerer as the target respondent for screening (other than in circumstances when it is clear that e.g. a child has answered a parent's mobile phone)
- Applying the mobile phone specific call algorithm, which avoids placing multiple calls to a mobile in a single day, and
- Capping the number of unanswered call attempts at four, so as to avoid appearing over-zealous in our attempts to make contact. This is particularly important, given the 'missed call' functionality on most contemporary phones.

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 landline sample selection.

The procedure used to append addresses for the randomly generated landline RDD records involved:

- 'washing' the randomly generated numbers against the 2012 Oz On Disk directory to identify which numbers could be matched to a record in the White Pages (the 'matched' sample) and which cannot (the 'unmatched' sample);
- using Sensis' MacroMatch service, which references the online White Pages listings, to validate the currency of the name, address and phone number listing for the 'matched' sample; and
- sending a primary approach letter to matched sample where the MacroMatch process returned a verified, current name, address and phone number combination.

Australia Post software was used to assign Delivery Point Identifier (DPID) barcodes to mailing addresses for the primary approach letter sample, which improves the processing of mail

No approach letter was sent to the 'unmatched' sample, or to the matched sample where the MacroMatch process did not yield a current name, address and phone number combination.

As can be seen in Table A3.1 on the following page, of the 5,657 landline sample, an address was confirmed through the MacroMatch process for 47.6% (2,106) of records.

Table A3.1 – Selections by geographic strata

Geographic location	Original selections	Macro-Matched (letter sample)	Letter sample as % total sample	Non letter sample	Non letter sample as % total sample
Sydney	381	164	43.0%	217	57.0%
Other NSW	164	88	53.7%	76	46.3%
Melbourne	411	192	46.7%	219	53.3%
Other VIC	146	84	57.5%	62	42.5%
Brisbane	247	115	46.6%	132	53.4%
Other QLD	280	140	50.0%	140	50.0%
Adelaide	375	186	49.6%	189	50.4%
Other SA	114	70	61.4%	44	38.6%
Perth	464	207	44.6%	257	55.4%
Other WA	116	62	53.4%	54	46.6%
Hobart	204	113	55.4%	91	44.6%
Other Tas	241	141	58.5%	100	41.5%
Darwin	366	134	36.6%	232	63.4%
Other NT	375	175	46.7%	200	53.3%
ACT	537	235	43.8%	302	56.2%
Total landline	***4,421***	2,106	***47.6%***	***2,315***	***52.4%***
Mobile	**1,236**			**1,236**	
Total sample selected	**5,657**			**3,551**	

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 5.

Given this approach to letter sample preparation, it follows 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.

Fieldwork Statistics

All call attempts

Table A3.2 reflects all attempts, irrespective of whether the calls related to household screening, or to the additional calls to complete the interview with the randomly selected respondent.

Table A3.2: All call attempts

Call result	n	%
Total attempts	*27,537*	*100.0*
No answer	11,207	*40.7*
Answering machine	6,823	*24.8*
Appointment made	4,905	*17.8*
Completed interviews	**1,500**	***5.4***
Engaged	1,057	*3.8*
Refused, all types	803	*2.9*
Not a residential number	455	*1.7*
Fax/Modem	253	*0.9*
Telstra message, number disconnected	228	*0.8*
Too old/deaf/disabled/health/family reasons	124	*0.5*
Residual language difficulty	64	*0.2*
Away for duration of survey	55	*0.2*
Incoming call restriction	42	*0.2*
Denies knowledge of selected respondent	12	*<0.1*
Out of Scope	9	*<0.1*
Total numbers initiated	**5,657**	
Average calls per interview	18.4	
Average calls per number initiated	4.9	

As can be seen, a total of 27,537 call attempts were placed to the 5,657 sample records – an average of 4.9 call attempts per sample record. The most frequent call outcome was no answer (40.7%), followed by answering machines (24.8%), appointments (17.8%) and engaged (3.8%). An interview was achieved every 18.4 calls.

Table A3.3 shows the final call result for all numbers initiated. The final response rate was 65.1% (67.3% for landline and 57.8% for mobile) where the response rate is defined as completed interviews as a proportion of contacts.

Table A3.3 – CAS – Final call outcome

	Final call attempt			As % numbers initiated		
Call outcome	**Landline**	**Mobile**	**Total**	**Landline**	**Mobile**	**Total**
Total numbers initiated	**4,421**	**1,236**	**5,657**	**100.0**	**100.0**	**100.0**
Unusable numbers						
Number disconnected	173	55	228	3.9	4.4	8.4
Not a residential number	420	35	455	9.5	2.8	12.3
Fax machine/modem	247	6	253	5.6	0.5	6.1
Incoming call restriction	19	23	42	0.4	1.9	2.3
Subtotal unusable numbers	***859***	***119***	***978***	***19.4***	***9.6***	***17.3***
Unresolved at end of call cycle						
Engaged	41	18	59	0.9	1.5	2.4
Answering machine	418	296	714	9.5	23.9	33.4
No answer	856	173	1,029	19.4	14.0	33.4
Appointment	242	80	322	5.5	6.5	11.9
Sub-total unresolved	***1,557***	***567***	***2,124***	***35.2***	***45.9***	***37.5***
Out of scope contacts						
Too old / frail / sick / unreliable	117	7	124	2.6	0.6	3.2
Resp. not avail/away for duration	50	5	55	1.1	0.4	1.5
Language difficulty	53	11	64	1.2	0.9	2.1
Out of scope	1	8	9	0.0	0.6	0.7
Subtotal out of scope contacts	***221***	***31***	***252***	***5.0***	***2.5***	***4.5***
Contacts						
Completed interviews	**1,200**	**300**	**1,500**	**27.1**	**24.3**	**26.5**
Household refusal	533	1	534	12.1	0.1	12.1
Respondent refusal	11	181	192	0.2	14.6	14.9
Refused prior (phoned 1800)	6	6	12	0.1	0.5	0.6
Refused age	0	7	7	0.0	0.6	0.6
Refused state	0	12	12	0.0	1.0	1.0
Terminated midway	17	0	17	0.4	0.0	0.4
Wrong number/Respondent not known	10	2	12	0.2	0.2	0.4
Remove-put on do not call register	7	10	17	0.2	0.8	1.0
Subtotal in scope contacts	***1,784***	***519***	***2,303***	***40.4***	***42.0***	***40.7***

Analysis of Response

Response overview

A total of 1,500 interviews were achieved across the landline and mobile samples. The overall response rate was 65.1% and the average interview length was 16.4 minutes for landline and 16.3 minutes for mobile sample.

As can be seen in Table A3.4, over one-quarter of interviews (292 in total) were completed as a result of some form of response maximisation activity.

Additional call attempts (219) were the most productive form of response maximisation activity, accounting for some three-quarters (75.0%) of the total interviews achieved from such activities.

Table A3.4 – Summary project statistics

Total interviews achieved	**1,500**	100.0%	
Interviews achieved from refusal conversion activity	61	4.1%	20.9%
Interviews conducted in a language other than English	12	0.8%	4.1%
Interviews achieved at 6th call or more	219	14.6%	75.0%
Subtotal interviews achieved from response maximisation activity	*292*	19.5%	100.0%
Other interviews	1,208	80.5%	

Table A3.5 represents the profile of survey respondents compared with ABS benchmarks across age, gender and employment characteristics to assess the extent, if any, of non-response bias.

The analysis shows that young persons aged 15 to 39, males and employed persons are under-represented in the survey, which is consistent with response patterns for similar surveys and reflects the difficulty in achieving interviews with this age group.

This under-representation has been somewhat addressed through the inclusion of the mobile sample. A relatively small mobile sample size (n=300) was recommended for the 2013 survey as this is the first time a dual-frame approach has been used. This under-represents the mobile phone only population, and moving towards a mix of 33% to 50% mobile sample in future would be expected to result in a more balanced sample.

Age and gender imbalances are corrected as part of the weighting process (refer to Data Processing Section).

Table A3.5 – Response profile by key characteristics

Characteristic	Base n	Total %	Landline %	Mobile %	ABS %
Age					
15-24	154	**10.3**#	9.3#	14.3	16.5
25-39	269	**17.9**#	15.3#	28.3	25.8
40-59	486	**32.4**	31.5	36.0	33.4
60+	591	**39.4**#	43.9#	21.3	24.3
Gender					
Male	680	**45.3**	43.3	53.3#	49.0
Female	820	**54.7**#	56.7	46.7	51.0
Employed persons	***771***	**51.4**#	48.3#	63.7	59.8

Questionnaire Design and Testing

The questionnaire remained identical to that administered for the previous wave in 2011 and included additional questions required to implement the dual-frame aspect of the survey. These include:

- State of residency
- Safe to take call
- Option to call back on a landline number
- Number of people in household aged 15 and over
- Number of residential phone numbers (if any)
- Main phone-type used (where both landline and mobile are used)

The first interviewing session was conducted in 'pilot test mode'. Following field team de-briefing after the first interviewing session, additional interviewer notes were included for clarification.

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.

Guidelines to assist with the back-coding of responses to 'other specify' questions into the existing pre-codes, which were originally developed during CAS 16 data collection, were again applied for CAS 23. There were no extensions to existing frames or new back-coding rules in 2013.

Detailed tables and Electronic data provision

Detailed cross-tabulated tables that incorporated the results of statistical significance testing between mutually exclusive sub groups of the survey population were provided to the Department. In addition to this, a set of state based cross-tabulations, based on landline interviews, were also provided.

Cross-tabulations were provided in both PDF and Excel format.

The data file was provided to the Department in SPSS format.

Care was taken in SPSS file production to replicate variable names, labels and codes from previous data files to facilitate time series analysis.

Supporting documentation, including a data dictionary was provided to the Department.

Weighted survey estimates

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/non capital-city location based on data from the 2011 census. 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.

The majority of analysis detailed in the 2013 report is based on interviews obtained through both the landline and mobile sample and incorporates a design weight which takes into account the relative chance of inclusion in the landline and / or the mobile phone frame, and for the landline sample, a chance of selection adjustment based on the number of landlines in each household and the number of in-scope persons per household. The weight used for this analysis is referred to as the 'national weight' and is based on all interviews (n=1,500).

Given that the mobile sample was limited to 300 interviews nationally and was geographically distributed on a probability proportional to size basis, with very few interviews obtained in the smaller states/territories it was considered inappropriate to conduct any state based analysis using interviews sourced through the mobile sample. All state based analysis presented in this report excludes interviews completed with the mobile sample. The weight used for any state/territory based analysis is referred to as the 'state weight' and is based on 1,200 interviews.

As current year results continue to be in line with those achieved previously it is not anticipated that the inclusion of the mobile sample will have any substantial implications on the time series for the survey. Assuming a higher proportion of mobile sample is utilised in future implementations of the survey, additional analysis can be undertaken to further explore the effect of the mobile sample on survey results.

APPENDIX 4: SURVEY QUESTIONNAIRE

2013 COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 23

Call outcome codes (SMS screen)

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

*(LANDLINE SAMPLE ONLY)

ANSM1.Good morning/afternoon/evening. My name is <SAY NAME> calling on behalf of The Department of Infrastructure and Regional Development from the Social Research Centre. We are telephoning households across Australia to conduct an important Community Attitudes survey about road safety. 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

*(LANDLINE SAMPLE ONLY)

ANSM2.Good morning/afternoon/evening. My name is <SAY NAME> calling on behalf of The Department of Infrastructure and Regional Development from the Social Research Centre. We left a message recently on your answering machine regarding an important Community Attitudes survey about road safety.
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, IF MOBILE SAMPLE GO TO INTRO4 ELSE CONTINUE

*(LETTER SENT)

INTRO1 Good (....). My name is (....) from The Social Research Centre. I am calling on behalf of The Department of Infrastructure and Regional Development about a letter you may have recently received 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
*PROGRAMMER NOTE: IF INTRO1=2 (NOT SEEN LETTER), DISPLAY TEXT IN BRACKETS
*(NO LETTER SENT)
INTRO2 (Good (....). My name is (....).) I'm calling on behalf of The Department of Infrastructure and Regional Development from The Social Research Centre.

We are conducting a study 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.

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 (GO TO INTRO3)
2. Wants further information (offer to send letter) (GO TO ALET)
3. Refusal (GO TO RR1)
4. Queried about how telephone number was obtained (DISPLAY PTELQ)

*(MOBILE SAMPLE)
INTRO4 (Good (....). My name is (....).)I'm calling on behalf of The Department of Infrastructure and Regional Development from The Social Research Centre.

We are conducting a study 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.

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. (TYPE STOP, MAKE APPOINTMENT)
3. Wants further information (offer to send letter) (GO TO ALET)
4. Refusal (GO TO RR1)
5. Queried about how telephone number was obtained (DISPLAY PTELQ)
6. Respondent LOTE - Mandarin / Cantonese / Italian / Greek / Arabic / Vietnamese (language follow up) (GO TO ALOTE)
7. Respondent LOTE – Other language identified (no language follow up) (RECORD ON SMS)
8. Respondent LOTE – Language not identified (make appointment) (RECORD ON SMS)

*(MOBILE PHONE SAMPLE)
MOB2 Could I just check whether it is safe for you to take this call at the moment…. If not, we'd be happy to call you back when it is more convenient for you.

1. Safe to take call
2. Not safe to take call
3. (TYPE STOP, MAKE APPOINTMENT) (CB RESUME AT INTRO2)
4. Respondent refusal (GO TO RR1)

*(MOBILE PHONE SAMPLE)
MOB3 Just so I know your time zone, can you please tell me which state or territory you're in?

1. NSW

2. VIC
3. QLD
4. SA
5. WA
6. TAS
7. NT
8. ACT
9. (Refused STATE) (GO TO TERM1)

*PROGRAMMER NOTE – WRITE STATE / TERRITORY TO SAMPLE RECORD

PREMOB4 IF MOB3=1-8 GO TO MOB1, IF MOB2=2 **AND** MOB3=1-8 CONTINUE
*(MOBILE PHONE SAMPLE, NOT SAFE TO TAKE CALL, PROVIDED STATE)
MOB4 Do you want me to call you back on this number or would you prefer I call back on your home phone?

1. This number (TYPE STOP, MAKE APPOINTMENT)
2. Home phone (TYPE STOP, MAKE APPOINTMENT, RECORD HOME PHONE NUMBER)
3. Respondent refusal (GO TO RR1)

*(MOBILE PHONE SAMPLE)
MOB1 To help with this important research, we are interested in the responses of people aged 15 and over. Can I just check, are you in that age range?

1. Yes (Continue)
2. Under 15 (GO TO TERM2)
3. Refused (GO TO TERM3)

*(MOBILE PHONE SAMPLE)
MOB7 Is (person) male or female? (Record by observation)

1. Male (GO TO D5)
2. Female (GO TO D5)

*(QUERIED HOW TELEPHONE NUMBER WAS OBTAINED)
PTELQ.Your telephone number has been chosen at random. We find that this is the best way to obtain a representative sample of all Australians for our survey.

IF NECESSARY (FOR LANDLINE)
Households with silent numbers are not in the White Pages but it is important that these people are included in the survey.

*(LANDLINE SAMPLE)
INTRO3 We need to speak to one person in each household and it is very important that we randomly select that person.

Do you have a couple of minutes to go through some questions to see who qualifies?

IF NECESSARY: The survey will take 10 to 15 minutes, depending on the answers of the person who is randomly selected.

1. Continue (GO TO S.1)
2. Arrange callback (CB RESUME AT INTRO2)
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]

*(LANDLINE SAMPLE)
S.1 How many people living in your home are aged 15 years and over?

1. One
2. Two or more (Specify) [ALLOWABLE RANGE 2-10]

*(LANDLINE SAMPLE)
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

*(LANDLINE SAMPLE)
S.1b Could I have (person's) first name (or initial)?

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

*(LANDLINE SAMPLE)
S.2 Is (person) male or female?

3. Male
4. Female

*(LANDLINE SAMPLE)
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)

*(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

*PERFORM QUOTA CHECK HERE (150 PER STATE/300 MOBILE)

PRES4. IF MOBILE SAMPLE GO TO CON, ELSE CONTINUE

*(LANDLINE SAMPLE)

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 and Regional Development conducts regular surveys into public opinion. Your home has been selected at random to be included in this year's Community Attitudes Survey. The survey is about roads and traffic.

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

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

*(REFUSED)

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

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

*(REFUSED)

RR2 RECORD RE-CONTACT TYPE

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

*(LOTES)

ALOTE RECORD LANGUAGE

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

*(ALL)

CON The survey should take about 10-15 minutes depending on your answers. 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 (no further information)
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 (no further information)
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 STRONGLY
2. Agree Somewhat
3. Disagree Somewhat
4. Disagree STRONGLY
5. (Don't know)

*(ALL)
Q.2b In your opinion, in the LAST 2 YEARS, has the amount of random breath testing being done by police….READ OUT IF NECESSARY: "Do you feel that the police have been more active or less active about random breath testing in the last 2 years, or has that activity stayed the same?"

1. Increased/(more active)
2. Stayed the same
3. Decreased/(less active)
4. (Don't know)

*(ALL)
Q.3a Have you seen police conducting random breath testing in the LAST 6 MONTHS?

1. Yes
2. No (GO TO Q.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, 7pm 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
PROGRAMMER NOTE: IF MOBILE SAMPLE INSERT <JUST TO CONFIRM>
*(CURRENT DRIVER)
Q.40 The next few questions are about using mobile phones. <Just to confirm> Do you own or use a mobile phone?

1. Yes
2. No (GO TO Q46b)
3. (Don't know/Can't say) (GO TO Q46b)

*(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, SPEAKER PHONE 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)

PRED6 IF NUMBER OF PERSONS IN HOUSEHOLD IS TWO OR MORE (S.1=2 OR MOBILE SAMPLE), CONTINUE, ELSE GO TO D7
*(TWO OR MORE PEOPLE IN HOUSEHOLD)
D.6 (Record by observation)

1. Male
2. Female

*(TWO OR MORE PEOPLE IN HOUSEHOLD)
PROGRAMMER NOTE: INSERT 'AGAIN' IF LANDLINE SAMPLE
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)

PRESMP7 IF SAMPLE=MOBILE CONTINUE, ELSE GO TO SMP1
*(MOBILE SAMPLE)
SMP7 And how many people in your household are aged 15 years or over?

1. One
2. Two or more (Specify) [ALLOWABLE RANGE 2-6]
3. (Don't know)
4. (Refused)

PRESMP1 IF SAMPLE=LANDLINE CONTINUE, ELSE GO TO SMP3
*(LANDLINE SAMPLE)
SMP1. How many residential phone numbers do you have in your household, not including lines dedicated to faxes, modems or business phone numbers. Do not include mobile phones.
IF NECESSARY: How many individual LANDLINE numbers are there at your house that you can use to make and receive telephone calls?]

1. Number of lines given (Specify_____) RECORD WHOLE NUMBER (ALLOWABLE RANGE 1 TO 99) *(DISPLAY "UNLIKELY RESPONSE" IF I1 = >3)
2. Don't know/ Not stated (PROGRAMMER NOTE: RECORD IN DATA AS 999)
3. Refused (PROGRAMMER NOTE: RECORD IN DATA AS 888)

*(LANDLINE SAMPLE)
SMP2 Do you also have a working mobile phone?

1. Yes (GO TO PRESMP5)
2. No (GO TO PRESMP5)
3. (Don't know) (GO TO PRESMP5)
4. (Refused) (GO TO PRESMP5)

*(MOBILE SAMPLE)
SMP3 Is there at least one working fixed line telephone inside your home that is used for making and receiving calls?

1. Yes
2. No (GO TO PRESMP5)
3. (Don't know) (GO TO PRESMP5)
4. (Refused) (GO TO PRESMP5)

*(MOBILE SAMPLE, HAS AT LEAST ONE WORKING FIXED LINE IN HOUSEHOLD)
SMP4 How many residential phone numbers do you have in your household, not including lines dedicated to faxes, modems or business phone numbers. Do not include mobile phones.
IF NECESSARY: How many individual LANDLINE numbers are there at your house that you can use to make and receive telephone calls?]

1. Number of lines given (Specify_____) RECORD WHOLE NUMBER (ALLOWABLE RANGE 1 TO 99) *(DISPLAY "UNLIKELY RESPONSE" IF I1 = >3)
2. Don't know/ Not stated (PROGRAMMER NOTE: RECORD IN DATA AS 999)
3. Refused (PROGRAMMER NOTE: RECORD IN DATA AS 888)

*(ALL)
TELDUM TELEPHONE STATUS
1. Mobile only (SMP3=2,3,4)
2. Landline only (SMP2=2,3,4)
3. Dual user (SMP2=1 or SMP3=1)

PRESMP5 IF TELDUM=3 (DUAL USERS) CONTINUE. OTHERS GO TO END
*(DUAL USERS) (TELDUM=3)
SMP5 So thinking about both your landline and mobile numbers, of all the private calls that you receive are … (READ OUT)

1. All or almost all calls received on your mobile
2. Some received on your mobile and some on your regular home phone, or
3. Very few or none on your mobile phone
4. (Don't know)
5. (Refused)

TERM1: To be able to accurately analyse the results, we need to record the state of residence of everyone who participates in the survey. Thanks anyway.

TERM2: Sorry, but for this study we need to speak to people 15 years and older.

TERM3 To be able to accurately analyse the results, we need to record the age of everyone who participates in the survey. Thanks anyway.

*(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. Terminated at MOB1=2 (UNDER 15)
6. Terminated at MOB1=3 (REFUSED AGE)
7. Terminated at MOB2=3 (MOBILE RESPONDENT REFUSAL)
8. Terminated at MOB3=9 (REFUSED STATE)
9. Terminated At MOB4=3 (RESPONDENT REFUSAL)
10. Terminated At INTRO4=4 (RESPONDENT REFUSAL)
11. 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 Regional Development

The «SURNAME» Household
«ADDR1»
«ADDR2»
«SUBURB» «STATE» «PCODE»

Dear Householder,

Notice of Important Community Survey

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

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

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

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

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

The telephone number listed for this household is XX XXXX XXXX. If this is not your number, or if you would like to make an appointment, please call The Social Research Centre toll free on 1800 023 040 or send an e-mail to cas@srcentre.com.au and provide your name and correct phone number.

Should you wish to clarify anything about this survey, please call the Road Safety and Transport Access Branch of the Department, on 02 6274 6561.

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

Marcus James
General Manager
Road Safety and Transport Access Branch
Surface Transport Policy

October 2013

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
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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: ( ) _____