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Department of Infrastructure,  
Regional Development and Cities



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# Community Attitudes to Road Safety – 2017 Survey Report

June 2018

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### Abstract

This report documents the findings from the Australian Government Department of Infrastructure, Regional Development and Cities' 2017 survey of community attitudes to road safety. The twenty-fourth in a series of national surveys on community attitudes to road safety was conducted in October and November 2017. A total of 1,707 interviews were conducted with persons aged 15 years and over. The issues examined include: perceived causes of road crashes, exposure and attitudes to both random breath testing and roadside drug 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), roadside drug testing, mobile phones, fatigue, seatbelts, driver distraction, inattention.

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## 1.0 Executive Summary

The twenty-fourth Community Attitudes Survey (CAS) was conducted in October/November 2017 and is the latest iteration in a series of studies on community attitudes towards road safety dating back to 1986. The main topics covered in this year's survey included:

- Community perceptions of the factors leading to road crashes
- Alcohol and drink driving
- Drug use and driving
- Speed
- Driver fatigue
- Mobile phone use while driving
- Heavy vehicles
- Road and transport usage
- Seat-belt wearing behaviour
- Involvement in road crashes
- The use of vehicle safety features

### 1.1 Community perceptions

Community perceptions of the cause of road crashes has shifted substantially over recent years. While speed (41%) and drink driving (39%) are still thought to be prominent factors leading to road crashes, there has been a strong upward trend in the belief that mobile phones and distraction are the principal cause, with over one in three (35%) mentioning this, up from 22% in 2013. There has also been a decline in mentions of speed as a factor, from nearly half (48%) in 2011 to four in ten (41%) in 2017. The increased sentiment that mobile phones are causing road crashes parallels the uptake of smartphones, with the trend gathering pace since 2013.

### 1.2 Community attitudes towards speeding, drink driving and mobile phones

A range of community attitudes towards speeding and drink driving were explored in the survey. These included perceptions of the danger of speeding, approaches taken to managing drinking with driving and the level of support for lowering the maximum blood alcohol content (BAC) to 0.02.

In addition, respondents were asked to consider whether they would support a law banning the use of hands-free mobile phones and the extent to which they believe talking on a mobile phone increases their risk of having a road crash.

#### Speeding

- The community believes high level speeding is inherently dangerous, with the majority (85%) agreeing that a road crash at 70 km/h will be a lot more severe than one at 60 km/h. Most (79%) also believe that speed limits are set at reasonable levels. However, these beliefs are eroding over time, with the percentage believing a 70 km/h road crash is a lot more severe declining from being nearly universally held (96%) in 2004 to its present level (85%). Similarly, the belief that

speed limits are set at reasonable levels has declined from nine in ten (90%) in 1997 to its current level (79%).

- Despite this small shift, attitudes towards speeding are largely in line with safe driving practices for the majority. However a sizable minority (27%) still believes that it is acceptable to speed while driving safely. Those who hold this belief are most likely to be males (35%) and hold a full motorcycle licence (38%) or heavy vehicle licence (36%).
- The community is supportive of lower 40 km/h speed zones in areas with high levels of pedestrian activity, with the majority (88%) agreeing with this. Moreover, two-thirds (65%) agree *strongly* that these limits should be in place.

### Drink driving

- Approaches to drink driving, for those who drink, include not drinking at all if driving or moderating the amount they drink to stay within their legal BAC. While one in five (21%) reported they do not drink alcohol, the remainder of respondents were equally split in their approach with four in ten (40%) not drinking if they know they are driving and four in ten (39%) restricting how much they drink. Being on a provisional licence increases the likelihood of completely separating drinking and driving (71% do not drink if driving), while males (46%), commuters (52%), those with a heavy vehicle licence (51%) and those with a full motorcycle licence (58%) tend to favour restricting what they drink if they are driving, rather than separating drinking and driving completely.
- The community is polarised with respect to the lowering of the maximum legal BAC from 0.05 to 0.02. Four in ten (40%) approve of lowering the limit, while a similar percentage (38%) disapproves. Support and opposition to this proposal runs along behavioural lines, with those who are likely to have driven when over the BAC limit (81% disapprove) most opposed and those who separate drinking and driving (59% approve) or do not drink (45% approve) most supportive. Increased separation of drinking and driving in the community is likely to lead to further support for a lowering of the BAC.

### Mobile phones

- On balance, the community would oppose the introduction of a law banning the use of hands-free mobile phones while driving. The majority (57%) disapproved of the introduction of such a law, up from 2013 (49%). Amongst those who feel strongly about this hypothetical law, a third (36%) disapproved strongly, while one in six (15%) approved strongly.
- The community acknowledges the risk of using a mobile phone, citing this as the main factor leading to road crashes and eight in ten (79%) agreeing that talking on a mobile phone increases the risk of having a road crash. However, as discussed, the majority of drivers continue to use mobile phones while driving and oppose legislation which further limits their use.

## 1.3 Community attitudes towards police enforcement

Police enforcement of drink driving, drug driving and speeding was extensively covered in the survey. The key findings were:

- Enforcement of drink driving and drug driving through roadside testing is strongly supported by the community with nearly all supporting random breath testing (RBT) (98%) and a similar percentage (96%) supporting roadside drug testing.
- Most drivers have encountered RBT operations in the past six months, with eight in ten (81%) seeing police conducting breath tests and over a third (37%) having been tested over the same timeframe. Incidence of being tested increased to half (50%) amongst heavy vehicle drivers.
- Seeing roadside drug testing was less common than RBT, with just under half (46%) having seen police conducting drug tests in the past two years. Being tested for recreational drugs was also lower, with one in ten drivers (10%) reporting they had been tested over this time frame.
- A slim majority (55%) believes the current level of speed enforcement is appropriate and does not wish to see any change. The remainder would like to see either less enforcement (14%) or more enforcement (28%). Since 2013, the percentage that would like to see more enforcement has declined (from 36% in 2013).
- More than half (54%) of the community believes speeding fines are mainly intended to raise revenue. Considering the historical trend, this figure is in line with 2013 and relatively low, having peaked at over six in ten (62%) as recently as 2009.
- The community tends to believe that some tolerance should be applied when booking drivers for speeding. In a 60 km/h zone in an urban setting, around two-thirds (69%) believe some tolerance should apply, and nearly half (47%) believe that fines should only be issued if the speed exceeds the posted limit by more than five kilometres per hour. In a 100 km/h zone in a rural setting, three-quarters (74%) believe there should be some tolerance, and four in ten (41%) believe fines should not be issued until the driver is more than ten kilometres over the limit.

## 1.4 Unsafe driving behaviours

The survey included a range of measures relating to unsafe driving behaviours which were among those raised as factors leading to road crashes. These included drink driving, drug driving, speeding, driving while fatigued and mobile phone use while driving.

- Three per cent of drivers reported that it is likely that they have driven while over their legal BAC in the past 12 months, while three-quarters (75%) were certain they had not. Drivers who frequently drive long distances (6%) were most likely to report they were “fairly likely” to have driven while over the limit.
- While only one-in-ten (10%) of the adult<sup>1</sup> population reports taking recreational drugs, a third (33%) of these at least sometimes drive after taking drugs. This equates to three per cent of the adult population driving after taking drugs at least some of the time. Considering that eight in ten (79%) report drinking alcohol, this indicates much higher risk taking behaviour amongst those who take recreational drugs. Approximately 1% of the population report that they drive after drinking and taking drugs.
- One in five (19%) drivers admitted being booked for speeding in the past two years. The survey also asks respondents how frequently they have exceeded the posted speed limit by 10 km/h or more. The percentage which reports they do this *always* / *nearly always* / *most occasions* has

<sup>1</sup> Only participants aged 18 or over were eligible to complete the drug use section of the survey.

trended down over time from three in twenty (15%) to around one in twenty (6%). Those most likely to exceed the speed limit to this extent are those with a heavy vehicle licence (11%) and frequent distance drivers (13%).

- Around half (47%) of drivers drive while fatigued, although a small percentage (3%) do so *always / most of the time / half the time*. Those who are most likely to drive while fatigued include 15-24 year olds (59%), males (52%), frequent distance drivers (61%) and commuters (59%).
- Community concerns regarding the impact of mobile phone use on road safety have increased markedly in recent years, yet close to two-thirds (64%) report using their mobile while driving. This includes four in ten (40%) who make calls while driving and over one in five (21%) who use their mobile phone for other activities such as browsing the internet and taking photos etc.
- Over a third (36%) of those who make calls on a mobile phone while driving at some stage do so with a hand-held mobile phone.
- Close to a quarter of current drivers (21%) do not always allow extra space when overtaking or merging in front of heavy vehicles. This potentially dangerous behaviour is more pronounced amongst those with provisional licences (38%) and those aged under 25 years (39%).
- Very few people (4%) ever turn off safety features (such as ABS) in their car. This is more likely to occur amongst heavy vehicle licence holders (12%), frequent distance drivers (10%) and those outside capital cities (7%).

## 2.0 Introduction

This report details the findings of the Community Attitudes Survey (CAS) conducted by the Australian Government Department of Infrastructure, Regional Development and Cities in October and November 2017.

### 2.1 Overview

These surveys have been running since 1986, and the 2017 version is the twenty-fourth since the program commenced. The CAS surveys provide a national snapshot of Australian attitudes, experience and behaviour relating to road safety topics; helps evaluate specific road safety countermeasures and suggest new areas for intervention. The survey also helps identify significant differences between states and territories and other demographics such as age, driver status, gender and licences currently held.

These surveys provide a unique time series of community attitudes to road safety and are a valuable research and policy tool for the Australian Government and road safety organisations across Australia.

### 2.2 Survey background

The twenty-fourth CAS was conducted in October and November 2017 mainly amongst participants selected randomly from a dual frame Random Digit Dialling (RDD) mobile and fixed line phone sample in the ratio of 80:20 Mobile: Fixed line numbers. Fifteen hundred and four interviews were conducted in this manner, across the whole of Australia, in proportion to population. In addition, a further 203 interviews were conducted via a RDD fixed line phone sample to boost the number of interviews in Tasmania, ACT and the Northern Territory so that findings could be reported for these locations.

All respondents were offered the opportunity to complete the survey online via an interviewer over the telephone. Overall 117 opted to complete the survey online, accounting for 7% of the final response.

People aged 15 years or over were eligible to complete the survey. A total of 1,707 interviews were conducted and 1,590 interviews were conducted via telephone. The average telephone interview length was 16.9 minutes. The average length of the 117 online interviews was 17.7 minutes.

The broad topics covered in the 2017 survey include:

- The perceived causes of road crashes
- Attitudes and behaviours in relation to drink driving and random breath testing
- Driving behaviour and public transport habits
- Attitudes and behaviours in relation to speeding and speed enforcement
- Seat belt usage
- Involvement in road crashes
- Experience of fatigue while driving
- Experience and attitudes towards drug driving and enforcement
- The use of mobile phones while driving
- Attitudes and behaviours towards heavy vehicles while driving, and
- Vehicle safety features.

Several new topic areas were introduced into the 2017 survey, including those concerning drug driving<sup>2</sup> and enforcement, heavy vehicles and vehicle safety features. While amendments were also made to the drink driving, speeding, seat belt usage, fatigue and mobile phone sections, the majority of questions were unchanged from the 2013 survey.

Full details concerning the conduct of the survey are found in the Technical Notes at Appendix 3. The questionnaire used for the 2017 survey is provided at Appendix 4.

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## 2.3 Reading this report

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This section broadly describes the analysis methods used for the survey.

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### 2.3.1 Comments on analysis, weighting and significance testing

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The data were weighted using a two-step process:

- Firstly, a 'frame correction' was applied to compensate for the greater likelihood of some respondents being selected due to the overlapping mobile and fixed line sample frames; and
- Secondly, non-response bias and sample stratification were corrected for. The non-response weights were applied for age, gender, location and education to bring the survey population in-line with data from the 2016 Census.

Throughout this report arrows are used to signify a result which is statistically significant from the total population. A blue up arrow signifies a result which is higher than the population mean, a red down arrow signifies a result which is significantly lower than the population mean.

All significance testing is at the 95% confidence interval, however a false discovery rate (FDR) has also been applied. The FDR makes it less likely that any one comparison will be significant. In a normal use of significance testing, a hypothesis is formed and the data are tested against the hypothesis – this is a single test, and the confidence interval provides an indication of how confident one can be that the observed difference is true (the null hypothesis – that there is no difference – is rejected). However, when analysing survey data thousands of tests are generally made – every response to every question for every subgroup is tested. At the 95% confidence limit, we would expect 5% of significant results to be Type 1 errors (false positives). The FDR limits the extent of these errors.

It is also worthwhile to remind the reader that a significant result does not necessarily indicate that a finding says something meaningful about the groups being compared. For large sample sizes, small differences can be statistically significant, but the actual results are so similar as to make them irrelevant from the point of view of policy setting and explaining behaviour. The analysis in this report seeks to navigate the findings and provide interpretation with reference to both statistical significance, and with regard for the size of the observed differences between groups and over time with previous CAS studies.

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<sup>2</sup> Only participants aged 18 or over were eligible to complete the drug use section of the survey.

### 2.3.2 Definitions used in this report

A 'driver status' variable was created in 2005 to classify drivers into mutually exclusive categories based on their frequency of driving and their employment status. These groups are referred to extensively in this report and are as follows:

- **Frequent distance drivers** (Have a current licence or permit and drive 50 kms or more at least three times a week);
- **Commuters** (Employed and working more than 20 hours per week who drive a vehicle or ride a motorbike at least four days per week, and are not frequent distance drivers);
- **Other frequent drivers** (Either not employed or working 20 hours or less per week, and drive a vehicle or ride a motorcycle at least four days per week);
- **Less frequent drivers** (Drive a motor vehicle or ride a motorcycle less than four days per week);
- **Non-drivers** (Do not presently drive a motor vehicle or ride a motorcycle on the roads at all).

Table 1 shows the weighted characteristics of each of these groups.

**Table 1 Characteristics of each type of driver from the derived driver status variable**

Driver status (Row %)	Frequent distance drivers	Commuters	Other frequent drivers	Less frequent drivers	Non-drivers
<b>Total</b>	<b>18</b>	<b>26</b>	<b>31</b>	<b>18</b>	<b>7</b>
<b>Gender</b>					
Male	24 ↑	28	23 ↓	18	7
Female	13 ↓	24	38 ↑	18	8
<b>Age group (years)</b>					
15-24	23	7 ↓	26	29 ↑	15 ↑
25-39	17	37 ↑	20 ↓	19	8
40-59	21	37 ↑	25 ↓	12 ↓	4 ↓
60+	12 ↓	11 ↓	52 ↑	19	6
<b>Capital city/Other</b>					
Capital city	16 ↓	27	29	20 ↑	9 ↑
Outside capital city	23 ↑	24	35	14 ↓	4 ↓
<b>Licences currently held</b>					
Full car licence	19	30 ↑	34	16 ↓	0
Heavy vehicle licence	42 ↑	28	21 ↓	10 ↓	0
Full motorcycle licence	25	37 ↑	26	12 ↓	0
Provisional car licence	29	14 ↓	33	24	0
NET: Currently Licenced	20 ↑	28 ↑	33 ↑	19 ↑	0 ↓
<b>In a road crash in the last 3 years</b>					
Yes	19	30	31	16	4
No	18	25	31	19	8
<b>State/Territory</b>					
NSW	14	28	31	21	6
VIC	20	22	31	17	9
QLD	23	26	27	17	6
SA	20	31	21	18	10
WA	19	24	35	15	7
TAS	15	20	43 ↑	15	6
NT	9	37	32	10	11
ACT	5 ↓	32	37	15	11

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval. Figures may not add to 100% due to rounding



## 3.0 Community perceptions of factors contributing to road crashes

Questions relating to community perceptions of the factors that most often lead to road crashes were again included in the Community Attitudes to Road Safety Survey in 2017.

Participants were asked two questions: (i) what factor they thought most often leads to road crashes (referred to as first mention), and (ii) what other factors lead to road crashes (reported as the 'net' result of (i) and (ii) and referred to as total mentions).

The key findings from this section of the study showed that:

- ▶ **There was a significant lift in the proportion of participants considering 'driving distraction/driving while on a mobile' as the main factor leading to road crashes, rising from 8% in 2013 to 18% in 2017. There were smaller lifts in first mentions of 'inattention/lack of concentration' (from 18% to 22%) and 'fatigue' (from 7% to 10%). Coinciding with these movements, there was a decline in the percentage of participants mentioning 'speed' (from 31% to 20%) or 'drink driving' (from 11% to 7%).**
- ▶ **In terms of 'total mentions', there was also a lift in mentions of 'driving distraction/driving while on a mobile' (from 22% in 2013 to 35% in 2017) and 'inattention/lack of concentration' (from 29% to 35%), while 'speed' declined, falling from 48% to 41%.**
- ▶ **The rise in mentions since 2011 of 'driving distraction/driving while on a mobile' and 'inattention/lack of concentration' coincides with, and may have been at least partly driven by, the rise in smartphone ownership and its associate distractions. Although smartphones were only launched in 2007 in Australia, the number of smartphone users in Australia had risen to 8.67m by May 2012, and to 15.45m by June 2017.**
- ▶ **The mobile phone section of this report (section 8) will show that while Australians acknowledge the dangers of using mobile phones while driving, they are not prepared to give them up in their cars.**

### 3.1 Factors leading to road crashes

In 2017 the most frequently mentioned factors identified as leading to road crashes (total mentions) are: 'speed' (41%), 'drink driving' (39%), 'driver distraction' (35%), 'inattention/lack of concentration' (35%) and 'driver fatigue' (27%).

Note that when the closely related 'driver distraction' and 'inattention/lack of concentration' are joined together into 'inattention/lack of concentration'<sup>4</sup> (to give 70%), they are mentioned more frequently than either 'speed' or 'drink driving'.

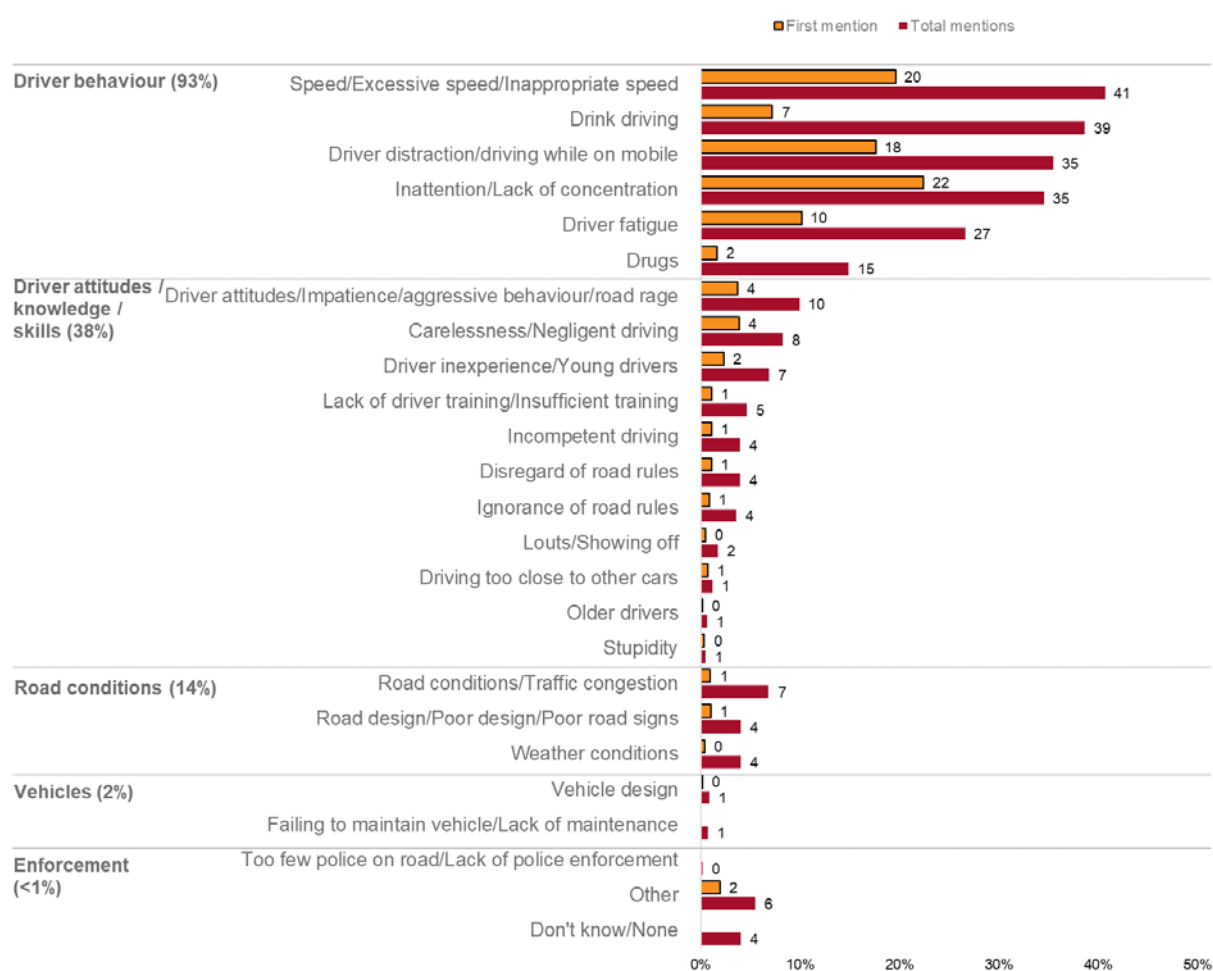
The factors have been sorted into four main groups: 'driver behaviour' (93% made some mention of a factor or factors relating to driver behaviour); 'driver attitudes/knowledge/skill' (38% noted something related to this); 'road conditions' (14%) and 'vehicle condition' (2%).

Mention of 'road conditions' has declined significantly since the 2013 survey (from 18% to 14%).

<sup>3</sup> Australian Communications and Media Authority communications report2, 2015-16, 2016-17

<sup>4</sup> For 2011, 2013 and 2017, 'driver distraction/mobile phone use while driving' has been coded as a separate response. Prior to 2011 such responses were included as part of 'inattention/lack of concentration'.



**Table 2 Factors perceived to contribute to road crashes: First mention and Total mentions**

Q1a What factor do you think most often leads to road crashes? / Q1b What other factors lead to road crashes? What else?

Base: All respondents (n=1,707)

Differences in total mentions of factors contributing to road crashes by demographic and driving characteristics are shown in Table 3. Some of the differences across demographics include:

- Females (40%) and people aged 15-24 years (51%) are significantly more likely than others to mention 'driver distraction/mobile phone use while driving' as a factor causing road crashes.
- 'Speed' is most likely to be noted as a factor by those aged 40-59 years (46%).
- People in capital cities are more likely to mention 'drink driving' as a factor than those outside capital cities (41% versus 33%). By contrast, those outside capital cities are more likely to mention 'fatigue' (32% versus 24% in capital cities).

**Table 3 Total mentions of factors thought to most often lead to road crashes by selected characteristics**

Top 5 factors leading to road crashes (Row %)	Speed/ Excessive speed/ Inappropriate speed	Drink driving	Driver distraction/ mobile phone use while driving	Inattention/ Lack of concentration	Driver fatigue
<b>Total</b>	<b>41</b>	<b>39</b>	<b>35</b>	<b>35</b>	<b>27</b>
<b>Gender</b>					
Male	38	37	31 ↓	32	28
Female	43	40	40 ↑	37	26
<b>Age group (years)</b>					
15-24	33	47	51 ↑	24 ↓	29
25-39	34	40	37	32	29
40-59	46 ↑	37	32	34	31
60+	45	34	27 ↓	45 ↑	17 ↓
<b>Capital city/Other</b>					
Capital city	39	41 ↑	38	34	24 ↓
Outside capital city	43	33 ↓	31	35	32 ↑
<b>Licences currently held</b>					
Full car licence	42	38	33 ↓	36	27
Heavy vehicle licence	36	26 ↓	26 ↓	36	26
Full motorcycle licence	32 ↓	32	28	37	29
Provisional car licence	41	28	58 ↑	27	33
NET: Currently Licenced	41	38	36	35	27
<b>Driver status</b>					
Frequent distance drivers	37	31	41	36	30
Commuters	40	35	37	30	29
Other frequent drivers	46	42	31	35	24
Less frequent drivers	39	44	39	39	25
Non-drivers	34	45	29	34	22
<b>In a road crash in the last 3 years</b>					
Yes	36	40	41	34	24
No	42	38	34	35	27
<b>State/Territory</b>					
NSW	44	42	38	27 ↓	38 ↑
VIC	42	41	35	32	21 ↓
QLD	37	32	35	38	22
SA	29	30	45	52 ↑	18
WA	37	34	32	47 ↑	23
TAS	58 ↑	48	19 ↓	51 ↑	10 ↓
NT	45	64 ↑	16 ↓	22	26
ACT	48	55 ↑	23	26	28

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q1a What factor do you think most often leads to road crashes? / Q1b What other factors lead to road crashes? What else?

Base: All respondents (n=1,707)

Between the 2013 and 2017 surveys there was a significant lift in participants mentioning 'driver distraction/ mobile phone use while driving' and 'inattention/lack of concentration' as factors contributing to road crashes. 'Driver distraction/mobile phone use while driving' rose from 8% to 18% of first mentions and from 22% to 35% of total mentions. 'Inattention/lack of concentration' experienced smaller, but still significant lifts, rising from 18% to 22% on first mentions and from 29% to 35% on total mentions.

By contrast, both 'speed' and 'drink driving' were less likely to be mentioned as the main factor contributing to road crashes in 2017 than 2013 – 'speed' fell from 31% to 20%, while 'drink driving' dropped from 11% to 7%. Similar results were apparent on the total mentions measure.

Combining 'driver distraction/mobile phone use while driving' and 'inattention/lack of concentration' (to give 40% on first mentions and 70% on total mentions) indicates that factors related to 'inattention/lack of concentration' are now much more likely to be perceived as contributing to road crashes than either 'speed' or 'drink driving'.

There was a smaller lift in mentions of 'fatigue' (from 7% to 10% on the first mention measure and from 22% to 27% on total mentions).

**Table 4 Main factors thought to most often lead to road crashes: First mention/Total mentions, 2013-2017**

Main factors leading to crashes (Col %)	2013	2017
<b>First mention</b>		
Inattention/Lack of concentration	18 ↓	22 ↑
Speed/Excessive speed/Inappropriate speed	31 ↑	20 ↓
Driver distraction/mobile phone use while driving	8 ↓	18 ↑
Driver fatigue	7 ↓	10 ↑
Drink driving	11 ↑	7 ↓
<b>Total mentions</b>		
Speed/Excessive speed/Inappropriate speed	48 ↑	41 ↓
Drink driving	42	39
Driver distraction/ mobile phone use while driving	22 ↓	35 ↑
Inattention/Lack of concentration	29 ↓	35 ↑
Driver fatigue	22	27

Blue up arrows (↑) indicates significantly higher than in the other column at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the other column at the 95% confidence interval.

Q1a What factor do you think most often leads to road crashes? / Q1b What other factors lead to road crashes? What else?

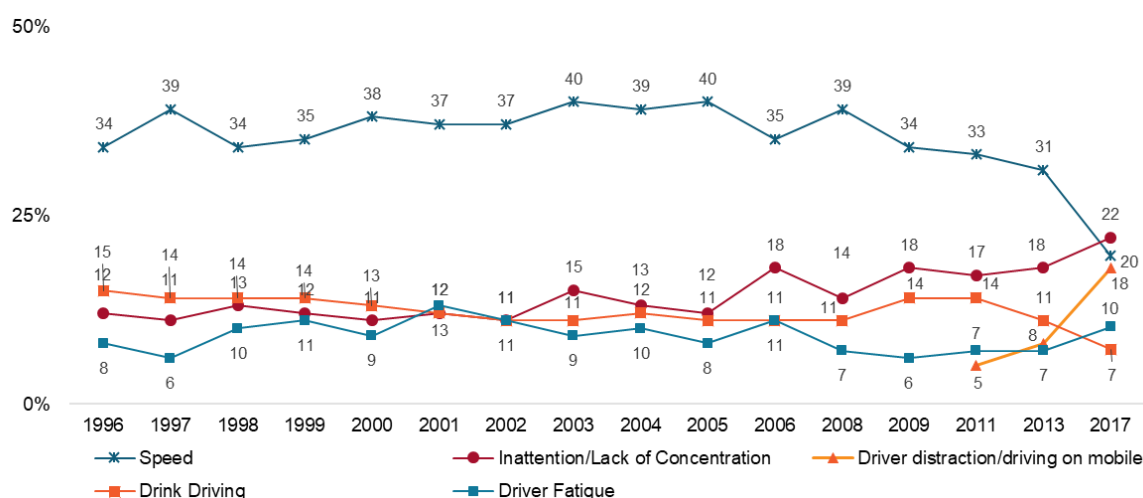
Base: All respondents (n=1,707)

## 3.2 Factors leading to road crashes – changes over the longer term

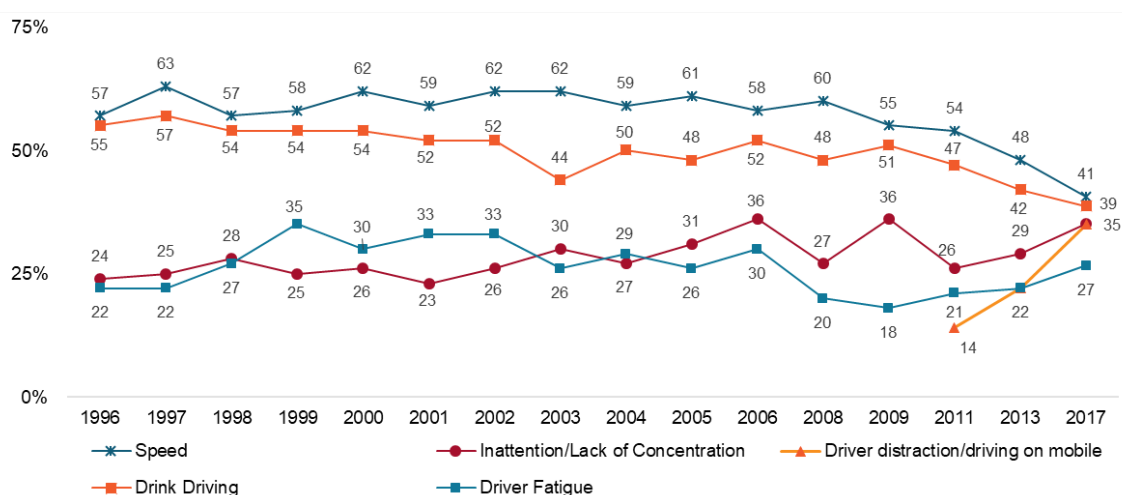
Since 2011 there has been a rise in mentions of 'driving distraction/driving while on a mobile' and 'inattention/lack of concentration'. For example, while only 5% rated 'driving distraction/driving while on a mobile' as the factor most contributing to road crashes in 2011, this proportion rose to 8% in 2013 and 18% in 2017. This is shown in the chart below. A similar pattern is evident when examining the data at the level of total mentions.

The rise in mentions of 'driver distraction/driving while on a mobile' and 'inattention/lack of concentration' coincides with the rise of smartphone ownership. The number of smartphone users in Australia almost doubled from 8.67m in May 2012 to 15.45m by June 2017. The rise in mentions of 'inattention/lack of concentration' correlates with greater smartphone use and ownership.

**Figure 1 Factors<sup>5</sup> thought to most often lead to road crashes: First mention, 1996 to 2017**



**Figure 2 Factors<sup>3</sup> thought to most often lead to road crashes: Total mentions, 1996 to 2017**



Q1a What factor do you think most often leads to road crashes? / Q1b What other factors lead to road crashes? What else?  
Base: All respondents (n=1,707)

<sup>5</sup> For 2011 to 2017, 'Inattention/Lack of concentration' figures include 'driver distraction/ mobile phone use while driving', which has been coded as a separate response since the 2011 survey. Such responses were previously included as part of 'inattention/lack of concentration'.

## 4.0 Alcohol and drink driving

Alcohol is a significant cause of road trauma and is recognised as such by the community. In 2016, 19% of drivers and motorcycle riders in Victoria who lost their lives had a BAC greater than 0.05g/100ml<sup>6</sup>. One of the challenges in this area is the difficulty drivers have in monitoring their BAC when driving after drinking. One of the approaches to tackling this includes encouraging drivers to separate drinking and driving – that is, not to drink at all if driving.

This section of the report details findings on the acceptance and experience of RBT; approaches to managing drink driving; incidence of drink driving in the community; and support for the reduction of the BAC from 0.05 to 0.02. The key findings from this section include:

- ▶ **Random breath testing (RBT) is strongly supported by the community, with nearly all (98%) supporting it and the vast majority (86%) strongly supporting it.**
- ▶ **Most drivers have encountered RBT operations in the past six months, with eight in ten (81%) seeing RBT operations and just over a third (37%) having been breath tested. Frequency of driving increases the likelihood of observing RBT operations and of being tested. Those licenced to drive a heavy vehicle (50%) were also more likely than other drivers to have been tested.**
- ▶ **Drivers in NSW and Victoria were slightly more likely to see RBT in operation (86% and 84% respectively) and Western Australian and Victorian drivers were most likely to have been tested (46% and 43% respectively). Tasmanian drivers were least likely to see RBT operations (57%) and drivers from South Australia or the ACT were the least likely to have been tested (25% and 17% respectively).**
- ▶ **Most drivers (61%) separate drinking and driving, with one in five (21%) reporting they do not drink alcohol at all and four in ten (40%) that they do not drink if they are driving. A further four in ten (39%) limit the amount they drink to stay under their legal BAC. Females were more likely than males to separate drinking and driving (68% vs 53%) and males were more likely to modify their driving behaviour (83% vs 75% of females).**
- ▶ **Three per cent of drivers report that it is likely that they have driven over their legal BAC in the past 12 months, while three-quarters (75%) were certain they had not done so. More frequent drivers had a greater likelihood of driving while over their legal BAC, with 6% reporting it is likely they have driven while over their legal BAC in the past 12 months.**
- ▶ **The community is polarised as to whether it would support reducing the maximum BAC from 0.05 to 0.02. Four in ten (40%) would approve of lowering the BAC, while a similar percentage (38%) would disapprove. Of the remainder, 17% did not care and 5% said they did not know. Approval is higher amongst those who would be less affected, such as those who do not drink and drive at all (59% amongst those who do not drink at all and 45% amongst those who do not drink when they are driving).**

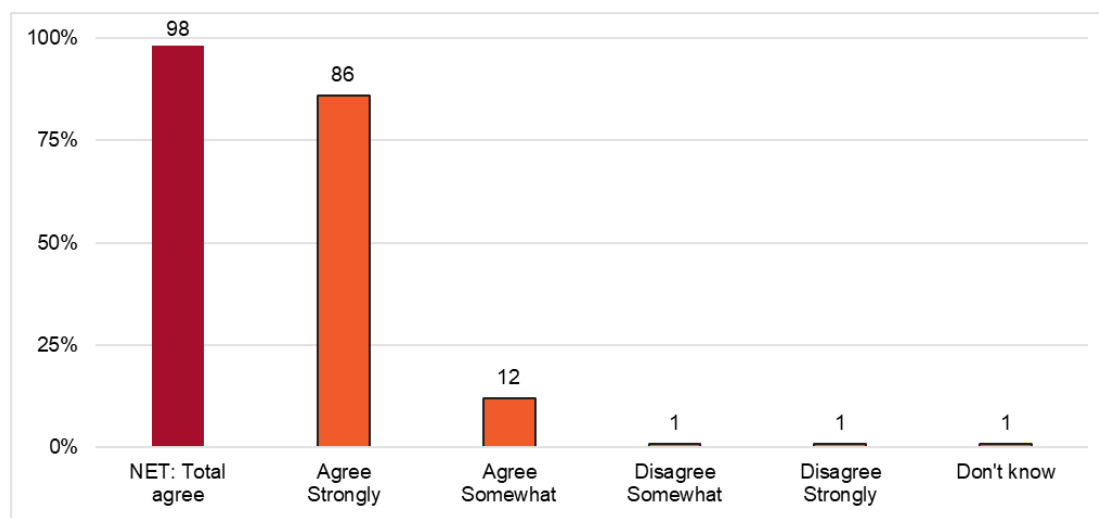
<sup>6</sup> <http://www.tac.vic.gov.au/road-safety/statistics/summaries/drink-driving-statistics>

## 4.1 Support for random breath testing (RBT)

Random breath testing (RBT) for blood alcohol content (BAC) was introduced progressively across Australian States and Territories from 1976 through the 1980s. Breath testing has since become a well-entrenched feature of driving on Australian roads. Long-term studies into the efficacy of RBT on road crashes have shown, where sufficient data are available, that the introduction of RBT led to an immediate and long-term reduction in road trauma<sup>7</sup>.

Community support for RBT is very high, with nearly all Australians (98%) supporting it. Support has not fallen below ninety-six per cent since 1997. Indeed, not only is support high, it is also strong, with the clear majority (86%) *agreeing strongly* with the random breath testing of drivers.

**Figure 3 Percentage agreement with random breath testing**



Q2A. 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...

Base: All respondents (n=1,707)

<sup>7</sup> The Long-Term Effects of Random Breath Testing in Four Australian States: A Time Series Analysis. Commonwealth Department of Transport and Regional Development / Griffith University / Data Analysis Australia. 1997.

Table 5 shows agreement with RBT by demographic and driving characteristics, and as can be seen there is a high level of support across all groups.

**Table 5 Percentage agreement with random breath testing by selected characteristics**

Extent to which agree with RBT (Row %)	NET: Total agree #	Agree Strongly	Agree Somewhat	Disagree Somewhat	Disagree Strongly	Don't know
<b>Total</b>	<b>98</b>	<b>86</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Gender</b>						
Male	97	83	14	1	2	0
Female	98	89	9	1	0	0
<b>Age group (years)</b>						
15-24	97	79	17	2	1	1
25-39	98	84	13	1	1	0
40-59	98	89	9	1	1	0
60+	98	87	11	0	1	1
<b>Capital city/Other</b>						
Capital city	98	86	12	1	1	1
Outside capital city	97	85	12	1	1	0
<b>Licences currently held</b>						
Full car licence	97 ↓	87	11	1	1	0
Heavy vehicle licence	97	84	13	0	3	1
Full motorcycle licence	96	83	13	1	2	1
Provisional car licence	100	90	10	0	0	0
NET: Currently Licenced	98	87	11	1	1	0
<b>Driver status</b>						
Frequent distance drivers	98	87	10	0	2	0
Commuters	98	90	8	0	1	0
Other frequent drivers	98	86	12	1	1	1
Less frequent drivers	98	82	16	1	1	0
Non-drivers	95	75	19	3	1	1
<b>In a road crash in the last 3 years</b>						
Yes	97	86	12	1	1	1
No	98	86	12	1	1	0
<b>State/Territory</b>						
NSW	98	87	12	0	1	1
VIC	97	87	10	2	1	1
QLD	97	84	13	2	1	0
SA	98	84	13	1	2	0
WA	98	84	14	0	1	1
TAS	99	85	14	0	0	1
NT	98	89	9	0	2	0
ACT	94	83	11	0	6 ↑	0

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q2A. 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...

Base: All respondents (n=1,707)

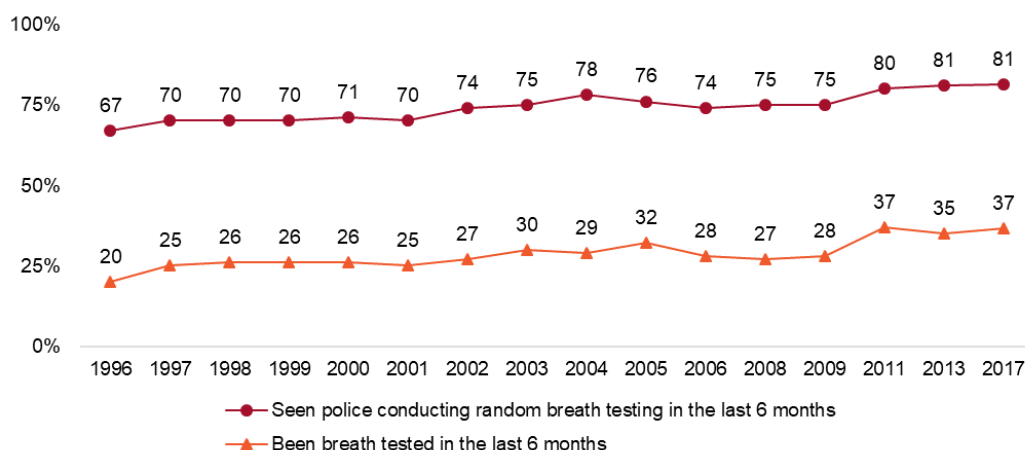
# This column is a net of 'agree strongly' and 'agree somewhat'

Figures may not add to 100% due to rounding

## 4.2 Exposure to RBT activity in the last six months

The CAS study has measured exposure to random breath testing (RBT) since 1993 by asking respondents whether they have seen police conducting RBT, and if so, whether they have been breath tested. Australians remain as likely to have seen RBT (81%) and to have been breath tested (37%) as they were in 2011. Since 2011 exposure to RBT has plateaued following an upward trend evident from 1993 (where 61% had seen RBT and 20% had been tested) to 2011.

**Figure 4 Exposure to RBT activity in the last six months, 1996 to 2017**



Q3a Have you seen police conducting random breath testing in the **last 6 months**?

Q3b Have you personally been breath tested in **the last 6 months**?

Base: All respondents (n=1,707 in 2017)

As can be seen in Table 6, which shows exposure to RBT by demographic and driving characteristics, the likelihood of seeing RBT and being tested varies by age, licence type, type of driving and state. The following differences are observed:

- Australians aged 40-59 years are more likely than others to both have seen RBT in operation (87%) and to have been tested (42%).
- Drivers who spend more time on the road are generally more likely to see RBT operations and to be tested. This is particularly the case for frequent distance drivers (87% seen testing and 51% been tested) and commuters (85% seen testing and 42% been tested).
- Half of those with a heavy vehicle licence had been tested (50%), which may relate to more time spent on the road.
- While those living in NSW were more likely than those living in other states to have seen RBT operations (86%), Western Australians and Victorians were most likely to have been tested (46% and 43% vs the national average of 37%). Those living in Queensland (75%), the ACT (67%) and Tasmania (57%) were less likely to have seen RBT operations than elsewhere, while those living in SA (25%) or ACT (17%) were least likely to report they have been tested.



**Table 6** Level of exposure to RBT activity in the last six months by selected characteristics

Exposure to RBT in the past 6 months (Row %)	Seen police conducting random breath testing in the last 6 months	Been breath tested in the last 6 months
<b>Total</b>	<b>81</b>	<b>37</b>
<b>Gender</b>		
Male	82	40 ↑
Female	80	33 ↓
<b>Age group (years)</b>		
15-24	78	29
25-39	80	38
40-59	87 ↑	42 ↑
60+	76 ↓	31 ↓
<b>Capital city/Other</b>		
Capital city	81	36
Outside capital city	82	38
<b>Licences currently held</b>		
Full car licence	82	40
Heavy vehicle licence	88	50 ↑
Full motorcycle licence	85	48 ↑
Provisional car licence	89	39
NET: Currently Licenced	83 ↑	39 ↑
<b>Driver status</b>		
Frequent distance drivers	87 ↑	51 ↑
Commuters	85 ↑	42 ↑
Other frequent drivers	84	41
Less frequent drivers	73 ↓	17 ↓
Non-drivers	59 ↓	10 ↓
<b>In a road crash in the last 3 years</b>		
Yes	87	39
No	80	36
<b>State/Territory</b>		
NSW	86 ↑	32
VIC	84	43 ↑
QLD	75 ↓	36
SA	74	25 ↓
WA	82	46 ↑
TAS	57 ↓	28
NT	77	48
ACT	67 ↓	17 ↓

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q3a Have you seen police conducting random breath testing in the last 6 months?

Q3b Have you personally been breath tested in the last 6 months?

Base: All respondents (n=1,707 in 2017)

### 4.3 Self-reported drink driving behaviour

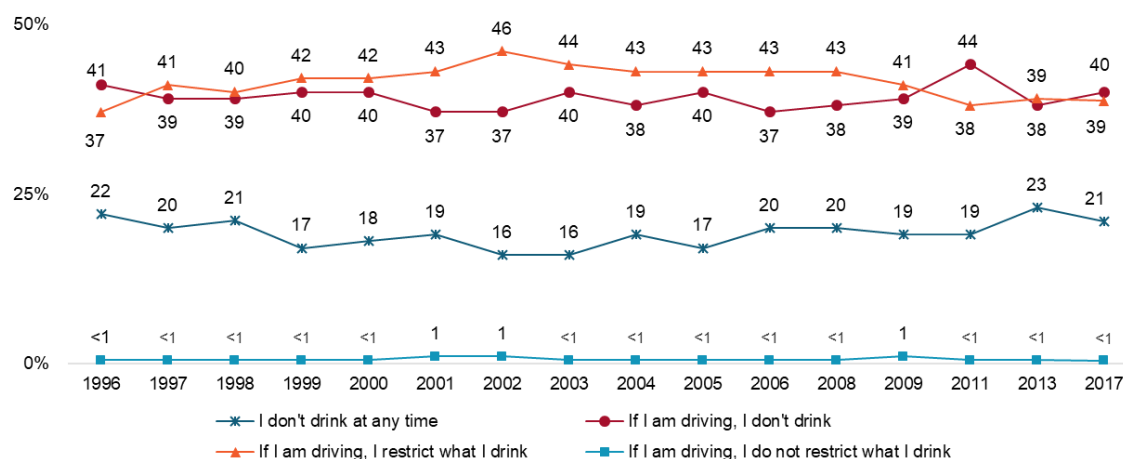
Drink driving is acknowledged by the community as being a major cause of road crashes, cited as a major factor by nearly four in ten (39%). Research also confirms that alcohol is a common contributor to road crashes, with a Victorian study finding a quarter (25%) of drivers involved in fatal road crashes had a blood alcohol content over 0.05<sup>8</sup>.

In this study respondents are asked how they approach drinking and driving, with options including:

- ▶ **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 – these people do not modify their behaviour because either they drink very little or they do not care<sup>9</sup>.**

The percentage of drivers who selected each option has remained relatively stable over time, although there is a small downward trend evident for those who restrict what they drink when driving and a corresponding small upward trend in those who do not drink at all. Overall, around one in five (21%) do not drink, four in ten (40%) separate drinking and driving, a further four in ten (39%) restrict what they drink when driving and less than one per cent practice no moderation whatsoever.

**Figure 5 Self-reported drink driving behaviour, 1996 to 2017**



Q11 Which of the following statements best describes your attitude to drinking and driving?  
Base: Current drivers<sup>10</sup> (n=1,558 in 2017)

<sup>8</sup> Drummer, O. 'The involvement of prescribed drugs in road trauma'. Forensic Science International. Volume 265, August 2016, Pages 17-21

<sup>9</sup> This group also tend to report *definitely not* drink driving in the past 12 months, which suggests most consider their drinking at a low enough level not to require restriction rather than being regular drink drivers.

<sup>10</sup> Current licence holders who drive a motor vehicle or ride a motorcycle on the road at least sometimes.

Table 7 shows how current drivers approach drinking and driving by demographics and driving characteristics. Differences are evident across gender, age, licence status and the type of driving people do, with females, young drivers and those on provisional licences more likely not to drink at all and drive. Some of the key differences are:

- Females are more likely not to drink and drive (68% vs 53% of males). This is due to a higher percentage of females not drinking at all (25% vs 17% for males). The complement of this result is that males are more likely to modify their behaviour when driving (83% vs 75% of females).
- Young drivers (aged 15-24 years) are most likely to not drink and drive, with six in ten (61%) of those who do drink alcohol, practicing a separation of alcohol and driving. This may be due to zero BAC licencing conditions for novice drivers.
- Current drivers with a full car licence (56%), heavy vehicle licence (49%) or motorcycle licence (42%) are less likely than the national average (61%) to not drink and drive. These groups are most likely to restrict what they drink if they are driving. It is worth noting that only one in ten (9%) of those licenced to ride a motorcycle, and 12% of those with a heavy vehicle licence, do not drink at all – around half the national average (21%). Nearly all of those with a provisional car licence (95%) do not drink and drive – which is a legal requirement for these drivers.
- Drivers who commute are more likely to modify their behaviour when driving than the average (84%) but less likely to never drink and drive (47%).

**Table 7 Self-reported drink driving behaviour by selected characteristics**

Attitude towards drinking and driving (Row %)	NET: Don't drink and drive #	NET: Modify behaviour when driving *	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
<b>Total</b>	<b>61</b>	<b>79</b>	<b>21</b>	<b>40</b>	<b>39</b>	<b>0</b>
<b>Gender</b>						
Male	53 ↓	83 ↑	17 ↓	36	46 ↑	0
Female	68 ↑	75 ↓	25 ↑	43	31 ↓	0
<b>Age group (years)</b>						
15-24	87 ↑	74	26	61 ↑	13 ↓	0
25-39	57	81	18	39	42	1
40-59	56	79	21	36	43	0
60+	57	78	22	35	43	0
<b>Capital city/Other</b>						
Capital city	61	78	22	38	39	0 ↓
Outside capital city	61	80	18	43	37	1 ↑
<b>Licences currently held</b>						
Full car licence	56 ↓	80	20	37 ↓	43 ↑	1
Heavy vehicle licence	49 ↓	87 ↑	12 ↓	36	51 ↑	1
Full motorcycle licence	42 ↓	90 ↑	9 ↓	33	58 ↑	1
Provisional car licence	95 ↑	76	24	71 ↑	5 ↓	0
NET: Currently Licenced	61	79	21	40	39	0
<b>Driver status</b>						
Frequent distance drivers	63	83	17	46	37	0
Commuters	47 ↓	84 ↑	14 ↓	32 ↓	52 ↑	1
Other frequent drivers	66	75	25	40	34	0
Less frequent drivers	74 ↑	71	28	45	26 ↓	0
<b>In a road crash in the last 3 years</b>						
Yes	64	81	19	44	36	0
No	60	78	21	39	39	1
<b>State/Territory</b>						
NSW	62	78	22	41	37	1
VIC	59	79	21	39	41	0
QLD	66	80	19	47	33	1
SA	52	78	21	31	47	0
WA	57	78	22	35	43	0
TAS	56	75	23	33	42	2
NT	59	72	28	31	41	0
ACT	60	84	16	44	40	0

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q11 Which of the following statements best describes your attitude to drinking and driving?

Base: Current drivers (n=1,558 in 2017)

# This column is a net of 'I don't drink at any time' and 'If I'm driving, I don't drink'

\* This column is a net of 'If I'm driving, I don't drink' and 'If I am driving I restrict what I drink'

Figures may not add to 100% due to rounding

### 4.3.1 Prevalence of drink driving

The prevalence of drink driving is ascertained by asking drivers how likely it is that they have driven while over their blood alcohol limit in the past 12 months (shown in Table 8). The BAC limit differs for drivers, for instance those on a provisional licence have a limit of zero, while heavy vehicle drivers, those driving public transport vehicles or vehicles transporting dangerous goods, often have a lower BAC limit than they would when driving privately. A note was included in the question to instruct respondents to consider the BAC limit as it applies to them.

Three per cent of current drivers reported that they were likely to have driven while over their BAC limit in the past 12 months. While males (4%) were not significantly more likely to have driven over their BAC than females (2%), as observed in previous waves of CAS, a similar pattern was evident with males less likely to say they had definitely not driven while over their limit than females (67% vs 83%).

In 2013 drivers aged 15-24 years were significantly more likely to report that they might have driven over their BAC. While they continue to be more likely than drivers aged 40-59 years (6% vs 3%) to do this, the difference in 2017 is not significant.

Those who spend more time driving are also more likely to drive while over their BAC. One in sixteen (6%) frequent distance drivers believed they were likely to have driven when over their BAC, whereas less frequent drivers (85%) were most likely to report that they definitely had not driven over their limit.

The incidence of drink driving is relatively high in South Australia, with one in twelve (8%) reporting that they were *very* or *fairly likely* to have driven over their legal BAC in the past 12 months.

The importance of separating alcohol and driving is evident when looking at drivers' attitude towards drink driving and their likelihood of having driven over their BAC. A higher percentage of drivers who restrict what they drink when driving (6%) believe they are likely to have driven over their limit in the past 12 months than those who do not drink at all if they are driving (1%). Attempting to stay under the BAC limit is not always successful and invites risk of both trauma and penalties.

**Table 8 Perceived likelihood of having driven when over the blood alcohol limit in the last 12 months by selected characteristics**

Likelihood of having driven over BAC in past 12 months (Row %)	Very likely	Fairly likely	Fairly unlikely	Very unlikely	Definitely not
<b>Total</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>17</b>	<b>75</b>
<b>Gender</b>					
Male	1	3	7 ↑	21 ↑	67 ↓
Female	1	1	3 ↓	13 ↓	83 ↑
<b>Age group (years)</b>					
15-24	2	4	4	21	70
25-39	1	3	4	18	74
40-59	1	2	6	16	75
60+	0	0 ↓	5	13	81 ↑
<b>Capital city/Other</b>					
Capital city	1	2	5	18	74
Outside capital city	1	2	4	14	78
<b>Licences currently held</b>					
Full car licence	1	2	5	16	76
Heavy vehicle licence	1	4	6	17	71
Full motorcycle licence	1	3	7	22	67 ↓
Provisional car licence	2	3	4	23	67
NET: Currently Licenced	1	2	5	17	75
<b>Driver status</b>					
Frequent distance drivers	0	6 ↑	9 ↑	15	70
Commuters	1	1	5	21	71
Other frequent drivers	1	1	3	16	78
Less frequent drivers	2	0 ↓	2	12	85 ↑
<b>In a road crash in the last 3 years</b>					
Yes	1	3	6	17	74
No	1	2	5	17	76
<b>State/Territory</b>					
NSW	1	2	7	17	73
VIC	1	1	5	21	71
QLD	1	1	3	11	84 ↑
SA	2	6	3	16	73
WA	1	1	2	19	77
TAS	0	0	5	14	81
NT	5	2	6	11	77
ACT	1	2	9	8	80
<b>Driving and drinking habits</b>					
Don't drink at any time	0	1	0 ↓	3 ↓	96 ↑
If driving, don't drink	0 ↓	1	3 ↓	12 ↓	84 ↑
If driving, restrict drinking	3 ↑	4 ↑	10 ↑	29 ↑	55 ↓

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q11a 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...

Base: Current drivers (n=1,558 in 2017)

Figures may not add to 100% due to rounding

## 4.4 Support for reducing the blood alcohol limit

Across Australia the highest allowable BAC is 0.05 for fully licensed drivers driving a private vehicle. As discussed in the *National Road Safety Strategy 2011-2020*, an agreed strategy of the Australia Government and all the state and territory governments, there is evidence suggesting that the lowering of BAC from 0.05 would be likely to improve road safety outcomes. Evaluations suggest that Sweden experienced fewer fatal road crashes related to drink driving after lowering the legal, BAC from 0.05 to 0.02. Lowering the BAC in the Northern Territory from 0.08 to 0.05 resulted in lower BAC readings from drivers tested through RBT. However, the 0.05 limit is well established and there is a question of how accepting the community would be of such a change.

Respondents in this and the previous wave (2013) of CAS were asked the extent to which they approve or disapprove of changing the general BAC limit from 0.05 to 0.02. While the community is polarised on this matter, with four in ten (40%) approving and a similar proportion (38%) disapproving, the majority either approves or is not concerned by the change (57%).

Drivers who were likely to drink drive were more disapproving than those who had not in the past 12 months (81% versus 37%). There was also much stronger support amongst those who currently separate drinking and driving, both amongst those who do not drink alcohol (59% approve) and amongst those who do not drink when driving (45% approve). By contrast, only one in five (21%) of those who restrict their drinking when driving approved, and the majority (61%) of this group disapproved of lowering the BAC. This is not surprising as this group would be the most affected by such a change. This result suggests that support for lowering the BAC limit is likely to increase if there is an increase in the percentage of drivers who completely separate drinking and driving.

Differences in levels of approval by demographic and driving characteristics are shown in Table 9, some highlights include:

- Nearly half of females (48%) approve of lowering the BAC versus a third (32%) of males.
- People aged 15-24 years were substantially less likely to disapprove of a lowering of the BAC (18% disapprove).
- Drivers with a full car licence (42%), heavy vehicle licence (51%) or motorcycle licence (55%) were more likely to disapprove of the change than the national average (38%). Drivers with a provisional licence (11%) and non-drivers (22%) were less likely to disapprove.

**Table 9 Percentage approval / disapproval of proposed reduction of blood alcohol limit to 0.02 by selected characteristics**

Extent to which approve limiting BAC (Row %)	NET: Total approve #	NET: Total disapprove *	Approve strongly	Approve somewhat	Not care either way	Disapprove somewhat	Disapprove strongly	Don't know
<b>Total</b>	<b>40</b>	<b>38</b>	<b>24</b>	<b>15</b>	<b>17</b>	<b>15</b>	<b>23</b>	<b>5</b>
<b>Gender</b>								
Male	32 ↓	47 ↑	19 ↓	13	16	16	31 ↑	4
Female	48 ↑	29 ↓	30 ↑	18	18	13	16 ↓	5
<b>Age group (years)</b>								
15-24	45	18 ↓	17	27 ↑	26 ↑	7 ↓	11 ↓	11 ↑
25-39	37	36	23	13	23 ↑	14	22	4
40-59	41	45 ↑	26	15	12 ↓	18	27	3
60+	40	44 ↑	28	11 ↓	12 ↓	17	28	4
<b>Capital city/Other</b>								
Capital city	40	36	24	16	18	15	21 ↓	6 ↑
Outside capital city	39	43	26	13	16	14	29 ↑	2 ↓
<b>Licences currently held</b>								
Full car licence	38	42 ↑	24	14 ↓	15 ↓	16	27 ↑	4
Heavy vehicle licence	33	51 ↑	24	9 ↓	16	14	36 ↑	1 ↓
Full motorcycle licence	30 ↓	55 ↑	21	8 ↓	13	23 ↑	33 ↑	2
Provisional car licence	47	11 ↓	23	24	36 ↑	5	7 ↓	5
NET: Currently Licenced	40	39 ↑	24	16	17	15	24	4 ↓
<b>Driver status</b>								
Frequent distance drivers	35	49 ↑	27	8 ↓	16	14	35 ↑	1 ↓
Commuters	32 ↓	44	16 ↓	16	21	17	27	3
Other frequent drivers	43	37	26	17	15	15	22	4
Less frequent drivers	49 ↑	26 ↓	28	21	17	13	13 ↓	7
Non-drivers	45	22 ↓	30	15	15	10	12	18 ↑
<b>In a road crash in the last 3 years</b>								
Yes	41	34	24	17	20	15	20	5
No	40	39	24	15	17	15	24	5
<b>State/Territory</b>								
NSW	41	35	25	17	18	15	20	6
VIC	44	36	27	17	16	15	20	5
QLD	39	42	23	16	15	13	29	4
SA	34	46	24	10	16	12	34	4
WA	30 ↓	42	22	8 ↓	23	16	26	6
TAS	37	38	19	18	18	17	21	6
NT	42	43	26	16	12	13	30	2
ACT	45	33	23	22	17	15	18	4
<b>Drink driving status</b>								
Likely to drink drive^	10 ↓	81 ↑	4 ↓	6	7	15	66 ↑	2
Unlikely to drink drive**	41 ↑	37 ↓	25 ↑	16 ↑	18	15	23 ↓	4
<b>Driving and drinking habits</b>								
Don't drink at any time	59 ↑	22 ↓	39 ↑	19	11 ↓	8 ↓	14 ↓	8 ↑
If driving, don't drink	45 ↑	29 ↓	27 ↑	18	23 ↑	10 ↓	19 ↓	3
If driving, restrict drinking	21 ↓	61 ↑	11 ↓	11 ↓	15	24 ↑	37 ↑	2

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q15e. 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.....

Base: All respondents (n=1,707)

# This column is a net of 'approve strongly' and 'approve somewhat'

\* This column is a net of 'disapprove strongly' and 'disapprove somewhat'

^ Likely to drink drive is a net of 'If I'm driving, I don't drink' and 'If I am driving I restrict what I drink'

\*\*Unlikely to drink drive is a net of 'I don't drink at any time' and 'If I'm driving, I don't drink'

Figures may not add to 100% due to rounding



## 5.0 Drug use and driving

Drugs have been shown to impair driving ability and increase the risk of fatal road crashes occurring. Driving while under the influence of recreational drugs is an offence in all states and territories and roadside drug testing has been introduced in all of them, replacing standard impairment tests which involved an observation and interview procedure.

This section reports on drug taking behaviour, drug driving behaviour and attitudes and experience of roadside drug testing. The scope of the questions asked in the survey was limited to recreational drugs, not prescription drugs and over the counter medication. Additionally, only respondents aged 18 years or over were asked drug related questions. The following key findings emerged from this section:

- ▶ **One in ten (10%) adults in the community report having taken recreational drugs in the past two years. This behaviour is more common amongst males (14%) and those aged 25-29 years (18%). People living in group households (27%) were most likely to take recreational drugs.**
- ▶ **Amongst those who take recreational drugs, the majority (64%) said they had never driven within six hours of taking drugs. Amongst the third (33%) who said they have ever driven after taking drugs, this behaviour tends to be infrequent. Thus, the incidence of adult drivers who ever drive after taking drugs is approximately three per cent. The survey also asked about driving after both taking drugs and drinking alcohol in combination, and the percentage of adult drivers who take drugs, drink alcohol, and drive within six hours is one percent.**
- ▶ **When asked whether they support roadside drug testing, the vast majority of Australians (96%) approved of this practice.**
- ▶ **Nearly half (46%) the community has observed roadside drug testing being conducted in the past two years, while one in ten (10%) has been tested. Frequent distance drivers are most likely to have seen testing being conducted (55%) and have been tested (17%). Victorian residents (61%) are more likely than their counterparts in other states and territories to have seen testing being conducted.**
- ▶ **The percentage of people who drug drive is similar to that who drink drive (that is, over the 0.05 limit). While drinking is far more common than taking recreational drugs, a greater proportion of drug users drive while under the influence than those who drink alcohol.**

### 5.1 Drug taking behaviour

Adults were asked whether they had taken recreational drugs such as marijuana, ecstasy, cocaine, heroin or other recreational drugs in the past two years. Across the community one in ten (10%) reported having taken recreational drugs in the past two years.

The likelihood of having taken recreational drugs varies across gender and age:

- Males (14%) are more likely than females (7%) to report having taken recreational drugs over the past two years
- Those aged under 25-39 years (18%) are more likely to have taken recreational drugs than those who are aged over 60 (2%)

Housing tenure is also a significant predictor of drug taking behaviour, with over a quarter (27%) of those living in shared or group house taking recreational drugs.

One in five (20%) people who have had a road crash in the past three years also reported taking drugs in the past two years, versus one in six (8%) of those who have not been involved in a road crash. This does not necessarily indicate a causal association, as other factors may be related, such as a tendency towards greater risk taking behaviour amongst drug users which may also lead to a higher incidence of road crashes amongst this group. Nevertheless, there is a clear relationship between these two factors.

**Table 10 Percentage taken recreational drugs in the past two years by selected characteristics**

Taken recreational drugs in the past 2 years (Row %)	Yes	No	Don't know
<b>Total</b>	<b>10</b>	<b>89</b>	<b>0</b>
<b>Gender</b>			
Male	14 ↑	86 ↓	0
Female	7 ↓	93 ↑	0
<b>Age group (years)</b>			
18-24	16	84	0
25-39	18 ↑	82 ↓	0
40-59	8	91	1
60+	2 ↓	98 ↑	0
<b>Capital city/Other</b>			
Capital city	11	88	1
Outside capital city	9	91	0
<b>Licences currently held</b>			
Full car licence	9	91	0
Heavy vehicle licence	10	90	0
Full motorcycle licence	15	85	0
Provisional car licence	16	84	0
NET: Currently Licenced	10	90	0 ↓
<b>Driver status</b>			
Frequent distance drivers	12	88	0
Commuters	10	90	0
Other frequent drivers	6	94	0
Less frequent drivers	13	86	0
Non-drivers	18	80	3 ↑
<b>In a road crash in the last 3 years</b>			
Yes	20 ↑	79 ↓	0
No	8 ↓	92 ↑	0
<b>State/Territory</b>			
NSW	11	89	0
VIC	8	92	0
QLD	14	86	0
SA	10	88	1
WA	8	91	1
TAS	3	96	1
NT	8	91	1
ACT	10	88	2

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q39b Remembering your answers are confidential and anonymous, in the last two years have you ever taken recreational drugs such as marijuana, ecstasy, cocaine, heroin or other recreational drugs even if only rarely?

Base: Respondents aged over 18 years (n=1,686)

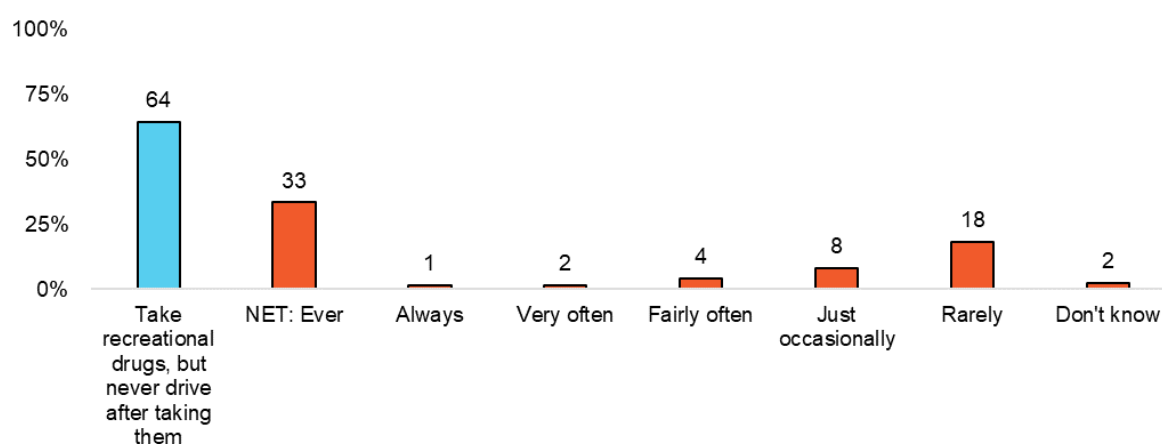
Figures may not add to 100% due to rounding

## 5.2 Driving within 6 hours of taking drugs or drugs and alcohol

The length of time for which a person's ability to drive might be affected by various recreational drugs varies, depending on the drug and the person. Indeed, advice provided to drivers differs from state to state. In the 2017 survey, respondents who had taken recreational drugs in the past two years were asked how often they drive within six hours of taking drugs. Those who had driven after taking drugs were also asked how frequently they had driven after taking drugs *and* drinking alcohol.

Amongst those who take drugs, close to two-thirds (64%) never drive after taking them, and a third (33%) do. Of the 33% who do drive after taking drugs – most tend to do so *rarely* (18%) or *occasionally* (8%) with a smaller percentage doing so more frequently (7%). This means the incidence of drug driving across the adult population is three per cent, the same percentage who are likely to have driven over their BAC.

**Figure 6 Self-reported drug driving amongst those who take recreational drugs**



Q.39c How often have you driven within 6 hours of using recreational drugs?  
Base: Takes recreational drugs (n=132)

Table 11 shows the percentage of adult Australians who drive within 6 hours of taking recreational drugs, and the percentage who drive within six hours of taking recreational drugs and drinking alcohol. The groups most likely to drive after taking drugs largely mirror those who are most likely to take drugs, with prevalence highest amongst males (6%), those aged 25-39 years (6%) and those who have been directly involved in a road crash (8%). However, those with a full motorcycle licence (9%) are also more likely than average to have driven after taking drugs.

Considering the groups which are more likely to drive within six hours of taking drugs and drinking alcohol, males (3%) are more likely than females (0%), as are those who have been directly involved in a road crash (4%). Frequent distance drivers (4%) are also more likely than average to have driven after mixing both alcohol and drugs.

**Table 11 Percentage of adult population who have driven up to six hours after taking drugs and driven up to six hours after taking drugs and alcohol**

Has driven within 6 hours of taking drugs / drugs and alcohol (Row %)	Driven within 6 hours of taking drugs in the past 2 years	Driven within 6 hours of taking alcohol and drugs in the past 2 years
<b>Total</b>	<b>3</b>	<b>1</b>
<b>Gender</b>		
Male	6 ↑	3 ↑
Female	1 ↓	0 ↓
<b>Age group (years)</b>		
18-24	3	2
25-39	6 ↑	2
40-59	4	1
60+	0 ↓	0 ↓
<b>Capital city/Other</b>		
Capital city	4	2
Outside capital city	2	1
<b>Licences currently held</b>		
Full car licence	4	2
Heavy vehicle licence	6	2
Full motorcycle licence	9 ↑	3
Provisional car licence	2	0
NET: Currently Licenced	3	1
<b>Driver status</b>		
Frequent distance drivers	6	4 ↑
Commuters	5	1
Other frequent drivers	2 ↓	0
Less frequent drivers	3	0
Non-drivers	4	2
<b>In a road crash in the last 3 years</b>		
Yes	8 ↑	4 ↑
No	2 ↓	1 ↓
<b>State/Territory</b>		
NSW	3	1
VIC	3	1
QLD	5	1
SA	2	2
WA	3	3
TAS	1	1
NT	4	4
ACT	3	3

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q39c How often have you driven within 6 hours of using recreational drugs

Q39g In the last 2 years, have you ever driven within 6 hours after drinking alcohol and using recreational drugs?

Base: Respondents aged over 18 years (n=1,686)

### 5.3 Support for roadside drug testing

The community supports roadside drug testing, with nearly all (96%) agreeing with the practice. The majority (85%) agrees strongly. Support is slightly lower for roadside drug testing than random breath testing for alcohol. While support is almost universal, it is interesting to note that there is a small pocket of the community (3%) which agrees with random breath testing, but does not support roadside drug testing.

Experience of roadside drug testing may lower support slightly, as although a small percentage (10%) had experienced a test, support amongst this group (92%) was slightly lower than the national average. Support for roadside drug testing is lowest amongst those aged 25-39 year olds (92%) and

those with a full motorcycle licence (92%), yet even amongst these groups it is clearly supported by the vast majority.

**Table 12 Percentage of adult population who agree with roadside drug testing**

Agreement with roadside drug testing (Row %)	NET: Total agree #	NET: Total disagree *	Agree strongly	Agree somewhat	Disagree somewhat	Disagree strongly	Don't know
<b>Total</b>	<b>96</b>	<b>4</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>
<b>Gender</b>							
Male	94 ↓	6 ↑	80 ↓	13	3 ↑	3 ↑	0
Female	98 ↑	2 ↓	90 ↑	8 ↓	1 ↓	1 ↓	0
<b>Age group (years)</b>							
18-24	100 ↑	0 ↓	87	13	0 ↓	0	0
25-39	92 ↓	7 ↑	78 ↓	15	5 ↑	3	0
40-59	95	5	85	10	1	4 ↑	0
60+	99 ↑	1 ↓	93 ↑	6 ↓	0 ↓	1 ↓	0
<b>Capital city/Other</b>							
Capital city	95	5	85	10	2	2	0
Outside capital city	97	3	86	12	1	1	0
<b>Licences currently held</b>							
Full car licence	96	4	86	10	2	2	0
Heavy vehicle licence	95	5	84	11	3	2	0
Full motorcycle licence	92 ↓	8 ↑	81	11	3	5 ↑	0
Provisional car licence	97	3	83	14	3	0	0
NET: Currently Licenced	96	4	86 ↑	10 ↓	2	2	0
<b>Driver status</b>							
Frequent distance drivers	96	4	84	11	3	2	0
Commuters	96	4	85	10	1	3	0
Other frequent drivers	97	3	90 ↑	8	1	1	0
Less frequent drivers	96	4	84	12	2	2	0
Non-drivers	91	8	70 ↓	21 ↑	2	7	1
<b>In a road crash in the last 3 years</b>							
Yes	95	5	86	9	1	4	1
No	96	4	85	11	2	2	0
<b>State/Territory</b>							
NSW	96	4	87	9	2	2	0
VIC	96	4	85	11	2	2	0
QLD	96	4	83	13	1	3	0
SA	98	2	86	12	0	2	0
WA	94	6	86	9	4	2	0
TAS	96	2	88	7	1	1	2 ↑
NT	94	6	86	8	2	4	0
ACT	91	8	80	11	4	4	1

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q39d Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing?

Base: Respondents aged over 18 years (n=1,686)

# This column is a net of 'agree strongly' and 'agree somewhat'

\* This column is a net of 'disagree strongly' and 'disagree somewhat'

Figures may not add to 100% due to rounding

## 5.4 Experience of roadside drug testing

Respondents were asked whether they had seen police conducting roadside drug testing, and if so whether they had been tested. It is important to note that respondents need to be aware that the testing they had seen police conducting was drug testing, as these tests are often conducted using similar operational vehicles to Random Breath Tests, or they are administered by police in patrol cars or other police vehicles. This question therefore tests encountering and being aware of the testing.

Just under half (46%) of respondents reported that they had seen roadside drug testing being conducted. This was higher amongst respondents in Victoria (61%). Respondents living in Tasmania (24%) were less likely to report having seen drug testing in operation. One in ten (10%) of all respondents had been tested. Males (14%) and frequent distance drivers (17%) were most likely to have been tested.

**Table 13 Percentage seen drug testing and percentage tested for drugs**

Seen drug testing / been tested in the past 2 years (Row %)	Seen police conducting roadside drug testing in the last 2 years	Been tested for recreational drug use while driving in the last 2 years
<b>Total</b>	46	10
<b>Gender</b>		
Male	48	14 ↑
Female	45	6 ↓
<b>Age group (years)</b>		
18-24	55	11
25-39	47	12
40-59	46	11
60+	42	5 ↓
<b>Capital city/Other</b>		
Capital city	48	10
Outside capital city	44	10
<b>Licences currently held</b>		
Full car licence	45	10
Heavy vehicle licence	49	16
Full motorcycle licence	52	11
Provisional car licence	54	12
NET: Currently Licenced	46	10
<b>Driver status</b>		
Frequent distance drivers	55	17 ↑
Commuters	44	9
Other frequent drivers	46	9
Less frequent drivers	41	7
Non-drivers	48	6
<b>In a road crash in the last 3 years</b>		
Yes	47	14
No	46	9
<b>State/Territory</b>		
NSW	43	8
VIC	61 ↑	12
QLD	38	8
SA	60	12
WA	36	12
TAS	24 ↓	8
NT	33	7
ACT	35	6

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q.39e Have you seen police conducting roadside drug testing in the last 2 years? Q.39f Have you personally been tested for recreational drug use while driving in the last 2 years? Base: Respondents aged over 18 years (n=1,686)

## 6.0 Speed

Speed plays an important role in road safety and reduced speed can mitigate or avoid road crashes, and measures as such setting appropriate speed limits and ensuring drivers drive at or under them has been a long standing feature of the road safety landscape. The uptake of the Safe System approach to road safety means setting speeds suitable for the conditions and likely road user interactions to avoid fatalities and serious injuries. Speeding is an illegal driving behaviour which is more widespread amongst drivers than driving under the influence of alcohol or drugs, and has long been enforced through radar technology and speed detection cameras. Much evidence suggests that both the likelihood for a road crash to occur and its severity increases with speed. This section of the report looks at the following areas relating to speeding:

- The incidence of being booked for speeding in the past two years
- How much over the speed limit drivers believe they should be able to go before being booked
- Attitudes towards speeding including; levels of enforcement, point-to-point cameras, and 40 km/h speed limits in high pedestrian areas
- Incidence of high level speeding (more than 10 km/h over the posted speed limit)

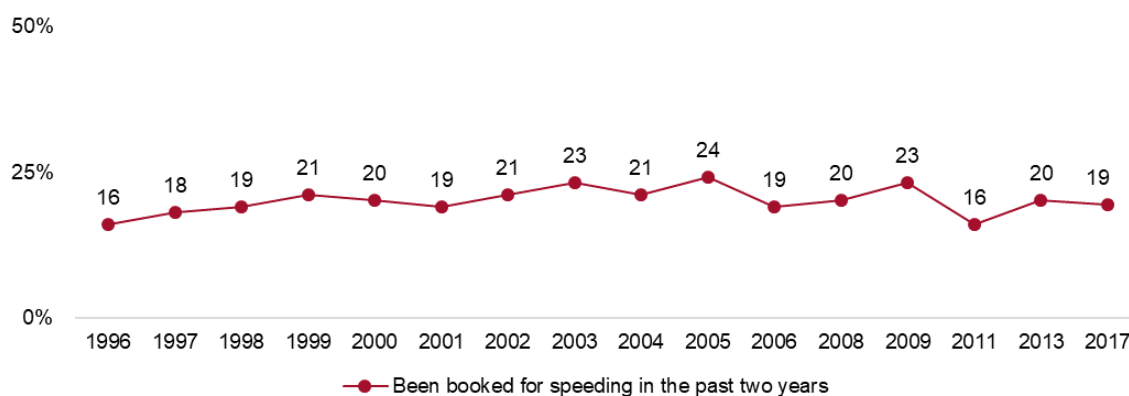
### The key findings from this section include:

- ▶ The reported incidence of being booked for speeding has remained consistent over time. In 2017 one in five (19%) reported being booked for speeding in the previous two years. Frequent distance drivers (29%) are the most likely to have received a ticket over this period.
- ▶ Considering the speed over the posted speed limit at which people should be booked, the majority of the community favours some degree of tolerance rather than strict enforcement of the speed limit (69% for 60 km/h zones in urban settings and 74% for 100 km/h zones in rural settings). Furthermore, a sizable minority favours a high degree of tolerance. Nearly half (47%) believes that drivers and riders should be able to exceed the speed limit on an urban 60 km/h road by more than five km/h before being booked, while four in ten (41%) believes that the tolerance on 100 km/h rural roads should be more than 10 km/h.
- ▶ The community acknowledges the danger of speed, with the majority (85%) agreeing that a road crash at 70 km/h will be a lot more severe than one at 60 km/h. Eight in ten (79%) also believes that speed limits are set at reasonable levels. On the other hand, over half (54%) believe that fines are mainly intended to raise revenue.
- ▶ On balance the community supports the status quo regarding the level of speed enforcement, with a slim majority (55%) wanting no change and the remainder wanting either less enforcement (14%) or more enforcement (28%). The percentage indicating they want more enforcement has declined from 2013 (36%).
- ▶ The large majority (88%) agree that some areas should have speed limits of 40 km/h or less. While still a majority, a smaller percentage (65%) approve of the use of point-to-point speed enforcement.
- ▶ While a majority of respondents (70%) indicate they drive 10 km/h or more over the speed limit at least occasionally, only a small percentage (6%) do so 'always, nearly always or mostly'. Frequent distance drivers (13%) and heavy vehicle drivers (11%) are most likely to speed at this level.

## 6.1 Incidence of being booked for speeding

The CAS surveys have previously asked respondents whether they have been booked for speeding in the past six months and the past two years. In the 2017 survey respondents were only asked whether they had been booked in the past two years. The incidence of being booked for speeding over the past two years is consistent with 2013 at one in five (19%).

**Figure 7** Personally booked for speeding in the last 2 years, 1996 to 2017



Q18a Have you personally been booked for speeding in the last 2 years?  
Base: Has / ever held licence (n=1,652)

Considering the characteristics of those likely to be booked for speeding over the past two years, shown in Table 14, frequent distance drivers (29%) continue to have a higher incidence of being booked, which likely relates to the greater amount of time they spend in their car. Less frequent drivers (11%) are correspondingly less likely to report being booked for speeding. It is also worth noting that a quarter (25%) of those who have been directly involved in a road crash in the past three years have also been booked for speeding.

Those less likely to be booked for speeding are aged over 60 years (14%) and those who live in NSW (14%).



**Table 14** Personally booked for speeding in the last 2 years by selected characteristics

Booked for Speeding in the past 2 years (Row %)	Yes
<b>Total</b>	<b>19</b>
<b>Gender</b>	
Male	21
Female	18
<b>Age group (years)</b>	
15-24	18
25-39	22
40-59	22
60+	14 ↓
<b>Capital city/Other</b>	
Capital city	21
Outside capital city	16
<b>Licences currently held</b>	
Full car licence	20
Heavy vehicle licence	24
Full motorcycle licence	19
Provisional car licence	18
NET: Currently Licenced	19
<b>Driver status</b>	
Frequent distance drivers	29 ↑
Commuters	21
Other frequent drivers	18
Less frequent drivers	11 ↓
Non-drivers	17
<b>In a road crash in the last 3 years</b>	
Yes	25
No	18
<b>State/Territory</b>	
NSW	14 ↓
VIC	22
QLD	23
SA	17
WA	26
TAS	10
NT	21
ACT	25

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q18a Have you personally been booked for speeding in the last 2 years?

Base: Has / ever held licence (n=1,652)

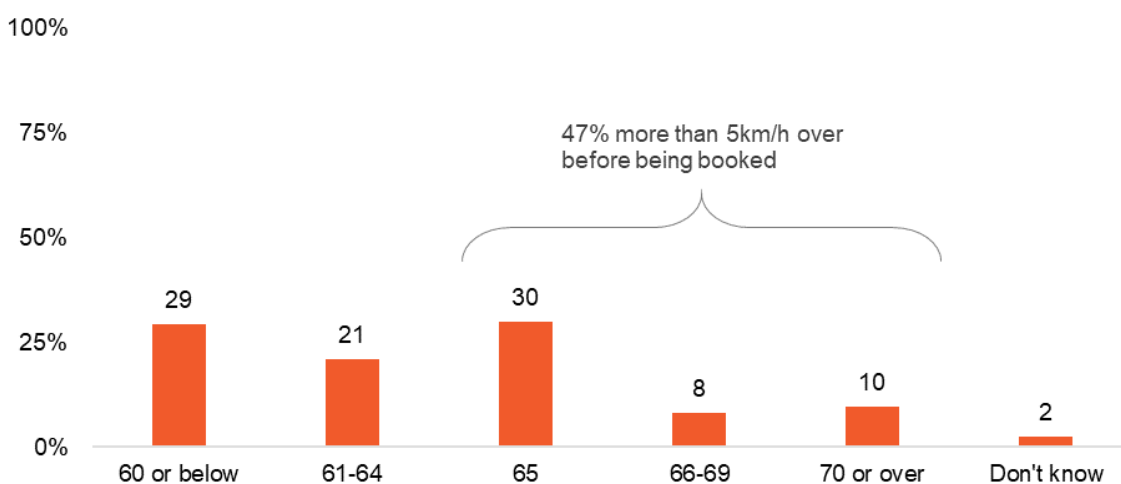
## 6.2 Acceptable speed tolerances

Respondents were asked to consider two scenarios and asked how fast they believed people should be allowed to go before being booked for speeding. The two scenarios were a 60 km/h speed zone in an urban area and a 100 km/h speed zone in a rural area.

### 6.2.1 Perceived acceptable speed tolerances in 60 km/h zones in urban areas

The majority (69%) believes that some tolerance should be applied, while a minority (29%) believes in zero tolerance in 60 km/h urban zones. Close to half (47%) the community believes that drivers and riders should be able to exceed the speed limit by more than five km/h. These results are in line with those measured in 2013.

**Figure 8** Perceived acceptable speeding tolerances in urban 60 km/h zones



Q21a 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?  
Base: All respondents excl. refused (1,701)

Table 15 shows the percentage of Australians who believe there should be no tolerance (fines should be issued at over 60 km/h) and the median acceptable speed nominated by each group. Older Australians aged over 60 years (37%) are most likely to favour a zero tolerance approach in 60 km/h speed zones. Commuters are the least likely to do so, with around a quarter (23%) believing there should be no tolerance. The median speed was slightly higher amongst frequent distance drivers and commuters (both 65km/h), and decreased with driving frequency.

**Table 15 Median “acceptable” speed limits and the percentage citing “no tolerance” speed limit enforcement in 60 km/h urban zones by selected characteristics**

Acceptable level of speeding in a 60 km/h zone (Row %)	60 or below (no tolerance)	Median
<b>Total</b>	<b>29</b>	<b>64</b>
<b>Gender</b>		
Male	28	64
Female	30	64
<b>Age group (years)</b>		
15-24	20	65
25-39	28	65
40-59	29	65
60+	37 ↑	63
<b>Capital city/Other</b>		
Capital city	27	64
Outside capital city	33	64
<b>Licences currently held</b>		
Full car licence	29	64
Heavy vehicle licence	33	64
Full motorcycle licence	25	65
Provisional car licence	22	65
NET: Currently Licenced	29	64
<b>Driver status</b>		
Frequent distance drivers	31	65
Commuters	23	65
Other frequent drivers	32	63
Less frequent drivers	29	63
Non-drivers	36	64
<b>In a road crash in the last 3 years</b>		
Yes	30	63
No	29	64
<b>State/Territory</b>		
NSW	29	65
VIC	28	64
QLD	27	65
SA	31	63
WA	33	64
TAS	36	62
NT	28	65
ACT	39	63

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

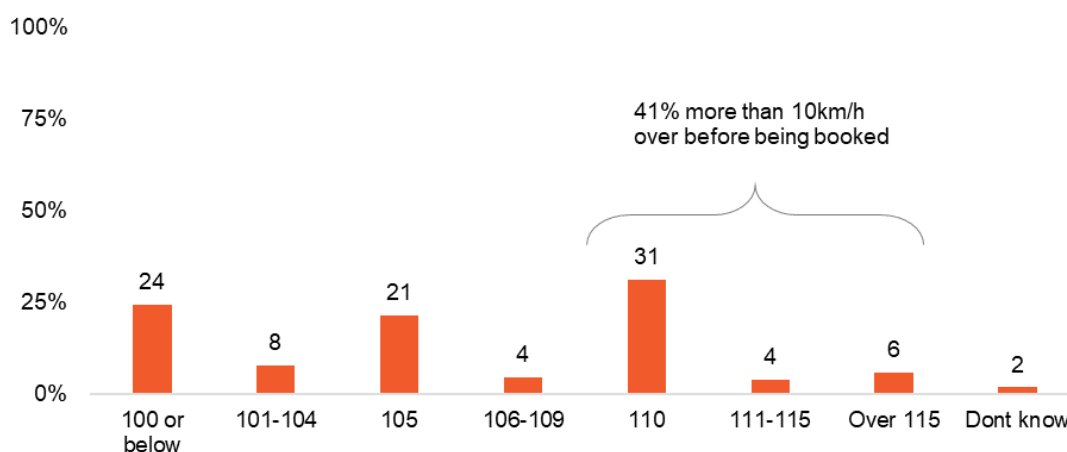
Q21a Now thinking about 60 kilometre per hour speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?

Base: All respondents excl. refused (1,701)

## 6.2.2 Perceived acceptable speed tolerances in 100 km/h zones in rural areas

Attitudes regarding speed tolerances in 100 km/h speed zones in a rural setting are similar to those for a 60 km/h speed zone in an urban setting. Overall, three-quarters (74%) believes there should be some tolerance, while a quarter (24%) believes there should be no tolerance. Four in ten (41%) believe the tolerance on 100 km/h rural roads should be greater than 10 km/h, a finding which is in line with 2013.

**Figure 9** Perceived acceptable speeding tolerances in rural 100 km/h zones



Q21b 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?

Base: All respondents excl. refused (1,684)

Table 16 shows the median “acceptable” speed limit for 100 km/h speed zones in rural areas and the percentage which believes there should be no speed tolerance when booking drivers in these speed zones. The groups which nominated the highest median speeds were those aged 15-24 years (108 km/h), frequent distance drivers (107 km/h), those with a motorcycle licence (107 km/h) and those living in NSW (107 km/h). It is worth noting that the median speeds nominated have an inverse relationship to experience, with the median decreasing amongst older drivers.

Considering the extent to which the level of tolerance for speeding differs in the community:

- Females (28%) are more likely to believe there should be zero tolerance than males (20%)
- A third of people aged over 60 years believe there should be zero tolerance (33%)
- Commuters are more likely to believe there should be some tolerance, with only one in six (16%) believing there should be a zero tolerance approach.
- Those licensed to ride a motorcycle (13%) are least likely to believe that fines should be issued at any speed over the limit.
- 40% of Tasmanians believe there should be no tolerance for speeding in 100km/h zones.

**Table 16 Median “acceptable” speed limits and the proportion of the population citing “no tolerance” speed limit enforcement in 100 km/h zones in rural areas**

Acceptable level of speeding in a 100 km/h zone (Row %)	100 or below (no tolerance)	Median
<b>Total</b>	<b>24</b>	<b>105</b>
<b>Gender</b>		
Male	20 ↓	105
Female	28 ↑	105
<b>Age group (years)</b>		
15-24	18	108
25-39	21	106
40-59	23	105
60+	33 ↑	105
<b>Capital city/Other</b>		
Capital city	25	105
Outside capital city	22	105
<b>Licences currently held</b>		
Full car licence	24	105
Heavy vehicle licence	19	105
Full motorcycle licence	13 ↓	107
Provisional car licence	18	106
NET: Currently Licenced	23 ↓	105
<b>Driver status</b>		
Frequent distance drivers	24	107
Commuters	16 ↓	106
Other frequent drivers	28	105
Less frequent drivers	24	105
Non-drivers	39 ↑	105
<b>In a road crash in the last 3 years</b>		
Yes	22	105
No	24	105
<b>State/Territory</b>		
NSW	24	107
VIC	23	105
QLD	21	105
SA	30	105
WA	23	105
TAS	40 ↑	105
NT	32	105
ACT	28	105

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q21b 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?

Base: All respondents (1,707)

## 6.3 Attitudes to speeding, speed enforcement and speeding penalties

The CAS study assesses general community attitudes towards speeding by presenting respondents with a set of four statements and asking the extent to which they agree or disagree with each. For two statements, agreement indicates an attitude which is dismissive of the enforcement of speeding and the negative impact on safety speeding can have, while agreement with the other two statements indicates support for current speed limits and an acknowledgement of the inherent danger of high level speeding. The statements are as follows:

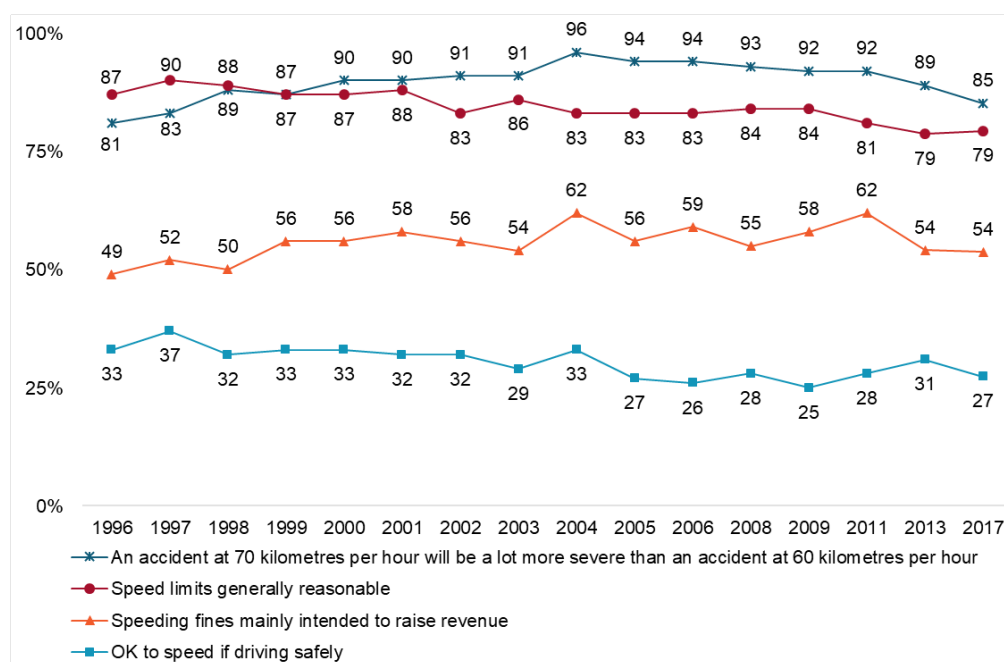
- Fines for speeding are mainly intended to raise revenue
- I think it is okay to exceed the speed limit if you are driving safely
- Speed limits are generally set at reasonable levels
- An accident at 70 kilometres per hour will be a lot more severe than an accident at 60 kilometres per hour

The majority (85%) of respondents acknowledge the inherent danger of speeding, agreeing that a road crash at 70 km/h will be a lot more severe than one at 60 km/h. However this percentage has decreased from 2004 (96%) and while it is still high, it is now at levels observed in the late 1990s.

A similar story is evident when considering the community's perceptions of speed limits. While the majority (79%) continues to believe they are reasonable, there has been an 11-point decline since 1997.

A slim majority (54%) also believes that speeding fines are mainly intended to raise revenue - a figure which continues the decline recorded in 2013, arresting a long-term upward trend in this measure. The percentage who believe it is okay to speed if driving safely continues to trend downward slightly, and is currently at around a quarter (27%).

**Figure 10 Selected general attitudes towards speeding, 1996 to 2017**



Q22 I am going to read a list of statements about speed issues. Please say how much you agree or disagree with each statement.

Base: All respondents (n=1,707)

These four attitudes towards speeding, and a derived measure of conservatism<sup>11</sup> in relation to speeding, are shown in Table 17 by selected characteristics. Some groups have markedly differing attitudes towards speeding, these are:

- Males (35%) are more likely than females (20%) to believe it is okay to speed if they are driving safely, and display a less conservative attitude towards speeding (26% vs 34%).
- Those aged over 60 years (61%) are more likely than their younger counterparts (41% for those aged 15-24) to believe that speeding fines are mainly intended to raise revenue, which is interesting given that this group is less likely to report engaging in speeding behaviour.
- Motorcyclists and heavy vehicle drivers share similar views towards speeding, being more likely to believe that speeding fines are mainly intended to raise revenue (67% and 70% respectively, compared with 54% overall) and it is okay to speed if driving safely (38% and 36% respectively, compared with 27% overall). They are also less likely than the national average (79%) to believe that speed limits are reasonable (71% and 70% respectively). Amongst both these groups, less than one in five (18%) has a conservative attitude overall towards speeding compared with three in ten (30%) nationally.

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<sup>11</sup> Respondents are categorized as having a conservative attitudes towards speeding if they believe speed limits are reasonable, that an accident at 70 km/h will be a lot more severe than one at 60 km/h and do not believe that it is okay to speed as long as you drive safely or that speeding fines are mainly to raise revenue.

**Table 17** General attitudes towards speeding by selected characteristics

Extent of agreement with speed limits and speeding (Row %)	Speeding fines mainly intended to raise revenue	OK to speed if driving safely	Speed limits generally reasonable	70 km/h more severe than 60 km/h	Total: cautious / conservative attitude
<b>Total</b>	<b>54</b>	<b>27</b>	<b>79</b>	<b>85</b>	<b>30</b>
<b>Gender</b>					
Male	57	35 ↑	77	86	26 ↓
Female	50	20 ↓	81	85	34 ↑
<b>Age group (years)</b>					
15-24	41 ↓	27	83	82	37
25-39	50	29	81	83	34
40-59	57	26	78	85	28
60+	61 ↑	28	77	90 ↑	24 ↓
<b>Capital city/Other</b>					
Capital city	53	26	80	84	30
Outside capital city	55	30	79	88	29
<b>Licences currently held</b>					
Full car licence	56	28	78	86	29
Heavy vehicle licence	70 ↑	36 ↑	70 ↓	88	18 ↓
Full motorcycle licence	67 ↑	38 ↑	71 ↓	86	18 ↓
Provisional car licence	42	20	82	90	40
NET: Currently Licenced	54	27	79	86 ↑	30
<b>Driver status</b>					
Frequent distance drivers	62	32	73	85	25
Commuters	57	31	75	84	28
Other frequent drivers	51	23	82	90 ↑	33
Less frequent drivers	49	22	82	84	31
Non-drivers	44	35	88	74 ↓	32
<b>In a road crash in the last 3 years</b>					
Yes	49	29	83	85	33
No	55	27	79	85	29
<b>State/Territory</b>					
NSW	46 ↓	27	79	85	34
VIC	52	23	78	89	32
QLD	61	32	79	85	26
SA	74 ↑	28	78	77	15 ↓
WA	54	32	84	83	28
TAS	62	22	88	91	32
NT	46	29	82	84	39
ACT	48	21	84	81	35

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval. Base: All respondents (n=1,707)

Q22 I am going to read a list of statements about speed issues. Please say how much you agree or disagree with each statement.

Base: All respondents (n=1,707)

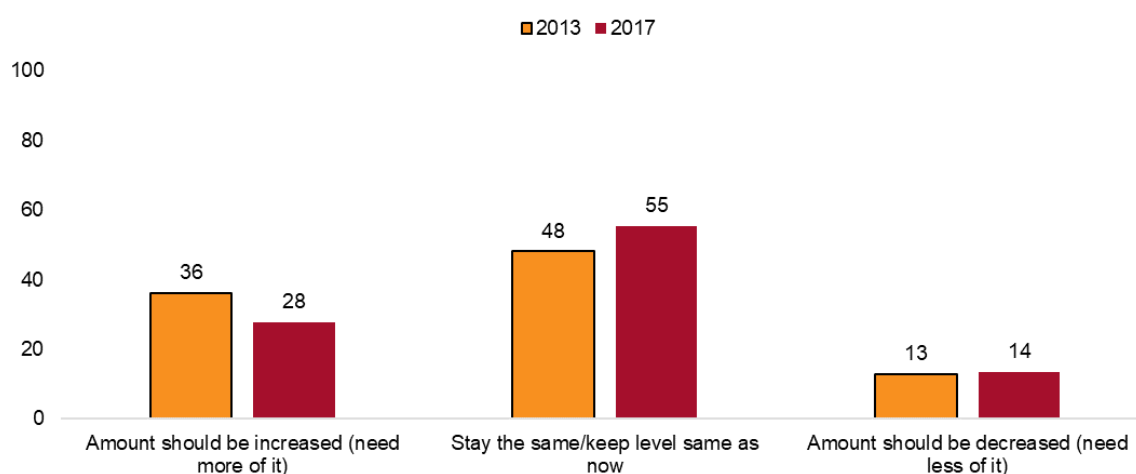


### 6.3.1 Attitudes to the level of speed limit enforcement and penalties for speeding

To further gauge community sentiment towards speeding, respondents were asked whether they believed the amount of speed limit enforcement by police and cameras should increase, decrease or stay the same.

While most respondents still believe that the level of speed enforcement activity should remain the same, rather than increase or decrease (55% believe it should stay the same versus 48% in 2013), a smaller percentage believes it should increase (28% versus 36% in 2013). The percentage of people who believe it should decrease remains stable (14% versus 13% in 2013).

**Figure 11** Percentage of the community who feel the level of speed enforcement should increase, stay the same or decrease, 2013-2017



Q16b Do you think the amount of speed limit enforcement activity by police and speed cameras should be increased, decreased or stay the same?

Base: All respondents (n=1,707)

Experience of receiving speeding fines or having strong beliefs about speeding impacts on people's perception of whether the level of enforcement should change. It is not surprising that there was a higher percentage who believed the level of speed enforcement should decrease amongst those who had been booked in the past two years (24%). Similarly, those who strongly believe that speeding fines are mainly intended to raise revenue are particularly likely to believe that the level of speeding enforcement should decrease (35%).

The majority believes that the level of enforcement should stay the same. Overall a higher than average percentage of females agreed there should be an increase in the level of enforcement (34%), with a correspondingly lower percentage of males (22%) believing there should be more enforcement. Other groups which were less likely to believe there should be an increase included commuters (20%) and those living in South Australia (14%). It should be noted that in South Australia and the Northern Territory, respondents were more likely to prefer the status quo (65%) than elsewhere in Australia.

**Table 18 Percentage of the community that think the total amount of speed limit enforcement should increase, decrease or stay the same**

Extent to which agree with level of enforcement (Row %)	Amount should be increased (need more of it)	Amount should be decreased (need less of it)	Stay the same/keep level same as now
<b>Total</b>	<b>28</b>	<b>14</b>	<b>55</b>
<b>Gender</b>			
Male	22 ↓	20 ↑	55
Female	34 ↑	8 ↓	56
<b>Age group (years)</b>			
15-24	29	12	54
25-39	27	16	55
40-59	28	15	53
60+	27	9 ↓	60
<b>Capital city/Other</b>			
Capital city	27	14	56
Outside capital city	29	13	54
<b>Licences currently held</b>			
Full car licence	27	14	56
Heavy vehicle licence	22	20	55
Full motorcycle licence	20	24 ↑	54
Provisional car licence	26	16	57
NET: Currently Licenced	28	14	56
<b>Driver status</b>			
Frequent distance drivers	28	19	50
Commuters	20 ↓	18	59
Other frequent drivers	32	9 ↓	57
Less frequent drivers	31	12	54
Non-drivers	29	8	53
<b>In a road crash in the last 3 years</b>			
Yes	29	14	53
No	27	13	56
<b>State/Territory</b>			
NSW	28	9 ↓	59
VIC	27	16	53
QLD	30	16	52
SA	14 ↓	14	65
WA	31	19	50
TAS	38	8	54
NT	26	5	65
ACT	30	9	56

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q16b Do you think the amount of speed limit enforcement activity by police and speed cameras should be increased, decreased or stay the same?

Base: All respondents (n=1,707)

### 6.3.2 Attitudes to imposing speed limits in high pedestrian areas

High pedestrian areas are a likely point of interaction between vehicles and pedestrians. Under the Safe System approach, one of the goals is to look at the maximum speeds above which the chances of surviving a crash decrease rapidly in a given impact scenario and design the system to accommodate such impacts without loss of life. For a pedestrian being hit by a car, the chances of surviving are very low above speeds of about 30 km/h. By limiting speeds to 40 km/h and allowing for braking, impact speeds of 30 km/h or lower can be achieved in these areas where the probability of a pedestrian/car crash is high.

Since 2011, respondents have been asked the extent to which they support lower speed limits of 40 km/h in high pedestrian use areas. The majority (88%) of respondents continue to support these changed speed limits, with results in line with previous measures. This is a positive finding since an increase in the number of these zones means it is increasingly likely that respondents have experienced them.

The support for these speed zones is shown in Table 19 by demographic and driving characteristics. There is strong support amongst females (69% *agree strongly*) and those with a provisional car licence (81%). Those most likely to disagree are frequent distance drivers (16%) and those living in South Australia (16%).

**Table 19 Percentage approval of 40 km/h speed zones in high pedestrian areas by selected characteristics**

Agreement that high pedestrian areas should have a speed limit of 40 km/h (Row %)	Agree Strongly	Agree Somewhat	Disagree Somewhat	Disagree Strongly	Don't know
<b>Total</b>	<b>65</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>1</b>
<b>Gender</b>					
Male	60 ↓	27	7	5	1
Female	69 ↑	19	7	3	1
<b>Age group (years)</b>					
15-24	69	25	4	1	1
25-39	62	27	7	4	0
40-59	64	21	9	4	1
60+	65	20	7	6	2
<b>Capital city/Other</b>					
Capital city	63	24	8	5	1
Outside capital city	68	21	6	3	1
<b>Licences currently held</b>					
Full car licence	63	23	8	5 ↑	1
Heavy vehicle licence	65	21	9	5	1
Full motorcycle licence	58	28	9	5	1
Provisional car licence	81	15	3	1	0
NET: Currently Licenced	64	23	8	4	1
<b>Driver status</b>					
Frequent distance drivers	66	17	10	7	0
Commuters	59	29	8	4	1
Other frequent drivers	65	21	8	4	1
Less frequent drivers	67	24	5	3	1
Non-drivers	73	20	3	2	1
<b>In a road crash in the last 3 years</b>					
Yes	67	21	6	4	2
No	64	23	8	4	1
<b>State/Territory</b>					
NSW	66	22	7	3	1
VIC	60	25	9	4	1
QLD	68	22	6	4	1
SA	58	25	6	10	0
WA	65	22	8	4	1
TAS	71	21	3	4	0
NT	63	24	8	4	1
ACT	76	19	5	1 ↓	0

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q23abcd 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 these areas should have limits of 40 kilometres per hour or less?

Base: All respondents (n=1,707)

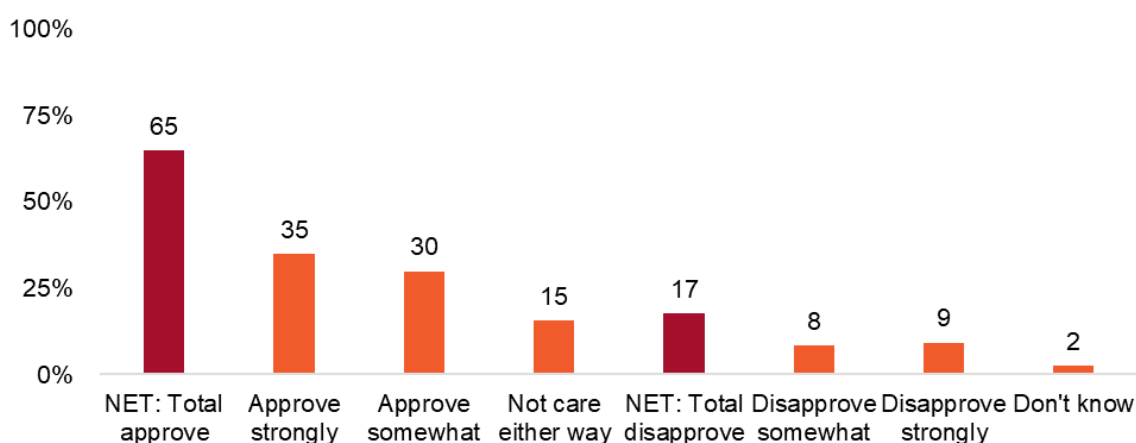
Figures may not add to 100% due to rounding

### 6.3.3 Attitudes towards the use of point-to-point speed enforcement

Point-to-point speed camera systems are comprised of two cameras placed from a kilometre to tens of kilometres apart. The cameras record each vehicle that passes at both points and determines whether the vehicle's average speed exceeded a set minimum legal travel time. These systems have advantages for both managing enforcement and drivers. From an enforcement perspective, it ensures that drivers maintain safe speeds over longer distances. For drivers it means that they will be less likely to be fined for unintentional and momentary instances of exceeding the speed limit.

On balance the community is supportive of point-to-point speed enforcement, with two-thirds (65%) approving this countermeasure – and over a third (35%) approving strongly. The remainder disapprove (17%), are unconcerned (15%) or unsure (2%). Drivers who had been issued a speeding fine in the past two years (61%) are as supportive of point-to-point speed enforcement as those who had not (65%). However, those who believe fines are mainly intended to raise revenue (59%) - are not as supportive as those who do not believe this (72%).

**Figure 12** Percentage approval with the use of point-to-point speed enforcement



Q16d Road traffic authorities have introduced or are considering the use of point-to-point speed enforcement cameras on some of our main roads. 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 do you feel about the use of point-to-point speed enforcement on main roads? Do you.....

Base: All respondents (n=1,707)

As Table 20 shows, approval of point-to-point speed cameras is higher amongst females (69%) than males (60%), and is lower amongst motorcyclists (50%) and commuters (55%). Overall, one in eleven (9%) *strongly* disapproves of point-to-point speed enforcement. This strong sentiment is most likely to be found amongst some motorcyclists (20%) and heavy vehicle drivers (18%), although on balance both these groups are more likely to *approve strongly* of this countermeasure than *disapprove strongly* of it (26% and 31% respectively strongly approve).

**Table 20 Percentage approval of point-to-point speed enforcement by selected characteristics**

Approval of point-to-point speed enforcement (Row %)	NET: Total approve #	NET: Total Disapprove *	Approve strongly	Approve somewhat	Disapprove somewhat	Disapprove strongly	Not care either way / Don't know
<b>Total</b>	<b>65</b>	<b>17</b>	<b>35</b>	<b>30</b>	<b>8</b>	<b>9</b>	<b>18</b>
<b>Gender</b>							
Male	60 ↓	23 ↑	33	28	10	14 ↑	16
Female	69 ↑	12 ↓	37	32	7	5 ↓	19
<b>Age group (years)</b>							
15-24	74	9 ↓	39	34	6	3 ↓	18
25-39	58	17	29	30	8	9	25 ↑
40-59	62	22	34	28	10	11	16
60+	69	18	40	30	7	11	13 ↓
<b>Capital city/Other</b>							
Capital city	66	17	36	30	8	9	17
Outside capital city	62	19	33	29	9	10	19
<b>Licences currently held</b>							
Full car licence	62	20	34	29	9	10	18
Heavy vehicle licence	57	25	31	26	7	18 ↑	17
Full motorcycle licence	50 ↓	34 ↑	26	23	14	20 ↑	17
Provisional car licence	72	12	36	36	10	2	16
NET: Currently Licenced	63 ↓	19 ↑	34	29	9 ↑	10	18
<b>Driver status</b>							
Frequent distance drivers	59	23	31	29	9	14	17
Commuters	55 ↓	23 ↑	25 ↓	30	12	11	22
Other frequent drivers	69	14	39	30	7	7	17
Less frequent drivers	70	15	41	29	7	7	15
Non-drivers	82 ↑	4 ↓	47	34	0 ↓	3	15
<b>In a road crash in the last 3 years</b>							
Yes	62	18	32	30	8	11	19
No	65	17	35	30	8	9	18
<b>State/Territory</b>							
NSW	62	19	33	30	10	9	19
VIC	67	15	35	31	9	7	18
QLD	65	19	36	29	7	12	15
SA	58	14	29	29	4	10	28
WA	70	18	43	27	9	9	12
TAS	67	11	33	35	7	4	21
NT	67	16	31	35	5	11	17
ACT	71	15	37	35	4	11	14
<b>Views on fines as revenue raising</b>							
Believe fines mainly used to raise revenue	59 ↓	24 ↑	29 ↓	29	10	14 ↑	18
Do not believe fines mainly used to raise revenue	72 ↑	11 ↓	41 ↑	31	7	3 ↓	18
<b>Speeding fines</b>							
Issued speeding fine	61	23	33	27	10	14	16
Not issued speeding fine	65	17	35	30	8	8	19

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q16d Road traffic authorities have introduced or are considering the use of point-to-point speed enforcement cameras on some of our main roads. 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 do you feel about the use of point-to-point speed enforcement on main roads? Do you.....

Base: All respondents (n=1,707)

# This column is a net of 'approve strongly' and 'approve somewhat'

\* This column is a net of 'disapprove strongly' and 'disapprove somewhat'

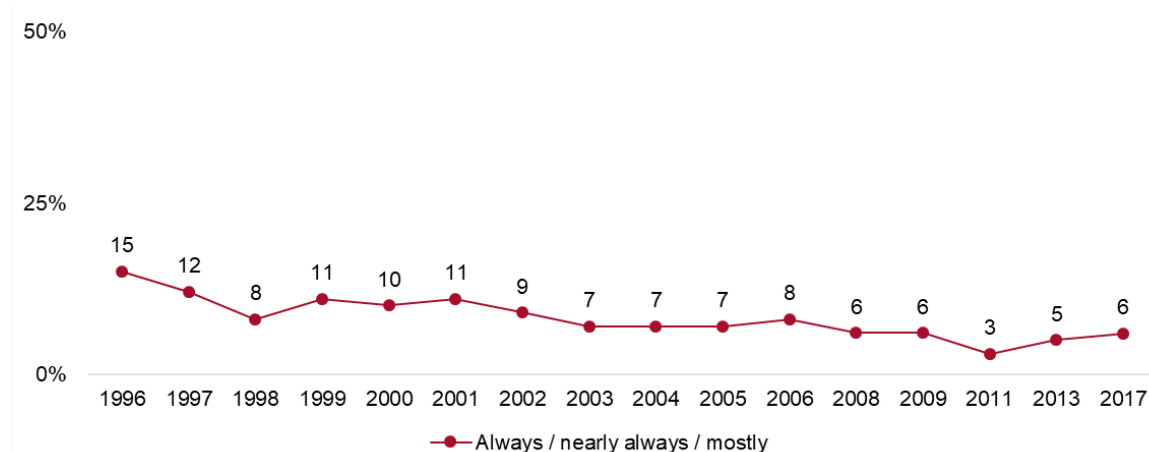
Figures may not add to 100% due to rounding

## 6.4 Self-reported speeding behaviour

Speeding is acknowledged by the community as being dangerous, with most (85%) agreeing that a road crash at 70 km/h will be a lot more severe than one at 60 km/h. The prevalence of speeding behaviour in the community is established in the survey by asking drivers how often they drive at 10 km/h or more over the speed limit. Respondents are reminded when answering this question that their response is confidential and only analysed in an aggregated form.

As is evident from Figure 13, the percentage of drivers reporting they *always*, *nearly always* or *mostly* drive 10 km/h or more over the speed limit showed a downward trend from 1993 to 2003 and has been largely stable since then, with 2011 being the only year where a significant reduction was recorded (3%). In 2017 around one in eighteen (6%) drivers reports exceeding the speed limit routinely.

**Figure 13** Percentage of the recent drivers that report always, nearly always or mostly driving at 10 km/h over the speed limit, 1993 to 2017



Q20 How often do you drive at 10 kilometres per hour or more over the speed limit? Would that be..  
Base: Has, or ever held, licence (n=1,650)

Table 21 shows the extent to which the speed limit is exceeded by 10 km/h or more by driving characteristics and demographics. The key findings are:

- Heavy vehicle (11%) and frequent distance drivers (13%) were the types of drivers most likely to *always*, *nearly always* or *mostly* exceed the speed limit by 10 km/h or more.
- Although the percentage of respondents with a motorcycle licence who reported *always*, *nearly always* or *mostly* exceeding the speed limit by 10 km/h or more was in line with the national average (6%), this group was least likely to say they *never* exceed the speed limit by this amount (19% vs 30% nationally).
- Drivers which were most likely to report *never* exceeding the speed limit by 10 km/h or more included females (36% vs 25% of males) and less frequent drivers (45%).

**Table 21** How often recent drivers report driving at 10 km/h over the speed limit

Extent to which drive 10 km/h or more over the limit (Row %)	Always / nearly always / mostly	Sometimes	Just occasionally	Never
<b>Total</b>	<b>6</b>	<b>18</b>	<b>46</b>	<b>30</b>
<b>Gender</b>				
Male	7	19	49	25 ↓
Female	5	16	42	36 ↑
<b>Age group (years)</b>				
15-24	7	23	34 ↓	34
25-39	7	19	44	29
40-59	6	18	50	26
60+	3	13 ↓	49	35
<b>Capital city/Other</b>				
Capital city	5	18	47	30
Outside capital city	7	17	43	32
<b>Licences currently held</b>				
Full car licence	5	17	49 ↑	28 ↓
Heavy vehicle licence	11 ↑	17	46	26
Full motorcycle licence	6	20	55	19 ↓
Provisional car licence	10	29	30	31
NET: Currently Licenced	6	18	46	30 ↓
<b>Driver status</b>				
Frequent distance drivers	13 ↑	21	45	20 ↓
Commuters	6	21	51	22 ↓
Other frequent drivers	3 ↓	18	46	33
Less frequent drivers	2 ↓	9 ↓	43	45 ↑
Non-drivers	12	10	23	52 ↑
<b>In a road crash in the last 3 years</b>				
Yes	8	20	46	26
No	5	17	45	32
<b>State/Territory</b>				
NSW	9	21	46	25 ↓
VIC	3	14	47	35
QLD	5	21	46	28
SA	5	17	35	41
WA	6	10 ↓	46	38
TAS	7	17	54	20
NT	4	19	51	23
ACT	14	18	46	22

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q20 How often do you drive at 10 kilometres per hour or more over the speed limit? Would that be..

Base: Has, or ever held, licence (n=1,650)

Figures may not add to 100% due to rounding



## 7.0 Driver fatigue

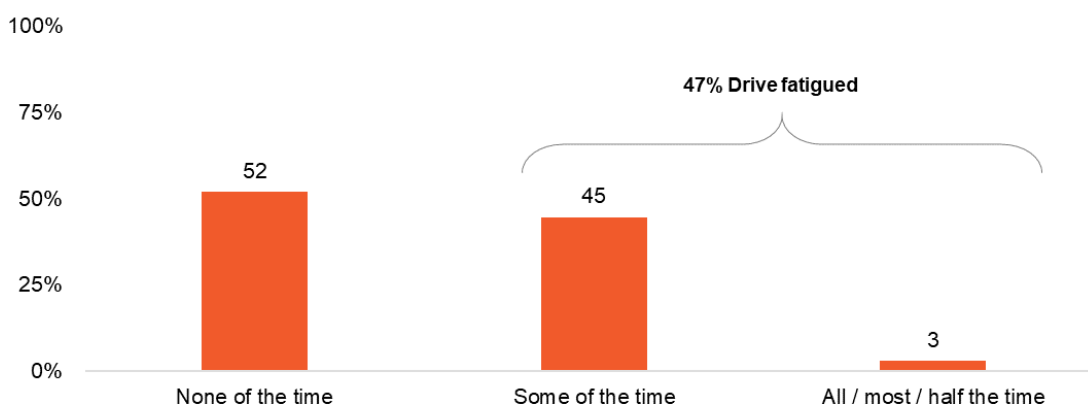
Around 20% of fatal road crashes involve driver fatigue<sup>12</sup>. Fatigue is also an issue that the community appear to be increasingly aware of – in 2017 participants were more likely than in 2013 to mention fatigue as the factor most often leading to road crashes (10% versus 7%).

It is within this context that in 2017 a new question was introduced into the Community Attitudes to Road Safety Survey to measure how often people drive when feeling drowsy, in addition, to other questions that had been included in the survey since 2001.

### 7.1 Frequency of driving while fatigued

Current or lapsed licence holders were asked how often they drive when feeling drowsy. A slight majority (52%) indicated 'none of the time'; while a substantial minority (45%) said 'some of the time'. Only a small proportion (3%) indicated they regularly drove when drowsy.

**Figure 14** Percentage of recent drivers that drive when drowsy



Q28c How often do you drive when you are feeling drowsy?

Base: Ever held licence (n=1,650)

Figures for 'some of the time' and 'all/most/half the time' do not add to 48% due to rounding

<sup>12</sup> Transport Accident Commission website: Fatigue statistics

While only 3% indicated they drove when drowsy 'all/most or half the time', this proportion was significantly higher amongst those with a heavy vehicle licence (7%) or who were frequent distance drivers (7%).

While a slight majority (52%) indicated they never drove while drowsy, there were certain groups where this was significantly less likely to be the case, including:

- People aged 15-24 years (39%)
- Those who are frequent distance drivers (38%) or commuters (41%), and
- Males (47%).

**Table 22 Frequency of driving while drowsy by selected characteristics**

Frequency of driving while drowsy (Row %)	None of the time	Some of the time	All / most / half the time
<b>Total</b>	<b>52</b>	<b>45</b>	<b>3</b>
<b>Gender</b>			
Male	47 ↓	49 ↑	3
Female	57 ↑	39 ↓	3
<b>Age group (years)</b>			
15-24	39 ↓	54	6
25-39	45	51	3
40-59	50	47	3
60+	69 ↑	29 ↓	1 ↓
<b>Capital city/Other</b>			
Capital city	51	45	3
Outside capital city	53	44	3
<b>Licences currently held</b>			
Full car licence	52	44	3
Heavy vehicle licence	44	49	7 ↑
Full motorcycle licence	43	56 ↑	1
Provisional car licence	36	59	5
NET: Currently Licenced	51	45	3
<b>Driver status</b>			
Frequent distance drivers	38 ↓	54 ↑	7 ↑
Commuters	41 ↓	58 ↑	2
Other frequent drivers	59 ↑	39 ↓	2
Less frequent drivers	67 ↑	29 ↓	2
Non-drivers	66	24	3
<b>In a road crash in the last 3 years</b>			
Yes	47	48	4
No	53	44	3
<b>State/Territory</b>			
NSW	48	48	3
VIC	50	47	3
QLD	57	42	1
SA	52	40	6
WA	55	39	4
TAS	56	42	2
NT	60	33	6
ACT	46	46	9

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q28c How often do you drive when you are feeling drowsy?

Base: Ever held licence (n=1,650)

Figures may not add to 100% due to rounding

## 7.2 Prevalence of falling asleep at the wheel

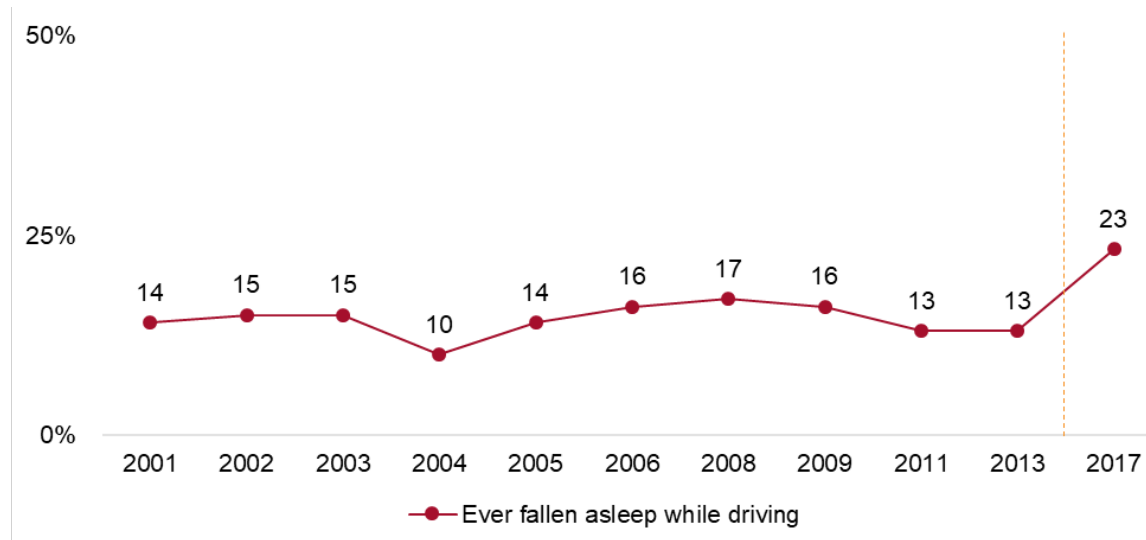
Another aspect of fatigue that is examined in the survey is whether people have ever fallen asleep at the wheel while driving. In 2017 the question was amended from previous iterations and now reads:

*'Have you ever fallen asleep at the wheel while driving a motor vehicle – even for a second or two?'*

The 2017 version of the question included the phrase *'even for a second or two'* for the first time.

With this change in wording, the proportion indicating they had ever fallen asleep increased from 13% in 2013 to 23% in 2017. This suggests that the 'old' wording was not capturing 'micro sleeps'.

**Figure 15** Prevalence of falling asleep at the wheel, 2001 to 2017



Orange dotted line (---) represents a break in the time series where "even a second or two" was added to the question.  
 Q.29 Have you ever fallen asleep at the wheel while driving a motor vehicle – even for a second or two?  
 Base: Ever held licence (n=1,650)

The table over the page shows the differences in the answer to this question across demographics. Gender and age are the two demographics with significant differences, with twice as many males having fallen asleep at the wheel than females (32% versus 15%), and only 6% of those aged 15-24 years having ever fallen asleep at the wheel compared to 26% of those aged 25 or over. The likelihood increases with increasing age. Those with heavy vehicle licences (41%) or full motorcycle licences (38%) were also more likely to have ever fallen asleep while driving.

As noted in previous versions of this report, drivers who restrict what they drink are significantly more likely to have fallen asleep at the wheel than those who do not drink at all before they drive (37% versus 16%).

**Table 23** Ever fallen asleep while driving by selected characteristics

Ever fallen asleep while driving (Row %)	Yes
<b>Total</b>	<b>23</b>
<b>Gender</b>	
Male	32 ↑
Female	15 ↓
<b>Age group (years)</b>	
15-24	6 ↓
25-39	22
40-59	30 ↑
60+	25
<b>Capital city/Other</b>	
Capital city	23
Outside capital city	24
<b>Licences currently held</b>	
Full car licence	26 ↑
Heavy vehicle licence	41 ↑
Full motorcycle licence	38 ↑
Provisional car licence	10 ↓
NET: Currently Licenced	24
<b>Driver status</b>	
Frequent distance drivers	27
Commuters	28 ↑
Other frequent drivers	21
Less frequent drivers	18
Non-drivers	12
<b>In a road crash in the last 3 years</b>	
Yes	19
No	24
<b>State/Territory</b>	
NSW	23
VIC	22
QLD	25
SA	20
WA	27
TAS	20
NT	16
ACT	28

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q29 Have you ever fallen asleep at the wheel while driving a motor vehicle – even for a second or two?

Base: Ever held licence (n=1,650)

Table 24 shows that 26% of drivers who have ever fallen asleep while driving have done so in the last two years. This equates to 6% of all current licence holders.

Interestingly, close to half (47%) of those who had fallen asleep at the wheel had done so more than 10 years ago.

**Table 24 Length of time since last fell asleep while driving, 2001 to 2017**

Col %	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
Less than 6 months	11	13	16	9	16	14	12	12	10	11	10
Between 6 and 12 months	4	8	6	3	8	6	6	12	8	10	6
1 to 2 years	9	11	3	8	8	5	9	7	8	9	11
Total: 2 years or less	<b>24 (3)</b>	<b>32 (5)</b>	<b>25 (4)</b>	<b>20 (2)</b>	<b>31 (5)</b>	<b>24 (4)</b>	<b>28 (4)</b>	<b>31 (5)</b>	<b>26 (4)</b>	<b>29 (4)</b>	<b>26 (6)</b>
3 to 5 years	14	16	12	15	12	12	15	12	8	16	13
6 to 10 years	19	17	17	12	12	9	11	13	12	6	12
More than 10 years	42	36	45	54	44	55	47	44	53	47	48
Base: Fallen asleep	221	241	249	187	246	258	260	231	188	181	429

Q31 When was the last time you fell asleep at the wheel while driving a motor vehicle?

Figures in brackets show the proportion of all licence holders that report having fallen asleep while driving in the last two years.

Table 25 shows the types of trips that were being undertaken when drivers last fell asleep at the wheel. As might be expected, drivers are 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.

However, the results clearly show falling asleep at the wheel can occur regardless of the duration of the trip, the location or the time of day.

**Table 25 Characteristics of the most recent trip where the driver fell asleep at the wheel, 2001 to 2017**

Col %	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
<b>Duration of trip</b>											
Less than 1 hour	22	35	32	22	33	25	34	36	36	38	24 ↓
1 – 2 hours	18	13	20	22	17	22	21	17	16	22	23
More than 2 hours	58	52	46	56	50	52	46	46	48	40	53 ↑
<b>Location</b>											
Capital City	13	25	21	9	18	26	20	19	26	25	19
Outside capital city	6	6	9	6	11	8	9	11	8	10	11
Country Road	47	36	34	44	26	43	33	35	35	35	31
Country Highway	35	33	40	40	45	33	38	35	31	30	38
<b>Time of Day</b>											
6:00am – 10:00am	17	17	12	12	9	15	11	13	12	20	15
10:00am – 3:00pm	12	19	15	17	15	17	24	13	23	17	18
3:00pm – 7:00pm	18	15	21	16	19	20	17	21	16	15	21
7:00pm – 12:00am	15	13	16	12	18	23	14	14	17	14	16
12:00am – 6:00am	37	36	36	41	37	24	34	38	32	32	28
Base: Fallen asleep	221	241	249	187	246	258	260	231	188	181	429

Blue up arrows (↑) indicates significantly higher than 2013 at the 95% confidence interval, red down arrows (↓) indicates significantly lower than 2013 at the 95% confidence interval.

Q32 Thinking about the last time this happened, what kind of trip were you taking? Was it...

Q33 When you fell asleep at the wheel while driving a motor vehicle, were you driving...

Q35 What time of day was it?

## 8.0 Mobile phones

Mobile phones are ubiquitous in Australia in 2017, with 95% of the population owning one. The majority (81%<sup>13</sup>) of Australians have smart phones, allowing them to conduct a range of activities in addition to making and receiving calls and sending and receiving SMS. Some of these activities relate to driving, such as using GPS based directions. Most are not driving related, for instance browsing the internet, participating in social networks, taking photos and recording videos.

This chapter explores Australians' use of mobile phones while driving, their attitudes to the introduction of a hypothetical ban on the use of hands-free mobile phones while driving as well as the level of risk associated with driving and using a mobile phone. The key findings are as follows:

- ▶ Drivers are more likely to react to their phone ringing than to reach for it to make a call - the majority of drivers *answer* calls (59%) whereas a minority (40%) *make* calls while driving.
- ▶ People who commute (82%) or frequently drive long distances (72%) are more likely to use mobile phones while driving than those who drive less.
- ▶ Usage of mobile phones while driving is higher amongst males than females (69% versus 60%). Usage is significantly lower amongst those aged 60 years or over (40% versus 64% amongst the total population).
- ▶ In line with legal obligations, drivers who make calls on a mobile phone tend to use hands-free types rather than use their phones hand-held, with 81% reporting that they *always* use hands-free. However, when asked how often they use a mobile hand-held, over a third (36%) reported doing so. The tendency to use a phone hand-held versus hands-free does not vary significantly by the type of driving people do, or their demographic characteristics.
- ▶ One in five (21%) drivers report using their mobile phones for non-driving activities such as browsing the internet, texting, taking photos or using applications (apps). This type of usage is most common in those aged 15-24 years (35%) or 25-39 years (32%). Despite one in five having engaged in this activity, drivers do not report doing this frequently.
- ▶ Support for introducing a law banning the use of hands-free mobile phones while driving continues to decline, with total approval now at 29%. Those who disapprove most strongly tend to be those who make mobile phone calls whilst driving, with half (52%) of this group *disapproving strongly*.
- ▶ There continues to be broad acceptance that talking on a mobile phone while driving increases the risk of being involved in a road crash. Overall eight in ten (79%) agree with this, although there has been a small decline in the percentage *agreeing strongly* with this concept. This is a disconcerting result, as findings from this survey show distraction is increasingly believed to be a main cause of road crashes and the community understands the risk – yet behaviour has not changed. The level of mobile phone usage while driving has been consistent since 2008.

<sup>13</sup> Australian Communications and Media Authority communications report 2016–17

## 8.1 Overall mobile phone use while driving

Table 26 presents mobile phone usage findings from this study over time, from 2005 to 2017. The table also indicates the total use of mobile phones while driving, which has been stable since 2008 and is currently at six in ten (59%). The comparable measures between 2013 and 2017 are stable, presenting no overall shifts in the level of mobile phone usage amongst Australian drivers.

**Table 26 Mobile phone use while driving, 2005 to 2017**

Using mobile phones while driving (Col %)	2005	2006	2008	2009	2011	2013	2017
Answer calls while driving	43	52 ↑	56	58	54 ↓	56	59
Make calls while driving	24	28	32	34	27 ↓	35 ↑	40
Read text messages while driving	16	21 ↑	28 ↑	30	31	32	-
Send text messages while driving	8	13 ↑	14	16	14	18 ↑	-
Use mobile phone for non-driving activities while driving	-	-	-	-	-	-	21
<b>Total use mobile phone while driving<sup>14</sup></b>	<b>47</b>	<b>55 ↑</b>	<b>61 ↑</b>	<b>61</b>	<b>59</b>	<b>61</b>	<b>64</b>
Base: Current drivers	1,490	1,442	1,415	1,407	1,387	1,335	1,558

Blue up arrows (↑) indicates significantly higher than the previous year at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the previous year at the 95% confidence interval.

Q42 / Q43 / Q43d

Base: Current drivers (n=1,558)

A breakdown of mobile phone usage by key demographics and driving characteristics is presented in Table 27. From this the following observations can be made:

- There is greater active mobile phone use amongst males compared to females, and overall mobile use is higher amongst males.
- While drivers aged 15-24 years are in line with the national average for making and receiving calls, they, along with those aged 24-39 years, display a greater likelihood to use their phone for other non-driving activities than other Australian drivers.
- Those licensed to drive a heavy vehicle (72%) or those with provisional car licences (79%) have a significantly greater propensity to use a mobile phone, also evident amongst those licensed to ride a motorcycle (70%), although this last case is not significantly different from the national average in statistical terms.
- A high percentage of commuters (82%) and frequent distance drivers (72%) use a mobile phone while driving compared with drivers who spend less time on the road.
- Drivers who have been directly involved in a road crash in the past three years were significantly more likely to report using their phone for other non-driving activities. It is worth noting that this group was observed to have higher mobile phone usage across all activities in 2013.
- A higher proportion of current drivers in NSW (68%) use their mobile phone while driving.

<sup>14</sup> The use of mobile phone while driving variable in 2017 is an amalgam based on having made or received mobile phone calls while driving, or using a mobile phone for non-driving activities while driving.

**Table 27** Percentage that have a mobile phone and use of mobile phone when driving

Mobile phone use (Row %)	Answer calls while driving	Make calls while driving	Use mobile phone for other uses	Total use mobile phone while driving #
<b>Total</b>	<b>59</b>	<b>40</b>	<b>21</b>	<b>64</b>
<b>Gender</b>				
Male	63 ↑	44 ↑	25 ↑	69 ↑
Female	55 ↓	37 ↓	17 ↓	60 ↓
<b>Age group (years)</b>				
15-24	61	39	35 ↑	71
25-39	69 ↑	54 ↑	32 ↑	74 ↑
40-59	66 ↑	49 ↑	20	71 ↑
60+	36 ↓	14 ↓	4 ↓	40 ↓
<b>Capital city/Other</b>				
Capital city	59	43 ↑	22	65
Outside capital city	59	35 ↓	19	64
<b>Licences currently held</b>				
Full car licence	60	41	20	65
Heavy vehicle licence	67 ↑	48	21	72 ↑
Full motorcycle licence	66	48	25	70
Provisional car licence	69	41	35	79 ↑
NET: Currently Licenced	59	40	21	64
<b>Driver status</b>				
Frequent distance drivers	68 ↑	50 ↑	25	72 ↑
Commuters	77 ↑	60 ↑	31 ↑	82 ↑
Other frequent drivers	47 ↓	28 ↓	14 ↓	53 ↓
Less frequent drivers	40 ↓	21 ↓	15	47 ↓
<b>In a road crash in the last 3 years</b>				
Yes	60	48 ↑	31 ↑	69
No	59	38 ↓	19 ↓	63
<b>State/Territory</b>				
NSW	62	44	22	68
VIC	60	41	26	64
QLD	59	39	18	63
SA	52	32	24	61
WA	58	41	19	65
TAS	46	23 ↓	6 ↓	51
NT	48	20 ↓	6 ↓	63
ACT	43 ↓	31	17	55

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q42 / Q43 / Q43d

Base: Current drivers (n=1,558)

# The use of mobile phone while driving variable is an amalgam based on having ever made or received calls or used the mobile phone for other uses.



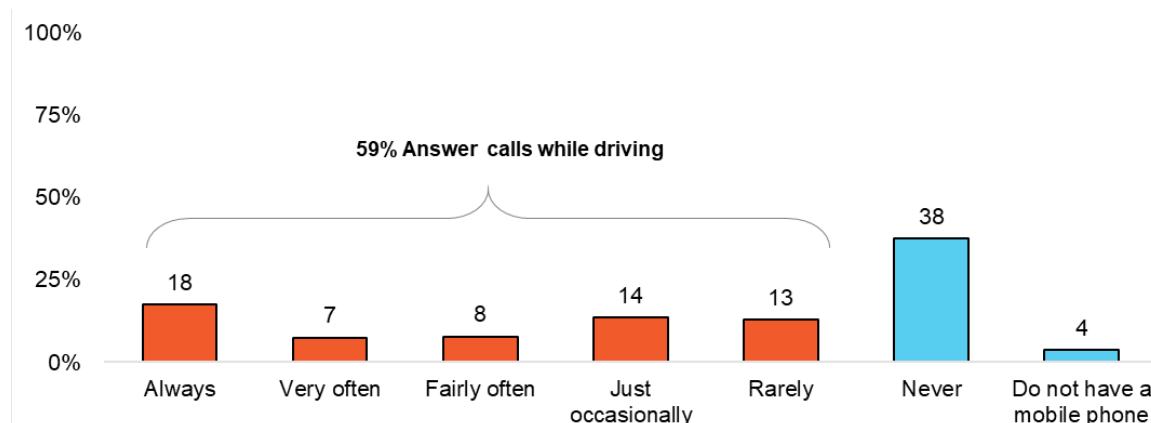
## 8.2 Patterns of specific mobile phone usage while driving

Given the prevalence of mobile phones in the lives of Australians and their potential negative impact on road safety, CAS studies have explored patterns of mobile phone usage while driving since 2005. These questions seek to understand the prevalence of using a mobile phone while driving to make and receive calls, the extent to which mobile phones are used hands-free versus hand-held and, for the first time in this study, use of mobile phones for other activities such as browsing the internet while driving.

### 8.2.1 Using a mobile phone to answer calls while driving

The majority (59%) of drivers answer their mobile phone if it rings, a finding which is consistent with 2013. Propensity to answer a mobile phone at all while driving is related to the type of driving that people do, with commuters (77%) and frequent distance drivers (68%) the most likely to ever answer their phone while driving. Considering demographic characteristics, those aged 25-39 years (69%) or 40-59 years (66%) were most likely to ever answer their phone while driving.

**Figure 16** Percentage of drivers that answer calls while driving



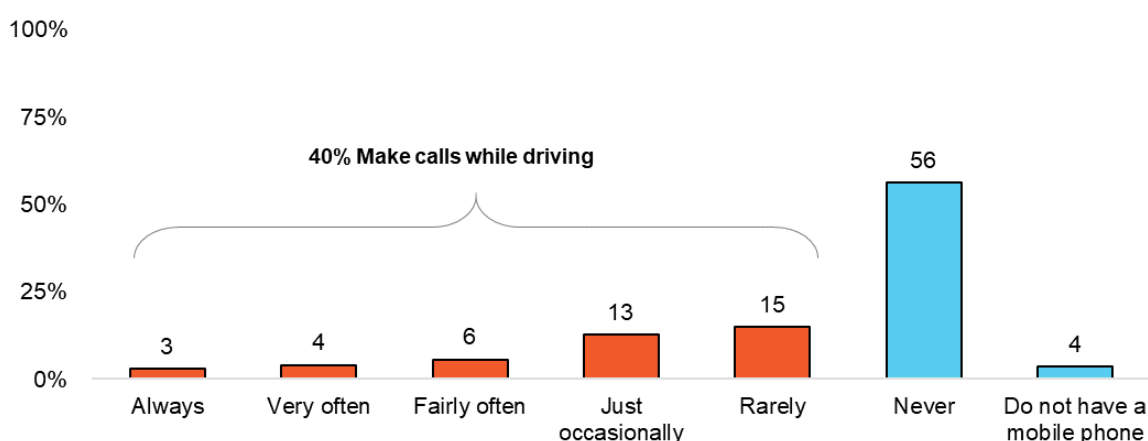
Q42. How often do you answer your mobile phone if it rings while you are driving? Would you say ...  
Base: Current drivers (n=1,558)

## 8.2.2 Using a mobile phone to make calls while driving

Proactively using a mobile phone while driving is less common amongst drivers than reacting to the phone when it rings, with 40% of drivers ever reaching for their phone or activating it to make a call. Additionally, even amongst those who engage in this behaviour, it is done less frequently than answering a call.

As with answering calls, those most likely to make calls are commuters (60%) and frequent distance drivers (50%). There is also a similar pattern across demographics, with males aged 25-39 years (51%) or males aged 40-59 years (57%), and females aged 25-39 years (57%), displaying greater propensity to make calls while driving.

**Figure 17** Percentage of drivers that make calls while driving



Q43. How often do you make calls on your mobile phone while you are driving? Would you say ... NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot  
Base: Current drivers (n=1,558)

**Table 28** Percentage of drivers that make calls while driving by gender and age

Make calls while driving (Row %)	Yes
<b>Total</b>	<b>40</b>
<b>Male</b>	
15-24	43
25-39	51 ↑
40-59	57 ↑
60+	19 ↓
<b>Female</b>	
15-24	35
25-39	57 ↑
40-59	41
60+	10 ↓

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q43. How often do you make calls on your mobile phone while you are driving? Would you say ... NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot  
Base: Current drivers (n=1,558)

### 8.2.3 Frequency of using a hand-free phone versus hand-held when making calls while driving

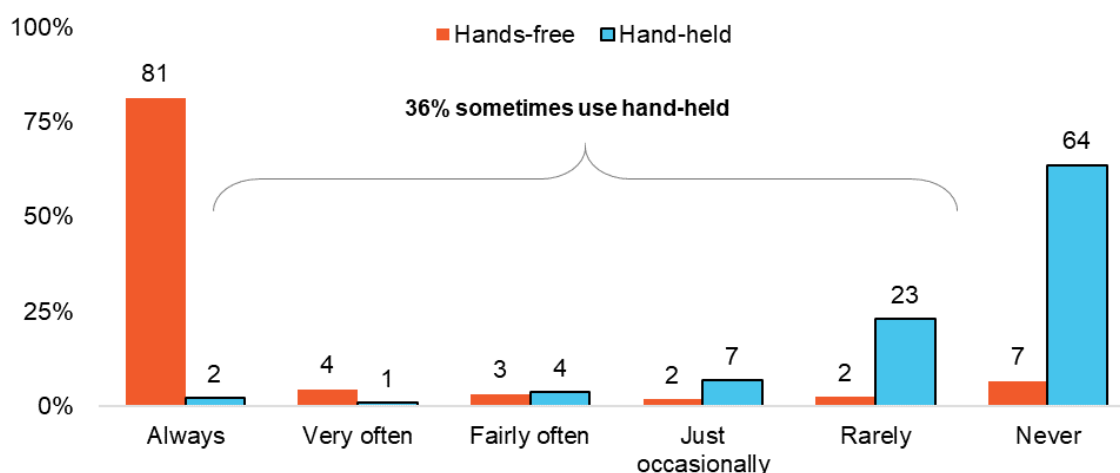
Drivers who reported making calls while driving were asked how frequently they make them using a hands-free phone, or a hand-held phone. They were not queried on the nature of the hands-free phone, that is whether through a hands-free kit (either built in or portable), using speaker-phone or a headphone/microphone combination. This year was the first year respondents have been asked about using a hands-free mobile phone when making calls.

On balance, drivers are far more likely to use their mobile phone hands-free than hand-held when making calls on their mobile phone. Eight in ten (81%) reported that they *always* use a hands-free mobile phone when making calls while just under two thirds (64%) reported *never* using a hand-held phone.

The truth of the matter clearly lies somewhere in the middle, since a quarter (25%) of respondents who claimed *always* to use a hands-free phone also reported that they use a hand-held mobile phone at least *rarely*<sup>15</sup>.

There were no significant differences between types of respondent in their usage of hands-free or hand-held mobile phones while driving (questions 43a and 43c). While usage of mobile phones differs significantly with the type of driving people do and their demographic characteristics, the manner in which they make calls does not.

**Figure 18** Frequency of using a hands-free phone versus hand-held mobile phones when making calls while driving



Q43a. When you make calls while driving, how often do you use a hands-free phone?

Q43c. When driving how often do you use a hand held mobile phone?

Base: Makes calls on a mobile phone while driving (n=571)

<sup>15</sup> This may be due to initially asking respondents how often they used a hands-free mobile and subsequently asking about hand-held usage, which may have prompted them to recall times they had used their phone hand-held. The case was put forward recently in the documentary 'It's people like us', which tracked drivers with in-car cameras in a method similar to naturalistic driving studies, that drivers often underestimate their poor habits with regard to using mobile phone while driving. It is worth bearing this in mind in light of interpreting these survey results, as it suggests that respondents may over-estimate the extent to which they use mobile phones hands-free versus hand-held.

## 8.2.4 Frequency of using a mobile phone for non-driving related activity

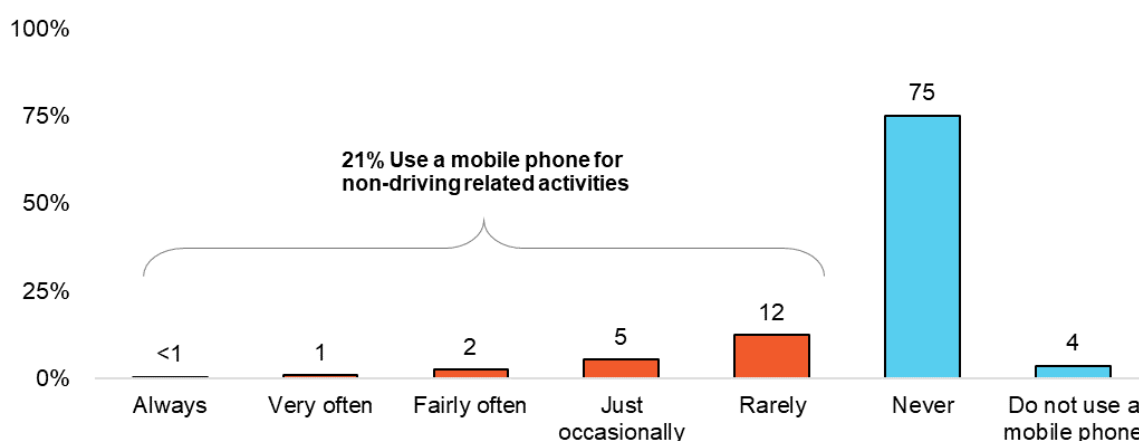
Given that mobile phones are used for more than just making calls and sending text messages, a question was included in this wave of the survey asking drivers how often they use mobile phones when driving for other activities such as browsing the internet, texting, taking photographs and using other applications. Respondents were asked to exclude using their mobile phone for navigation.

Previous surveys in this study have asked questions regarding sending and receiving SMS messages. These questions were excluded from this iteration of the survey and replaced with this single question encompassing SMS and other non-call/non-driving related activities.

Overall, one in five (21%) drivers use their mobile phone for non-driving related activities. This compares to SMS usage which in 2013 was at just under one in five (18%) for sending SMS and around a third (32%) for receiving SMS.

Using a mobile phone while driving for non-driving related activity was not reported to occur frequently, with one in eight (12%) saying they did this *rarely* and one in twenty (5%) *occasionally*. Overall, three per cent of drivers use their mobile phones *always/often* for non-driving related activity aside from making and receiving calls.

**Figure 19** Frequency of using a mobile phone for non-driving related activity



Q43d. And how often do you use a mobile phone while driving to do other things that are not related to driving like accessing the internet, texting, taking photographs or using other applications? (Do not include Navigation/GPS)  
Base: Current drivers (n=1,558)

Drivers aged 15-24 years (35%) or 25-39 years (32%) are more likely to use their phones for these activities than older drivers (20% of 40-59 year olds and 4% of those aged over 60 years). One in eleven (9%) of those aged 15-24 years reports using their phone for these activities *always/often*.

Commuters are the greatest users of their phones for these other activities (31%), although most do so *rarely* (20%). It is worth noting that those who have been involved in a road crash in the past three years (31%) are also more likely to engage in these activities than those who have not (19%).

**Table 29 Use a mobile phone for non-driving activities by selected characteristics**

Use mobile for non-driving activities such as internet, text messages and taking photos (Row %)	NET: Use a mobile phone to do other non-driving related activities #	Always / Very often / Fairly often	Just occasionally	Rarely	Never	Do not use a mobile phone
<b>Total</b>	<b>21</b>	<b>4</b>	<b>5</b>	<b>12</b>	<b>75</b>	<b>4</b>
<b>Gender</b>						
Male	25 ↑	4	7	14	71 ↓	3
Female	17 ↓	3	4	10	79 ↑	4
<b>Age group (years)</b>						
15-24	35 ↑	9 ↑	7	19	59 ↓	6
25-39	32 ↑	6	9 ↑	17	67 ↓	1
40-59	20	2	5	13	77	2
60+	4 ↓	0 ↓	1 ↓	2 ↓	90 ↑	6
<b>Capital city/Other</b>						
Capital city	22	4	6	12	74	3
Outside capital city	19	2	5	12	76	4
<b>Licences currently held</b>						
Full car licence	20	3	5	12	76	4
Heavy vehicle licence	21	1	7	13	77	2
Full motorcycle licence	25	2	6	17	73	2
Provisional car licence	35	7	8	20	59 ↓	6
NET: Currently Licenced	21	4	5	12	75	4
<b>Driver status</b>						
Frequent distance drivers	25	6	8	11	73	1
Commuters	31 ↑	3	7	20 ↑	68 ↓	1
Other frequent drivers	14 ↓	4	3 ↓	7 ↓	81 ↑	5
Less frequent drivers	15	0 ↓	4	11	78	7
<b>In a road crash in the last 3 years</b>						
Yes	31 ↑	7 ↑	8	16	65 ↓	4
No	19 ↓	3 ↓	5	11	78 ↑	3
<b>State/Territory</b>						
NSW	22	5	4	12	75	3
VIC	26	4	10 ↑	12	72	2
QLD	18	2	3	13	79	3
SA	24	3	5	16	68	9
WA	19	3	4	12	77	4
TAS	6 ↓	1	0	5	84	10
NT	6 ↓	1	1	4 ↓	70	24 ↑
ACT	17	3	4	9	75	8

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q43d. And how often do you use a mobile phone while driving to do other things that are not related to driving like accessing the internet, texting, taking photographs or using other applications? (Do not include Navigation/GPS)

Base: Current drivers (n=1,558)

# This column is a net of the three columns immediately to its right

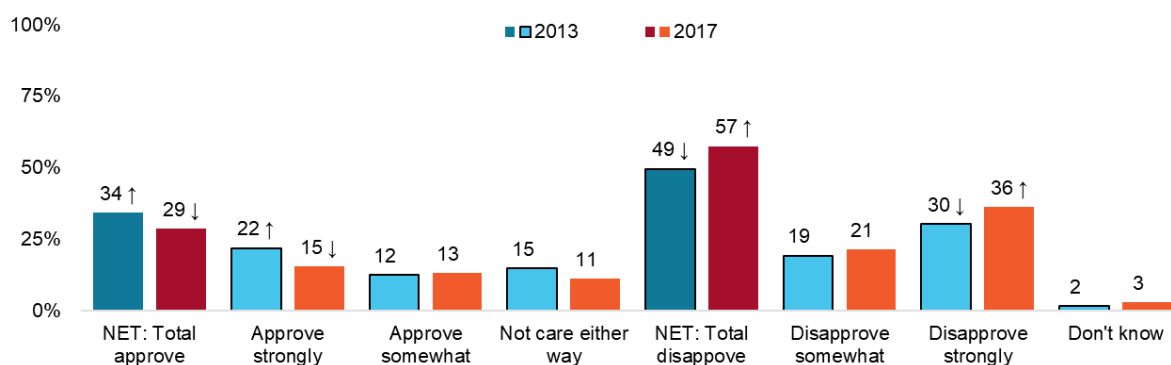
Figures may not add to 100% due to rounding

### 8.3 Attitudes to possible laws regarding mobile phone usage

Respondents were asked to consider the extent to which they would approve or disapprove of the introduction of a new law which would ban hands-free mobile phone use while driving. In 2011, the concept of such a law was supported by four in ten (39%), and by 2013 support had declined to a third (34%).

The present iteration of the survey sees the continuation of that trend, with support further declining to three in ten (29%). While there is significant support for such a law in the community, those supporting it are outnumbered by around two to one, with just under six in ten (57%) disapproving of a ban on the use of hands-free mobile phones while driving. Not only has support declined, but the decline is most evident amongst the people who “*approve strongly*” this declined from just over one in five (22%) in 2013 to three in twenty (15%) in 2017.

**Figure 20** Percentage that approve of a hypothetical new law banning the use of hands-free mobile phones while driving



Arrows (↑) indicates significantly higher than 2013 at the 95% confidence interval, arrows (↓) indicates significantly lower than 2013 at the 95% confidence interval.

Q46b. It is illegal in Australia to use a hand held phone while driving but it is legal to use a hands free phone in most cases. How would you feel about a law banning the use of hands free mobile phones while driving? Do you .....

Base: All respondents (2013: n=1,500 / 2017: n=1,707)

Table 30 provides a breakdown of the level of approval across demographics and driving characteristics. Considering the differences across these groups it is evident that those who are most likely to be affected by such a ban are the least supportive. Amongst those who answer mobile phone calls when driving, less than one in five (17%) supports the law banning hands-free mobile phone use and half (52%) disapproves strongly. It is therefore not surprising that when support is analysed across different groups, the groupings which emerge are along similar lines to those observed with mobile phone use. For instance:

- Females are more supportive of the proposed law than males (34% total approval versus 24% respectively)
- Those aged over 60 years (39%) approve of the proposal to a greater extent than those who are younger. In particular, half (47%) of those aged 25-39 years strongly disapprove of the proposed change.
- Half (50%) of those with a full motorcycle licence strongly disapprove of the idea.
- Close to half (47%) of frequent distance drivers and commuters strongly disapprove, and by contrast half (51%) of non-drivers approve of the hypothetical changes.

**Table 30** Approval of a hypothetical law banning the use of hands-free mobile phones while driving

Approval for banning hands-free mobile phones while driving (Row %)	NET: Total approve #	Approve strongly	Approve somewhat	Not care either way	Disapprove somewhat	Disapprove strongly
<b>Total</b>	<b>29</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>21</b>	<b>36</b>
<b>Gender</b>						
Male	24 ↓	13	11	10	20	43 ↑
Female	34 ↑	18	16	12	22	29 ↓
<b>Age group (years)</b>						
15-24	21	8	14	18	24	35
25-39	24	13	12	9	18	47 ↑
40-59	28	17	11	10	22	37
60+	39 ↑	22 ↑	17	11	22	24 ↓
<b>Capital city/Other</b>						
Capital city	30	16	14	10	21	36
Outside capital city	25	13	11	13	22	37
<b>Licences currently held</b>						
Full car licence	28	15	13	11	21	38
Heavy vehicle licence	25	16	9	7	22	46
Full motorcycle licence	20	11	9	7	21	50 ↑
Provisional car licence	19	7	12	14	27	37
NET: Currently Licenced	27 ↓	14 ↓	13	12	22	37
<b>Driver status</b>						
Frequent distance drivers	22	13	9	8	21	47 ↑
Commuters	22 ↓	10 ↓	11	10	20	47 ↑
Other frequent drivers	31	15	16	14	22	30
Less frequent drivers	32	19	13	14	25	23 ↓
Non-drivers	51 ↑	33 ↑	18	6	15	27
<b>In a road crash in the last 3 years</b>						
Yes	24	13	11	13	23	37
No	30	16	13	11	21	36
<b>State/Territory</b>						
NSW	25	11	14	12	23	34
VIC	31	19	12	10	22	35
QLD	29	14	15	11	20	38
SA	31	22	10	12	14	41
WA	28	17	12	10	20	40
TAS	30	16	14	17	23	27
NT	38	28	10	12	27	21
ACT	41	20	21	9	23	27
<b>Mobile phone use while driving</b>						
Answer calls while driving	20 ↓	8 ↓	11	9	23	47 ↑
Make calls while driving	17 ↓	7 ↓	10	9	22	52 ↑
Ever use mobile phone for non-driving activities while driving (e.g. internet)	17 ↓	8 ↓	9	15	18	49 ↑

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q46b. It is illegal in Australia to use a hand held phone while driving but it is legal to use a hands free phone in most cases. How would you feel about a law banning the use of hands free mobile phones while driving? Do you...

Base: All respondents (n=1,707)

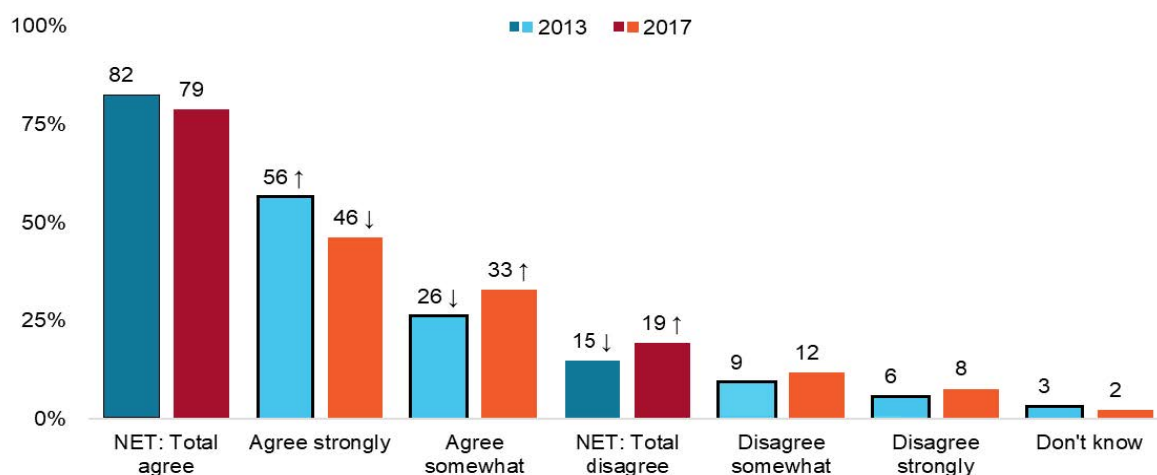
# This column is a net of 'approve strongly' and 'approve somewhat'

## 8.4 Perceived risk of using a mobile phone while driving

There is broad agreement in the community that talking on a mobile phone while driving increases a driver's chance of being involved in a road crash. The overall result in 2017 is similar to 2013, with eight in ten (79% in 2017; 82% in 2013) agreeing that talking on a mobile phone while driving increases risk. However, there has been a decline in the strength of agreement, with the percentage who *agree strongly* declining from nearly six in ten (56%) in 2013 to just under half (46%) in 2017.

At the same time there has been an increase in community belief that distraction is the primary cause of road crashes (up from 8% to 18%). Additionally, while we still see broad agreement that mobile phones increase the risk of having a road crash, we do not see a corresponding decrease in driver behaviour with regard to using mobile phones while driving. This suggests that while the community understands there is a risk, it is prepared to take that risk and continue to use mobile phones while driving.

**Figure 21** Percentage that agree with talking on a mobile phone while driving would increase chances of having a road crash



Q47. Does talking on a mobile phone while you are driving increase your chance of being involved in an accident? Do you...  
Base: All respondents (n=1,707)

Table 31 shows the belief in increased risk from mobile phone use while driving across demographic and driver characteristics. The results follow a familiar pattern, where groups who are more likely to use mobile phones perceived the behaviour to be of less risk. People who make mobile phone calls while driving perceive using it to be less risky than the population overall (70% vs 79%). However, it should be noted that in all cases, the majority of each group agrees that talking on a mobile phone while driving increases the risk of a road crash.

- Heavy vehicle drivers (68%) had the lowest level of agreement amongst licence holders, with three in twenty (15%) disagreeing strongly.
- Frequent distance drivers and commuters (71%) had lower perceived risk than people with less frequent driving behaviour.



**Table 31** Percentage that agree with talking on a mobile phone while driving would increase chances of having a road crash

Extent to which talking on a mobile phone increases risk (Row %)	NET: Total agree #	Agree strongly	Agree somewhat	Disagree somewhat	Disagree strongly	Don't know
<b>Total</b>	<b>79</b>	<b>46</b>	<b>33</b>	<b>12</b>	<b>8</b>	<b>2</b>
<b>Gender</b>						
Male	75	42	33	14	9	2
Female	82	50	32	10	6	2
<b>Age group (years)</b>						
15-24	87	45	42	13	1 ↓	0
25-39	74	41	33	13	10	2
40-59	76	42	34	12	9	3
60+	82	58 ↑	25 ↓	9	6	2
<b>Capital city/Other</b>						
Capital city	81	46	35	11	7	2
Outside capital city	74	46	28	14	10	2
<b>Licences currently held</b>						
Full car licence	78	45	33	11	9 ↑	2
Heavy vehicle licence	68 ↓	36	32	14	15 ↑	4
Full motorcycle licence	74	41	33	12	13	1
Provisional car licence	80	46	34	20	0	0
NET: Currently Licenced	78	45	33	12	8	2 ↓
<b>Driver status</b>						
Frequent distance drivers	71 ↓	38	33	14	12	3
Commuters	71 ↓	33 ↓	38	13	13 ↑	3
Other frequent drivers	83	53 ↑	30	12	4 ↓	1 ↓
Less frequent drivers	88 ↑	55	33	9	2 ↓	1
Non-drivers	81	58	22	8	4	7 ↑
<b>In a road crash in the last 3 years</b>						
Yes	75	40	35	14	10	1
No	79	47	32	11	7	2
<b>State/Territory</b>						
NSW	83	44	39 ↑	10	6	2
VIC	77	45	32	13	7	3
QLD	75	47	28	12	11	2
SA	75	47	28	11	9	5
WA	76	46	29	15	9	0
TAS	81	48	33	6	6	7
NT	83	56	28	9	4	4
ACT	84	58	27	8	6	3
<b>Mobile phone use while driving</b>						
Answer calls while driving	72 ↓	32 ↓	40 ↑	15 ↑	11 ↑	2
Make calls while driving	70 ↓	28 ↓	42 ↑	16 ↑	13 ↑	1
Ever use mobile phone for non-driving activities while driving (e.g. internet)	77	35 ↓	42 ↑	11	11	1

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q47. Does talking on a mobile phone while you are driving increase your chance of being involved in an accident? Do you...

Base: All respondents (n=1,707)

# This column is a net of 'agree strongly' and 'agree somewhat'

Figures may not add to 100% due to rounding

## 9.0 Heavy vehicles

In 2017 several questions relating to heavy vehicle traffic were introduced. Heavy vehicles are an important factor to consider in road safety – their effect on traffic is disproportionate to their numbers due to their size, limited speed and acceleration/deceleration characteristics.

The aim of these questions is to explore the extent to which the community accommodates heavy vehicles by examining whether people allow extra space when driving in front of heavy vehicles; whether people believe heavy vehicles need extra stopping distance, and whether heavy vehicles generate discomfort on the road.

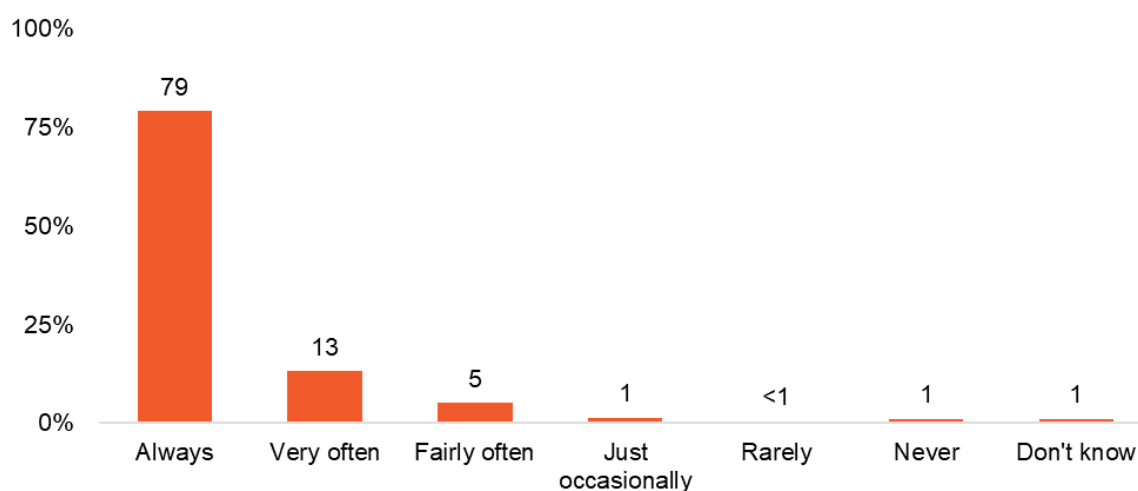
The key findings from this section of the study are as follows:

- ▶ While over three-quarters of current drivers (79%) *always* allow extra space when overtaking or merging in front of heavy vehicles, the proportion of people with provisional licences who *always* do so is significantly lower (38%).
- ▶ The vast majority of current drivers (98%) believe that heavy vehicles need more stopping distance compared to passenger vehicles.
- ▶ Current drivers are evenly split regarding whether they feel uncertain driving near heavy vehicles, with a slight majority (54%) indicating they feel uncertain. Some groups are significantly more likely to feel uncertain, including people with provisional car licences (73%), females (67%) and those living in capital cities (59%).

### 9.1 Frequency of allowing additional space when driving near heavy vehicles

Current drivers were asked to consider whether they allow extra space when overtaking or merging in front of heavy vehicles compared to passenger vehicles. Over nineteen in twenty current drivers (96%) indicated that they did so at least *fairly often* while over three-quarter (79%) claimed that they *always* allowed extra space. Only one per cent said that they never did so.

**Figure 22** Frequency of allowing extra space when overtaking or merging in front of heavy vehicles



Q50. Do you allow extra space when overtaking or merging in front of heavy vehicles compared to passenger vehicles?  
Base: Current drivers (n=1,558)

A breakdown of whether respondents allow extra space for heavy vehicles is presented in Table 32. The table indicates that:

- While over three in four current drivers (79%) *always* allow extra space when overtaking or merging in front of heavy vehicles, the proportion of current drivers with provisional licences who *always* do so is significantly lower (62%). By contrast, current drivers with other types of licences are significantly more likely to *always* allow extra space, such as those with heavy vehicle licences (92%), full motorcycle licenses (88%) or full car licenses (81%).
- Current drivers aged 60 years and over (85%) are more likely to *always* allow extra space.

**Table 32 Allowing extra space when overtaking or merging in front of heavy vehicles**

Frequency of allowing extra space for heavy vehicles (Row %)	Always	Very often	Fairly often	Occasionally	Rarely	Never
<b>Total</b>	79	13	5	1	0	1
<b>Gender</b>						
Male	81	12	4	1	0	1
Female	76	14	6	1	0	1
<b>Age group (years)</b>						
15-24	61 ↓	22	12 ↑	2	0	3
25-39	77	16	5	1	0	1
40-59	82	11	3	1	0	1
60+	85 ↑	8 ↓	3	1	0	1
<b>Capital city/Other</b>						
Capital city	77	15	5	1	0	1
Outside capital city	82	10	5	2	0	1
<b>Licences currently held</b>						
Full car licence	81 ↑	13	3 ↓	1	0	1
Heavy vehicle licence	92 ↑	4 ↓	3	1	0	0
Full motorcycle licence	88 ↑	10	1 ↓	1	1	0
Provisional car licence	62 ↓	20	11	2	0	5
NET: Currently Licenced	79	13	5	1	0	1
<b>Driver status</b>						
Frequent distance drivers	81	10	3	3	1	1
Commuters	79	14	3	1	0	2
Other frequent drivers	80	14	3	0 ↓	0	1
Less frequent drivers	71	14	12 ↑	1	0	0
<b>In a road crash in the last 3 years</b>						
Yes	78	15	5	0 ↓	0	0
No	79	13	5	1 ↑	0	1
<b>State/Territory</b>						
NSW	80	13	4	0	0	2
VIC	75	16	5	1	0	0
QLD	80	12	5	2	1	0 ↓
SA	73	9	10	3	0	3
WA	85	10	2	0	0	1
TAS	65	18	11	2	1	3
NT	72	12	7	2	0	2
ACT	78	12	7	2	1	0

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q.50. Do you allow extra space when overtaking or merging in front of heavy vehicles compared to passenger vehicles?

Base: Current drivers (n=1,558)

Figures may not add to 100% due to rounding

## 9.2 Understanding of additional stopping distance required by heavy vehicles

Current drivers were asked whether they believe heavy vehicles need less, the same amount or more stopping distance compared to passenger vehicles. A very large majority (98%) indicated that they believe heavy vehicles require more stopping distance.

As Table 33 indicates, there were no significant differences across demographics.

**Table 33 Stopping distance required by heavy vehicles compared to passenger vehicles**

Comparative stopping distance required by heavy vehicles (Row %)	More stopping distance	Same stopping distance	Less stopping distance	Don't know
<b>Total</b>	98	1	1	1
<b>Gender</b>				
Male	98	1	1	1
Female	98	1	1	0
<b>Age group (years)</b>				
15-24	97	1	1	0
25-39	96	2	1	1
40-59	98	1	1	0
60+	98	1	1	1
<b>Capital city/Other</b>				
Capital city	97	2	1	1
Outside capital city	99	1	0	0
<b>Licences currently held</b>				
Full car licence	98	1	1	1
Heavy vehicle licence	98	2	0	0
Full motorcycle licence	100	0	0	0
Provisional car licence	95	2	3	0
NET: Currently Licenced	98	1	1	1
<b>Driver status</b>				
Frequent distance drivers	99	1	0	0
Commuters	97	1	1	0
Other frequent drivers	97	1	1	1
Less frequent drivers	98	1	1	1
<b>In a road crash in the last 3 years</b>				
Yes	99	1	1	0
No	97	1	1	1
<b>State/Territory</b>				
NSW	96	2	2	1
VIC	99	1	0	0
QLD	99	1	0	0
SA	96	1	1	2
WA	98	2	1	0
TAS	94	3	0	3
NT	91	0	6	2
ACT	100	0	0	0

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q51 Compared to passenger vehicles, do you think heavy vehicles need less stopping distance, the same amount of stopping distance or more stopping distance?

Base: Current drivers (n=1,558)

Figures may not add to 100% due to rounding

### 9.3 Level of comfort driving near heavy vehicles

Current drivers were asked whether they feel *uncertain* when driving near heavy vehicles. Current drivers are fairly evenly split regarding whether they feel uncertain driving near heavy vehicles, with a slight majority (54%) indicating they do.

The results in Table 34 indicate that there are considerable variations in uncertainty across demographics. For example:

- Females are more likely to feel *uncertain* (67% versus 42% amongst males).
- Those aged over 60 years (45%) are less likely to feel *uncertain*, while those aged 15-24 years (71%) are more likely to feel *uncertain*.
- *Uncertainty* is higher in capital cities (59%) than outside capital cities (46%).
- *Uncertainty* is higher amongst those with provisional car licences (73%) but lower amongst those with heavy vehicle licences (24%), full motorcycle licences (31%) or full car licences (51%).
- Frequent distance drivers (41%) are less likely to feel *uncertain*, while less frequent drivers (62%) and other frequent drivers (61%) are more likely to feel *uncertain* than the average.
- Uncertainty when driving near heavy vehicles is lower in the Northern Territory (38%).

**Table 34**    **Uncertainty near heavy vehicles**

Uncertainty near heavy vehicles (Row %)	Yes	No	Don't know
<b>Total</b>	54	44	1
<b>Gender</b>			
Male	42 ↓	57 ↑	1
Female	67 ↑	32 ↓	1
<b>Age group (years)</b>			
15-24	71 ↑	27 ↓	2
25-39	59	40	1
40-59	50	49	0 ↓
60+	45 ↓	53 ↑	2
<b>Capital city/Other</b>			
Capital city	59 ↑	41 ↓	1
Outside capital city	46 ↓	52 ↑	2
<b>Licences currently held</b>			
Full car licence	51 ↓	48 ↑	1
Heavy vehicle licence	24 ↓	75 ↑	1
Full motorcycle licence	31 ↓	69 ↑	0
Provisional car licence	73 ↑	24 ↓	3
NET: Currently Licenced	54	44	1
<b>Driver status</b>			
Frequent distance drivers	41 ↓	58 ↑	2
Commuters	52	47	0
Other frequent drivers	61 ↑	38 ↓	1
Less frequent drivers	62	36	2
<b>In a road crash in the last 3 years</b>			
Yes	58	41	1
No	53	45	1
<b>State/Territory</b>			
NSW	54	43	2 ↑
VIC	57	42	1
QLD	52	48	0
SA	54	44	2
WA	52	47	1
TAS	56	43	0
NT	38 ↓	62 ↑	0
ACT	66	34	0

Q52 Do you feel uncertain when driving near heavy vehicles?

Base: Current drivers (n=1,558)

Figures may not add to 100% due to rounding

## 10.0 Other selected findings

### 10.1 Self-reported seatbelt wearing behaviour

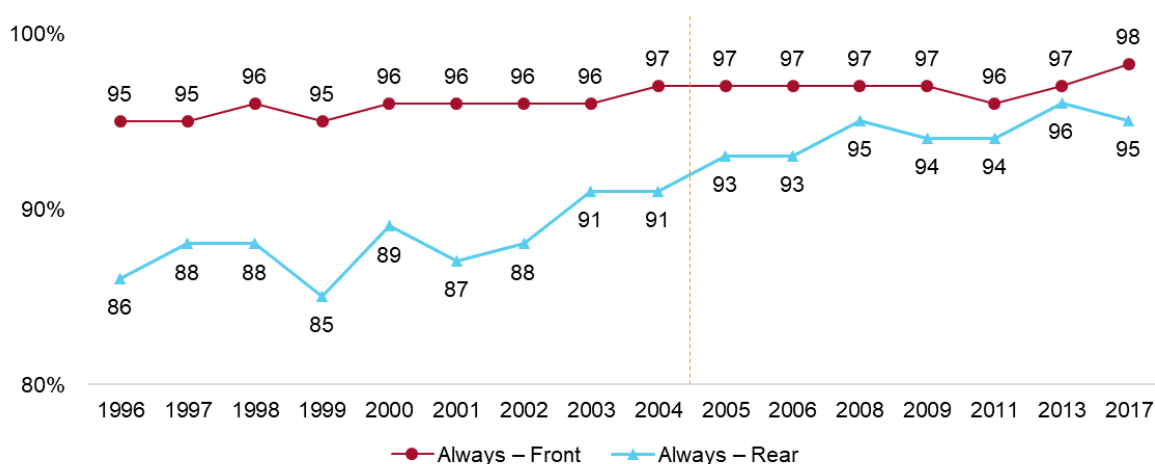
Survey respondents were questioned how often they wear a seat belt in the front seat as a driver or passenger, and how often they wear one in the rear seat.

The findings from this survey indicate that in 2017 wearing a seat belt in the front seat is nearly ubiquitous, with 98% of participants reporting that they *always* do so. While still very common, the proportion *always* wearing a seat belt in the rear seat is slightly lower, at 95%.

This is very different from 1970 when seat belt use was about 25 per cent. Usage rose after jurisdictions introduced mandatory seat belt laws between 1970 and 1973 with seat belt use rising from about 25 per cent in 1970 to 85-90 percent by the late 1970s<sup>16</sup>.

The proportion *always* wearing a seat belt in the *front seat* has been largely consistent since 1993. While the proportion *always* wearing a seat belt in the *rear seat* steadily increased between 1993 and 2008, that proportion has remained largely stable since then.

**Figure 23** Proportion of the community that ‘always’ wear a seatbelt when travelling in a car, front and rear seats, 1993 to 2017



Q25a 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....

Q25b And in the rear seat, would you wear a seat belt ....

Base: Q25a: All respondents (n=1,707) Q25b: All respondents excluding those who don't travel in the rear seat (n=1,675)

Prior to 2005 Q25b was not rebased to exclude those who never travel in the back seat.

<sup>16</sup> Please refer to p30, "Road safety in Australia". ATSB 2004.

[https://infrastructure.gov.au/roads/safety/publications/2004/Safety\\_Aust.aspx](https://infrastructure.gov.au/roads/safety/publications/2004/Safety_Aust.aspx)

There were few significant differences in seat belt wearing by selected characteristics. The only differences were:

- Participants who are currently licenced are significantly more likely (99%) to wear seat belts *always* in the front seat while those who are non-drivers are significantly less likely to *always* do so (93%).

**Table 35 Percentage always wearing a seat belt in front and rear seats**

Extent seatbelt is worn in the front and rear seat (Row %)	Always wear a seat belt in the front seat	Always wear a seat belt in the rear seat
<b>Total</b>	<b>98</b>	<b>95</b>
<b>Gender</b>		
Male	98	95
Female	98	95
<b>Age group (years)</b>		
15-24	98	94
25-39	98	96
40-59	98	95
60+	99	96
<b>Capital city/Other</b>		
Capital city	99	96
Outside capital city	97	93
<b>Licences currently held</b>		
Full car licence	98	96
Heavy vehicle licence	97	92
Full motorcycle licence	98	94
Provisional car licence	100	97
NET: Currently Licenced	99 ↑	96
<b>Driver status</b>		
Frequent distance drivers	98	95
Commuters	98	95
Other frequent drivers	99	96
Less frequent drivers	98	96
Non-drivers	93 ↓	90
<b>In a road crash in the last 3 years</b>		
Yes	97	95
No	99	95
<b>State/Territory</b>		
NSW	98	96
VIC	99	95
QLD	98	94
SA	98	93
WA	99	97
TAS	99	92
NT	97	92
ACT	98	94

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q25a 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.....

Q25b And in the rear seat, would you wear a seat belt ....

Base: Q25a: All respondents (n=1,707) Q25b: All respondents excluding those who don't travel in the rear seat (n=1,675)



## 10.2 Riding a motorcycle in the last year

Since 1999 survey respondents have been asked whether in the last year they have ridden a motorcycle on the road or been a passenger on a motorcycle on the road. Survey participants were about equally as likely to have ridden a motorcycle in the last year (7%) as to have been a passenger (8%).

The proportion who had ridden a motorcycle in the last year varied significantly across population characteristics:

- As would be expected, those with any type of motorcycle licence (46%) were significantly more likely to have ridden in the past 12 months than other survey participants. In addition, those with a heavy vehicle licence (19%) were also more likely to have ridden.
- Consistent with previous years, males were significantly more likely to have ridden a motorcycle than females (14% versus 1%).
- Those in the 40-59 years age group (11%) were the most likely to have ridden.
- Frequent distance drivers (12%) and commuters (12%) were more likely to have ridden than other drivers or non-drivers.

The profile of those who had been motorcycle passengers showed less variation compared to the rest of the population than motorcycle riders. The only significant differences were that motorcycle passengers were less likely to be aged 60 years or over (4% versus 8% of the total population) or to have full car licences (7%).

**Table 36 Percentage of the community that have ridden or been a passenger on a motorcycle on the road in the last year**

Ridden a motorcycle or ridden pillion (Row %)	Ridden a motorcycle	Passenger on a motorcycle
<b>Total</b>	<b>7</b>	<b>8</b>
<b>Gender</b>		
Male	14 ↑	8
Female	1 ↓	7
<b>Age group (years)</b>		
15-24	3	13
25-39	8	11
40-59	11 ↑	6
60+	5	4 ↓
<b>Capital city/Other</b>		
Capital city	7	8
Outside capital city	7	8
<b>Licences currently held</b>		
Full car licence	8	7 ↓
Heavy vehicle licence	19 ↑	8
Full motorcycle licence	46 ↑	12
Provisional car licence	4	15
NET: Currently Licenced	8 ↑	8
<b>Driver status</b>		
Frequent distance drivers	12 ↑	9
Commuters	12 ↑	7
Other frequent drivers	4 ↓	5
Less frequent drivers	4	11
Non-drivers	0 ↓	10
<b>In a road crash in the last 3 years</b>		
Yes	11	8
No	7	8
<b>State/Territory</b>		
NSW	6	8
VIC	6	9
QLD	10	9
SA	10	4
WA	11	4
TAS	4	4
NT	7	4
ACT	1 ↓	4

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q10b Have you personally ridden a motorcycle on the road in the last year?

Q10c Have you been a passenger on a motorcycle on the road in the last year?

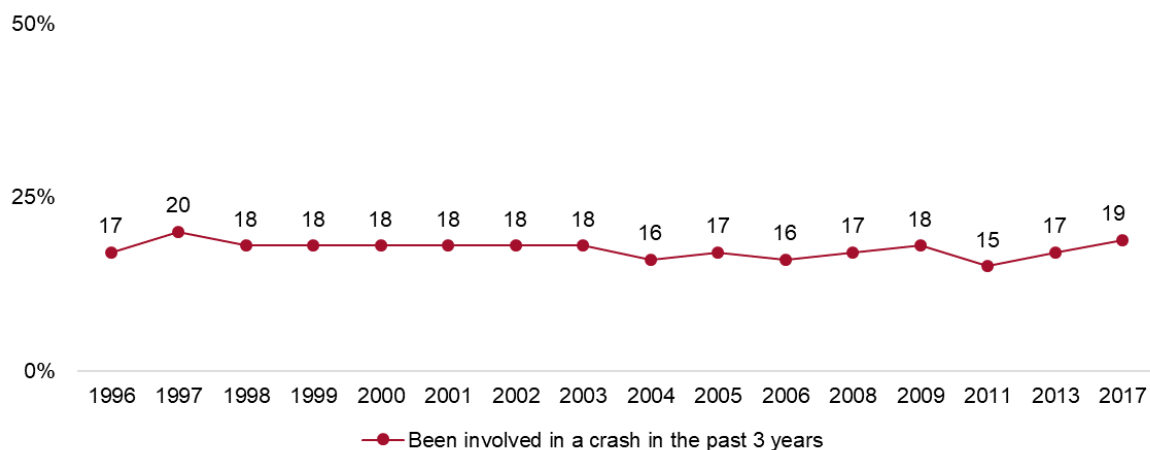
Base: All respondents (n=1,707)

## 10.3 Involvement in road crashes

Survey participants were asked whether they had been directly involved in a road crash in the past three years either as a driver, rider or passenger, as a pedestrian or cyclist, or in some other way.

The 2017 survey results indicated that 19% of the Australian population had been involved in a road crash in the last three years. This is consistent with survey results over the last 20 years.

**Figure 24** Proportion of the community that has been involved in road crashes over the last three years 1996 to 2017



Q27 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...

Base: All respondents (n=1,707)

Table 37 provides a breakdown of the incidence of road crashes by various key demographics. There were no significant differences across demographics with the exception that those aged either 40-59 years (14%) or 60 years or over (12%) were significantly less likely to have been involved in road crashes.

**Table 37 Proportion involved in road crashes over the last three years**

Involved in a road crash (Row %)	Involved in a road crash
<b>Total</b>	<b>19</b>
<b>Gender</b>	
Male	19
Female	19
<b>Age group (years)</b>	
15-24	26
25-39	26 ↑
40-59	14 ↓
60+	12 ↓
<b>Capital city/Other</b>	
Capital city	20
Outside capital city	16
<b>Licences currently held</b>	
Full car licence	18
Heavy vehicle licence	16
Full motorcycle licence	21
Provisional car licence	29
NET: Currently Licenced	19
<b>Driver status</b>	
Frequent distance drivers	20
Commuters	21
Other frequent drivers	19
Less frequent drivers	17
Non-drivers	12
<b>In a road crash in the last 3 years</b>	
Yes	100
No	0
<b>State/Territory</b>	
NSW	22
VIC	20
QLD	15
SA	13
WA	20
TAS	11
NT	9
ACT	14

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q27 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...

Base: All respondents (n=1,707)

Table 38 indicates the type of road crash that people had been involved in. The large majority had been involved in vehicle crashes, either as the driver (69%, or 12% of the total population) or as a passenger (26%, or 4% of the total population).

**Table 38 Type of road crash people involved in during the last three years**

Type of road crash (Col %)	2013	2017
As a driver of a vehicle (other than a motor cycle)	73	69
As a passenger in a vehicle	19	26
As a cyclist	8	5
As a motor cycle rider	1	3
As a motor cycle passenger	0	1
As a pedestrian	5	2
Other	0	2
<i>Base: Involved in a road crash over the past three years</i>	<i>210</i>	<i>283</i>

Q27 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...

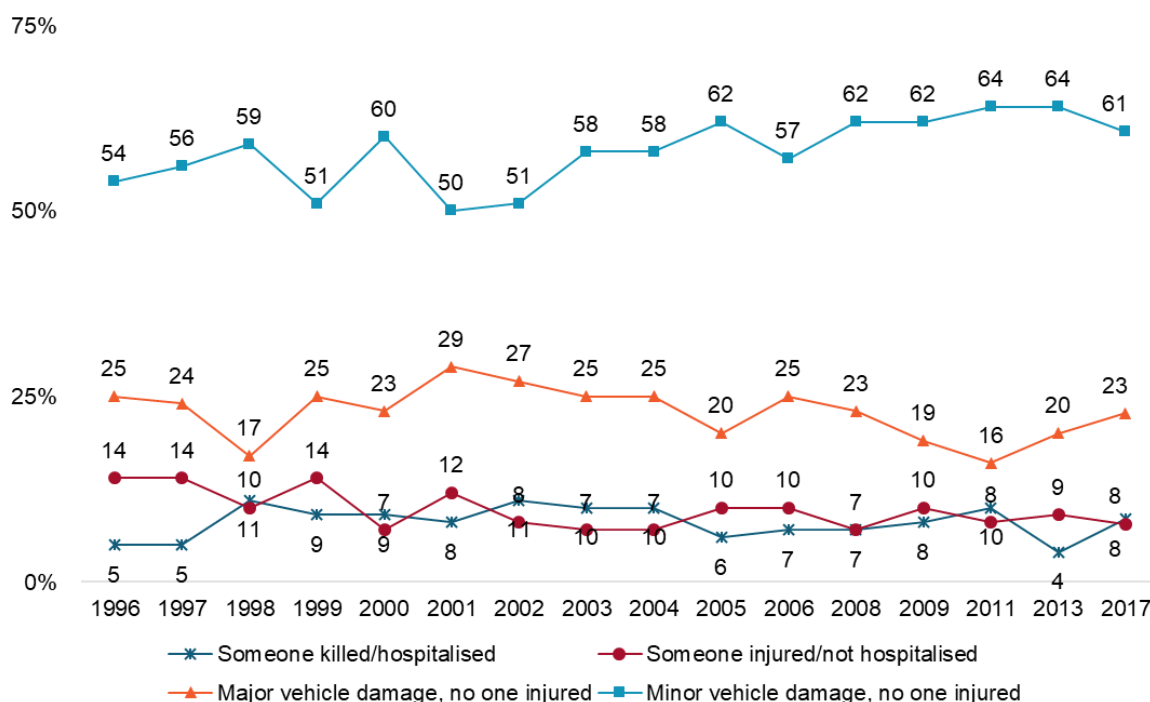
Base: Involved in a road crash over the past three years (2013: n=210, 2017: n=283)

Figure 25 below shows the perceived severity of the road crashes survey participants had been involved in during the last three years.

The 2017 survey results do not differ significantly from those in 2013, and indicate that the most frequently mentioned outcome of road crashes was 'minor damage to a vehicle but no-one was injured' (61%), followed by 'major damage to a vehicle but no-one was injured' (23%).

Only in a minority of cases did road crashes lead to injuries, with 8% of road crashes resulting in 'someone being injured but not needing to be hospitalised' and 8% resulting in 'someone dying or needing to be hospitalised'.

**Figure 25 Breakdown of road crashes by severity, 1996 to 2017**



Q28 What was the result of (this accident / the most severe of these accidents) .....

Base: Involved in a road crash over the past three years (2017: n=280)

A new question was introduced into the survey this year in which survey respondents were probed about the reasons behind being involved in a road crash or near miss over the past three years.

The most frequently mentioned reason was failing to notice a stop sign or traffic light (mentioned by 41%). Other frequently mentioned reasons included using a mobile phone (31%), driving too fast (31%) and falling asleep (23%).

**Table 39 Reasons for being involved in a road crash or near miss in the last three years**

Reason for road crash (Row %)	Failing to notice a stop sign or traffic light	Using a mobile phone to text or make a call	Driving too fast for the road or weather conditions	Falling asleep when driving or riding	Drinking or taking drugs and then driving
<b>Total</b>	<b>41</b>	<b>31</b>	<b>31</b>	<b>23</b>	<b>1</b>
<b>Gender</b>					
Male	39	22	26	36 ↑	2
Female	44	40	36	10 ↓	0
<b>Age group (years)</b>					
15-24	35	47	38	26	0
25-39	34	34	32	20	3
40-59	50	21	27	21	0
60+	59	5	26	32	1
<b>Capital city/Other</b>					
Capital city	41	26	27	23	1
Outside capital city	42	39	39	24	0
<b>Licences currently held</b>					
Full car licence	45	31	27	21	0
Heavy vehicle licence	29	20	21	50	0
Full motorcycle licence	51	28	32	16	0
Provisional car licence	34	30	52	31	0
NET: Currently Licenced	42	30	32	23	0 ↓
<b>Driver status</b>					
Frequent distance drivers	42	36	44	27	0
Commuters	43	27	30	20	0
Other frequent drivers	42	34	24	17	1
Less frequent drivers	39	21	34	45	0
Non-drivers	0	42	4	9	44 ↑
<b>In a road crash in the last 3 years</b>					
Yes	41	34	40	20	3
No	42	29	27	24	0
<b>State/Territory</b>					
NSW	45	29	34	26	0
VIC	40	35	22	25	4
QLD	45	30	37	10	0
SA	26	40	38	32	0
WA	38	26	20	37	1
TAS	30	0	54	33	0
NT	35	26	52	10	7
ACT	36	43	28	13	0

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q28b Over the past three years have you been involved in an accident or near miss where you almost crashed while you were driving because of.... (RANDOM)

Base: Had a near miss or crash (n=212)

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## 10.4 Frequency of driving and using other modes of transport

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With the aim of understanding the use of other forms of transport, survey participants were asked how often in an average week do they ride a bicycle or use public transport (including taxis) for transport purposes.

Bicycle riders were asked to include both on-road and off-road riding, but excluded riding for purely recreational, sporting or exercise purposes.

The level of frequency was divided into three categories - Frequent (4-6 days per week or more often), Less Frequent (1-3 days a week) and Rarely/Never (less than one day a week, including never).

Table 40 shows that 3% of participants were frequent cyclists and 6% less frequent cyclists. These proportions were very similar to those from the 2013 survey, when 3% were frequent cyclists and 5% were less frequent cyclists.

There were some variations across demographics - as might be expected, less frequent drivers were significantly more likely to be frequent cyclists (8%). Those aged 60 years or over (1%) were less likely to be frequent cyclists.

Those who rarely or never cycled were more likely to be females than males (94% versus 89%) or to be aged 60 years or over (95%).

**Table 40** Frequency of cycling for transport purposes

Extent to which ride a bicycle (Row %)	Frequent cyclists	Less frequent cyclists	Rarely / never cycle
<b>Total</b>	<b>3</b>	<b>6</b>	<b>91</b>
<b>Gender</b>			
Male	3	8 ↑	89 ↓
Female	2	4 ↓	94 ↑
<b>Age group (years)</b>			
15-24	5	8	87
25-39	3	9	88
40-59	3	4	92
60+	1 ↓	4	95 ↑
<b>Capital city/Other</b>			
Capital city	3	6	91
Outside capital city	3	6	91
<b>Licences currently held</b>			
Full car licence	2	5	92
Heavy vehicle licence	2	9	89
Full motorcycle licence	2	11 ↑	87
Provisional car licence	1	7	92
NET: Currently Licenced	2	6	92
<b>Driver status</b>			
Frequent distance drivers	1	6	93
Commuters	1	6	93
Other frequent drivers	1	5	94
Less frequent drivers	8 ↑	6	86
Non-drivers	5	10	85
<b>In a road crash in the last 3 years</b>			
Yes	4	8	88
No	2	6	92
<b>State/Territory</b>			
NSW	2	4	94
VIC	3	7	90
QLD	3	7	90
SA	2	5	93
WA	4	8	87
TAS	0	6	94
NT	5	8	86
ACT	4	7	88

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q7c How often do you ride a bicycle for transport purposes, assuming an average week?

Base: All respondents (n=1,707)

Figures may not add to 100% due to rounding



As can be seen in Table 41, 14% of respondents are frequent public transport users and 16% are less frequent users while the majority (69%) indicated that they rarely or never use public transport. These results are similar to those from the 2013 survey. Frequent usage of public transport varied across demographics:

- Younger people aged 15-24 years (33%) are significantly more likely to be frequent users of public transport while those aged 40-59 years (9%) or 60 years and over (5%) are significantly less likely to be frequent users. Related to these differences by age, those with provisional licences (22%) are also more likely to be frequent users.
- Those in capital cities are significantly more likely to be frequent users than those from outside capital cities (19% vs. 4%). Respondents in NSW (19%) are also more frequent users.
- As would be expected, non-drivers (48%) and less frequent drivers (36%) are also more likely to be frequent users of public transport.

**Table 41 Frequency of public transport use**

Extend to which use public transport (Row %)	Frequent public transport users	Less frequent public transport users	Rarely / never use public transport
<b>Total</b>	<b>14</b>	<b>16</b>	<b>69</b>
<b>Gender</b>			
Male	16	18	66 ↓
Female	12	14	73 ↑
<b>Age group (years)</b>			
15-24	33 ↑	24 ↑	44 ↓
25-39	17	21 ↑	61 ↓
40-59	9 ↓	11 ↓	79 ↑
60+	5 ↓	12 ↓	82 ↑
<b>Capital city/Other</b>			
Capital city	19 ↑	20 ↑	61 ↓
Outside capital city	4 ↓	8 ↓	88 ↑
<b>Licences currently held</b>			
Full car licence	9 ↓	14 ↓	77 ↑
Heavy vehicle licence	2 ↓	11	87 ↑
Full motorcycle licence	8	16	76
Provisional car licence	22 ↑	28 ↑	49 ↓
NET: Currently Licenced	11 ↓	15 ↓	73 ↑
<b>Driver status</b>			
Frequent distance drivers	3 ↓	18	80 ↑
Commuters	9 ↓	16	75 ↑
Other frequent drivers	4 ↓	13	83 ↑
Less frequent drivers	36 ↑	17	46 ↓
Non-drivers	48 ↑	26 ↑	25 ↓
<b>In a road crash in the last 3 years</b>			
Yes	16	18	66
No	13	16	70
<b>State/Territory</b>			
NSW	19 ↑	18	63 ↓
VIC	18	17	64
QLD	6 ↓	13	81 ↑
SA	11	18	69
WA	11	15	74
TAS	3 ↓	6 ↓	89 ↑
NT	2 ↓	8	90 ↑
ACT	11	22	68

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q7d How often do you use public transport, including taxis, assuming an average week?

Base: All respondents (n=1,707)

Figures may not add to 100% due to rounding

## 10.5 Vehicle safety

A new question was introduced into the survey in 2017 inquiring whether survey participants ever turn off safety features in their car such as Electronic Stability Control, anti-lock brakes or automatic emergency braking. Only a small minority (4%) of current licence holders or drivers ever do so.

There are several groups who are significantly more likely to turn off safety features – they include heavy vehicle licence holders (12%), frequent distance drivers (10%), those outside capital cities (7%) and males (7%).

**Table 42** Turning off safety features in the car

Ever turn of safety feature in car (Row %)	Yes	No	Don't think I can	Don't have these features	Don't know
<b>Total</b>	<b>4</b>	<b>76</b>	<b>3</b>	<b>12</b>	<b>4</b>
<b>Gender</b>					
Male	7 ↑	76	1 ↓	13	2
Female	2 ↓	77	5 ↑	12	5
<b>Age group (years)</b>					
15-24	8	69	3	12	8 ↑
25-39	4	78	2	12	3
40-59	5	78	4	11	2
60+	2 ↓	77	3	15	4
<b>Capital city/Other</b>					
Capital city	3 ↓	78	2	12	4
Outside capital city	7 ↑	74	4	12	3
<b>Licences currently held</b>					
Full car licence	4	79	3	12	2
Heavy vehicle licence	12 ↑	71	1	15	1
Full motorcycle licence	7	78	2	12	1
Provisional car licence	6	69	4	19	2
NET: Currently Licenced	4	78 ↑	3	12	2 ↓
<b>Driver status</b>					
Frequent distance drivers	10 ↑	78	1	11	0 ↓
Commuters	4	81	3	11	1 ↓
Other frequent drivers	2 ↓	76	4	15	3
Less frequent drivers	4	79	3	12	2
Non-drivers	5		1	13	31 ↑
<b>In a road crash in the last 3 years</b>					
Yes	2	82	3	12	2
No	5	75	3	12	4
<b>State/Territory</b>					
NSW	5	74	5	11	5
VIC	4	75	3	15	3
QLD	3	81	2	10	3
SA	7	78	1	9	5
WA	5	78	2	13	2
TAS	4	69	4	14	8
NT	0	78	3	12	7
ACT	0	83	4	13	0

Blue up arrows (↑) indicates significantly higher than the national average at the 95% confidence interval, red down arrows (↓) indicates significantly lower than the national average at the 95% confidence interval.

Q53 Do you ever turn off safety features in your car such as Electronic Stability Control (sometimes called ESC, DSC, ESP or VSC), or anti-lock brakes (mostly called ABS) or automatic emergency braking (AEB)?

Base: All respondents (n=1,707)

Figures may not add to 100% due to rounding

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## APPENDIX 1

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### 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 2009 to 2017 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

	CAS 21	CAS 22		CAS 23			CAS 24	
	2009	2011	2013	2013	2013	2017	2017	2017
	(n= 1615)	(n= 1555)	(n= 1500)	Landline	Mobile	(n= 1707)	Landline	Mobile
	(n= 1615)	(n= 1555)	(n= 1500)	(n= 1200)	(n= 300)	(n= 1707)	(n= 483)	(n= 1224)
Selected Characteristics	%	%	%	%	%	%	%	%
Total	100%	100%	100%	100%	100%	100%	100%	100%
<b>Sex</b>								
Male	49	49	49	45	54	49	39	52
Female	51	51	51	55	46	51	61	48
<b>Age group (years)</b>								
15-24	17	17	17	15	19	16	10	17
25-39	26	27	26	18	35	27	13	31
40-59	34	33	33	32	35	33	37	32
60+	23	23	24	35	12	24	41	20
<b>Capital city/ other</b>								
Capital city	64	64	64	68	64	68	65	68
Outside capital city	36	36	36	32	36	32	35	32
<b>Licences currently held</b>								
Full car licence	79	82#	79	78	80	80	84	79
Heavy vehicle licence	9	12	11	10	11	12	11	12
Full motorcycle licence	9	10	10	9	12	13	9	15
Provisional car licence	5	5	6	5	7	7	5	8
<b>Net: Currently licensed</b>	89	92#	90	88	92	93#	92	93
<b>Driver status</b>								
Frequent distance drivers	17	16	22#	18	26	18	12	20
Commuters	27	29	26#	24	29	26	21	27
Other frequent drivers	33	31	29	32	25	31	42	28
Less frequent drivers	13	17#	13	14	12	18#	17	18
Non-drivers	11	8#	10	12	8	7#	8	7
<b>Been directly involved in a road accident in the last three years</b>								
Yes	18	16	17	12	23	19	15	20
No	82	84	83	88	77	81	85	80
<b>Ever held a driver or motorcycle licence</b>								
Yes	91	94#	93	92	95	96#	95	96
No	9	6#	7	8	5	4#	5	4
<b>State/ Territory</b>								
NSW	33	33	32	32	37	32	32	32
VIC	25	25	25	25	29	26	17	28
QLD	20	20	20	20	22	20	19	20
SA	8	8	8	8	4	7	8	7
WA	10	10	10	10	7	10	9	11
TAS	2	2	2	2	1	2	6	1
NT	1	1	1	1	0	1	3	0
ACT	2	2	2	2	1	2	5	1

Significance testing compares results with those of the previous year.

# Denotes statistically significant at the 95% confidence interval compared with previous wave (full sample only).

Figures may not add to 100% due to rounding or multiple responses.

## Selected Road Usage Characteristics (a)

	CAS 19 2006 (n= 1458)	CAS 20 2008 (n= 1436)	CAS 21 2009 (n= 1426)	CAS 22 2011 (n= 1405)	CAS 23 2013 (n= 1357)	CAS 24 2017 (n= 1707)
<b>Selected Road Usage Characteristics</b>	%	%	%	%	%	%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Licences currently held</b>						
Full car licence	90	88	89	91	88	86
Heavy vehicle licence	13	10#	11	13	12	13
Full motorcycle licence	12	9#	10	13	11	14
Provisional car licence	5	6	5	5	7	8
Car learner's permit	3	4	4	4	5	4
Bus licence	2#	1#	1	2	2	3
Motorcycle learner's permit	1	1	1	1	1	1
Taxi/ hire car	1	<	<	1	1	<1
Provisional motorcycle licence	<	<	<	<	0	1
<b>Net: Currently licensed</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Length of time held licence</b>						
Up to 3 years	9	11	10	10	11	12
3 to 5 years	4	4	4	5	4	6
6 to 10 years	6#	6	8	5	11	7#
Over 10 years	81#	79	78	80	75	75
<b>Been directly involved in a road accident in the last three years</b>						
Yes	16	19	18	17	18	19
No	84	82	82	83	82	81

# Denotes statistically significant at the 95% confidence interval compared with previous wave.

< Denotes less than 0.5%

Figures may not add to 100% due to rounding or multiple responses.

(a) Base: Current licence holder (n=1603 in 2017) unless otherwise specified.

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## APPENDIX 2

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### Time Series Tables

## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

## 1. Factors Believed to Contribute to Road Crashes

## First Mention (unaided, full sample)

1a

Inattention/Lack of Concentration <sub>1</sub>	11	13	12	11	12	11	15	13	12	18	14	18	17	18	22
Speed	39	34	35	38	37	37	40	39	40	35	39	34	33	31	20
Driver distraction/while on mobile	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	5	8	18
Driver Fatigue	6	10	11	9	13	11	9	10	8	11	7	6	7	7	10
Drink Driving	14	14	14	13	12	11	11	12	11	11	11	14	14	11	7
Careless Drivers	8	8	8	8	6	6	4	7	4	5	5	5	4	5	4
Driver Attitudes	7	7	6	7	7	6	5	5	7	4	6	5	4	3	4
Driver Inexperience	4	3	4	5	5	5	5	5	7	6	6	5	4	5	2
Poor Road Design	2	3	1	1	1	1	1	1	2	1	3	2	2	3	1
Road Conditions	2	2	2	1	3	3	2	2	2	2	2	2	4	2	1
Lack of Driver Training	2	2	2	2	1	2	0	2	2	2	1	2	2	2	1

## Total Mentions (unaided, full sample)

1b

Speed	63	57	58	62	59	62	62	59	61	58	60	55	54	48	41
Drink Driving	57	54	54	54	52	52	44	50	48	52	48	51	47	42	39
Inattention/Lack of Concentration <sub>1</sub>	25	28	25	26	23	26	30	27	31	36	27	36	26	29	35
Driver distraction/while on mobile	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	22	35
Driver Fatigue	22	27	35	30	33	33	26	29	26	30	20	18	21	22	27
Drugs (other than alcohol)	7	8	7	8	7	8	<1	7	8	9	11	11	11	8	15
Driver Attitudes	18	15	14	18	14	13	12	13	14	12	11	12	9	9	10
Careless Drivers	19	19	17	18	17	16	14	17	11	12	12	12	10	10	8
Driver Inexperience	15	15	15	17	15	14	12	15	21	16	16	16	15	13	7
Road Conditions	9	11	11	7	8	12	7	10	8	8	9	8	12	9	7
Lack of Driver Training	5	6	5	5	5	6	3	5	6	5	4	5	5	4	5
Poor Road Design	7	8	6	4	4	5	5	5	6	6	8	9	6	6	4
Weather Conditions	8	9	7	7	4	6	5	4	4	5	5	5	5	5	4
Disregard of Road Rules	4	4	3	4	2	3	4	4	5	2	3	5	4	4	4
Ignorance of Road Rules	3	3	2	2	2	1	2	3	3	2	1	2	3	3	4
Lack of Vehicle Maintenance	2	5	2	2	2	2	2	3	1	2	1	1	<1	1	1

<sub>1</sub> Lack of concentration and driver distraction responses combined until 2011

## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

## 2. Agreement with random breath testing

(full sample)

2a

Total "Agree"	98	97	96	97	96	97	98	98	98	97	98	98	98	96	98
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## 3. RBT Activity

(full sample)

2b

Increased	46	44	44	38	34	39	38	37	36	35	32	36	40	33	n/a
No change	26	29	36	31	31	33	35	36	39	35	37	37	36	34	n/a
Decreased	11	12	14	15	16	14	11	13	13	13	14	11	10	10	n/a
Don't know	17	15	16	16	20	13	16	14	13	17	17	16	15	23	n/a

## 4. Exposure to RBT Activities in the Past 6 Months

(current or past licence holders)

Noticed	70	70	70	71	70	74	75	78	76	74	75	75	80	81	81	3a
Tested	25	26	26	26	25	27	30	29	32	28	27	28	37	35	37	3b

## 5. As Pedestrian, Would You be Affected by a .05 BAC

(full sample)

5

Yes	47	54	55	53	53	57	57	57	57	55	57	58	n/a	n/a	n/a
-----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----

## 6. Attitudes Toward Drinking and Driving

(current or past licence holders)

11

I don't drink at any time	20	21	17	18	19	16	16	19	17	20	20	19	19	23	21
If I am driving I don't drink	39	39	40	40	37	37	40	38	40	37	38	39	44	38	40
If I am driving I restrict what I drink	41	40	42	42	43	46	44	43	43	43	43	41	38	39	39
If I am driving I don't restrict what I drink	nil	nil	nil	nil	1	1	<1	<1	<1	<1	0	1	<1	<1	<1



## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

## 7. Likelihood of having driven over BAC limit in past 12 Months

(current or past licence holders)

11a

Very or fairly likely	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	5	4	4	3	3
Definitely not	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	73	72	75	76	78	75

## 8. Alcohol Consumption Guidelines

Males - First Hour (all males)

14a

One or less	7	7	7	5	7	8	8	11	12	9	10	8	15	14	n/a
Two	38	42	42	43	44	47	47	48	49	45	48	57	15	50	n/a
Three	31	25	24	27	22	25	23	23	20	24	21	16	21	19	n/a
Four or more	12	11	12	11	11	12	8	7	8	7	7	9	5	4	n/a
Don't know	12	15	13	11	16	8	9	7	9	13	12	9	8	13	n/a

Males - After First Hour (all males)

14b

Less than one	3	3	2	1	1	2	3	4	3	3	5	3	7	4	n/a
One	76	75	72	78	74	78	75	80	78	76	73	80	78	74	n/a
Two	5	4	6	4	3	5	4	5	5	4	5	2	3	3	n/a
Three	1	1	1	0	1	1	<1	1	1	<1	<1	1	1	1	n/a
Don't know	16	16	17	14	21	12	16	10	13	15	17	12	10	17	n/a

Females - First Hour (all females)

14a

One	28	29	28	24	30	33	28	34	36	31	33	37	47	44	n/a
Two	42	37	40	42	38	41	39	38	40	40	41	41	37	33	n/a
Three	6	7	6	7	7	7	6	7	4	9	7	4	4	5	n/a
Four or more	1	2	2	nil	nil	0	2	2	<1	<1	1	1	1	1	n/a
Don't know	22	24	21	24	24	17	19	17	17	18	18	15	12	17	n/a

## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

## Females - After First Hour (all females)

14b

Less than one	7	6	7	5	4	7	9	9	11	10	11	11	13	13	n/a
One	63	56	60	58	62	66	60	63	63	63	58	59	65	56	n/a
Two	2	2	4	3	2	2	1	3	2	2	3	2	3	3	n/a
Three	nil	1	nil	nil	1	0	<1	1	<1	<1	<1	<1	<1	<1	n/a
Don't know	28	34	28	30	29	22	28	23	23	24	27	26	19	27	n/a

## 9. Alcoholic Beverage Mainly Consumed

(current or past licence holders who drink)

15a

Full Strength Beer	33	34	26	33	31	30	30	31	29	29	29	29	28	32	n/a
Light Beer	22	20	16	21	19	21	13	12	13	15	18	17	13	9	n/a
Net Beer (Full or Light)	50	54	42	53	46	46	41	41	40	41	41	39	38	40	n/a
Wine	41	40	33	39	44	39	37	37	44	41	44	43	42	40	n/a
Mixed Drinks	27	28	22	29	32	33	24	26	28	28	26	24	24	23	n/a

## 10. Standard Drinks in a 375 ml Stubby or Can Full Strength Beer

(licence holders who drink light or full strength beer mainly)

15b

One or less	18	15	19	19	13	21	13	17	15	19	15	14	10	12	n/a
One and a half	42	45	47	42	49	40	47	49	51	46	58	59	63	64	n/a
Two	25	28	22	25	23	26	19	23	21	23	13	17	15	12	n/a
Three	3	2	1	3	2	3	2	2	3	2	1	2	3	1	n/a
Four or more	1	1	1	1	1	2	1	<1	<1	<1	1	1	<1	0	n/a
Don't know	11	9	10	11	11	7	7	7	6	7	11	8	6	12	n/a

## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

## 11. Standard Drinks in a 750 ml Bottle of Wine

(licence holders who drink wine mainly)

15c

Up to three	5	6	4	5	6	6	4	5	5	3	2	7	5	4	n/a
Four	15	18	23	19	19	18	25	19	15	22	13	14	18	17	n/a
Five	22	25	22	25	24	20	18	20	25	25	20	17	19	19	n/a
Six	22	23	20	21	21	20	18	23	21	17	25	21	19	15	n/a
Seven	6	9	9	10	9	15	10	10	13	11	14	14	13	18	n/a
Eight	10	4	8	6	6	6	8	8	6	11	12	12	14	12	n/a
Nine or more	5	5	3	5	5	7	3	6	7	3	5	5	7	3	n/a
Don't know	13	10	11	9	10	9	8	10	10	7	8	9	6	12	n/a

## 12. Changes in Amount of Speed Enforcement in Past 2 Years

(full sample)

16a

Increased	66	62	64	62	58	65	72	70	68	62	60	56	64	62	n/a
No change	22	26	22	24	24	23	19	21	25	28	28	33	27	26	n/a
Decreased	6	6	8	7	10	8	4	5	5	5	7	6	4	5	n/a
Don't know	6	6	7	7	8	4	4	4	3	5	5	5	5	7	n/a

## 13. Should the Amount of Speed Enforcement Change?

(full sample)

16b

Should increase	n/a	n/a	n/a	n/a	n/a	n/a	45	39	42	44	46	46	35	36	28
Should decrease	n/a	n/a	n/a	n/a	n/a	n/a	7	14	10	11	10	6	12	13	14
Should stay the same	n/a	n/a	n/a	n/a	n/a	n/a	46	46	47	44	42	46	50	48	55

## 14. Severity of Penalties for Speeding

(full sample)

16c

Should increase	n/a	n/a	n/a	n/a	n/a	n/a	25	23	24	28	31	27	24	25	n/a
Should decrease	n/a	n/a	n/a	n/a	n/a	n/a	11	14	12	12	11	12	9	13	n/a
Should stay the same	n/a	n/a	n/a	n/a	n/a	n/a	60	59	61	57	52	57	63	56	n/a

## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

## 15. Personal Driving Speed in Last 2 Years

(full sample)

19

Increased	8	5	6	4	5	6	4	3	5	3	5	5	5	5	n/a
Stayed the Same	64	68	66	65	60	59	63	64	60	72	70	72	73	78	n/a
Decreased	27	26	27	30	33	34	29	29	25	25	22	21	22	17	n/a

## 16. Frequency Drive 10 km/hr Over Limit

(driven in past two years)

20

Always/most occasions	12	8	11	10	11	9	7	7	7	8	6	6	3	5	6
Sometimes	21	24	20	20	21	20	20	18	17	17	20	19	16	17	18
Occasionally	43	45	46	49	47	50	51	51	50	47	49	47	51	48	46
Never	23	23	23	20	19	22	25	25	26	29	25	28	29	30	30

## 17. Booked for Speeding

(drivers)

18

Past 6 months	8	6	7	7	7	8	8	8	9	6	7	9	5	8	n/a
Past 2 years	18	19	21	20	19	21	23	21	24	19	20	23	16	20	19

## 18. Speed Should be Allowed to Drive in 60 km/hr Zones

(full sample - aided responses)

21a

60 km/hr or below	44	49	44	48	49	49	35	31	32	29	38	34	30	31	29
61-64 km/hr	n/a	n/a	n/a	n/a	n/a	n/a	15	18	16	20	14	15	21	21	21
65 km/hr	34	31	37	36	37	38	31	33	31	32	28	33	34	31	30
66-69 km/hr	n/a	n/a	n/a	n/a	n/a	n/a	8	8	10	8	8	8	7	9	8
70 km/hr	18	15	14	14	11	9	10	7	9	9	10	6	7	6	8
71+ km/hr	2	2	2	1	1	2	n/a	<1	1	1	1	1	-	0	1
Don't know	2	2	2	1	2	2	2	2	1	2	2	2	1	3	2

## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

## 19. Speed Allowed to Drive in 60 km/hr Zones

(full sample - unprompted)

21h

Nil tolerance	n/a	n/a	n/a	n/a	n/a	12	15	16	16	14	17	19	15	18	n/a
Net 61-64 km/hr	n/a	n/a	n/a	n/a	n/a	24	26	33	29	27	27	26	37	32	n/a
Net 65-69 km/hr	n/a	n/a	n/a	n/a	n/a	43	34	20	36	34	35	36	32	27	n/a
Net 70 plus km/hr	n/a	n/a	n/a	n/a	n/a	13	7	7	9	7	7	6	5	8	n/a
Don't know	n/a	n/a	n/a	n/a	n/a	8	20	13	11	18	14	14	11	15	n/a
Median (km/hr)	n/a	n/a	n/a	n/a	n/a	64	65	64	64	64	64	63	63	64	n/a
Mode (km/hr)	n/a	n/a	n/a	n/a	n/a	65		65	65						

## 20. Speed Should be Allowed to Drive in 100 km/hr Zones

(full sample - aided responses)

21b

100 km/hr or below	35	36	33	33	34	36	26	27	27		29	29	24	25	24
101-104 km/hr	n/a	n/a	n/a	n/a	n/a	n/a	5	7	5	9	4	5	7	8	8
105 km/hr	13	14	16	19	17	20	20	22	19	20	20	20	24	22	21
106-109 km/hr	n/a	n/a	n/a	n/a	n/a	n/a	4	16	4		3	6	4	4	4
110 km/hr	37	37	38	38	37	31	35	30	36	5	34	32	33	29	31
111-115 km/hr	4	3	4	3	3	3	2	2	4	32	3	3	3	2	4
116+ km/hr	7	7	6	6	7	7	4	4	6		4	4	4	7	6
Don't know	3	3	3	2	2	2	2	2	1	3	2	2	2	3	2

## 21. Speed Allowed to Drive in 100 km/hr Zones

(full sample - unprompted)

21i

Nil tolerance	n/a	n/a	n/a	n/a	n/a	10	11	13	12	12	15	19	13	15	n/a
Net 101-104 km/hr	n/a	n/a	n/a	n/a	n/a	11	12	19	14	15	15	11	20	16	n/a
Net 105-109 km/hr	n/a	n/a	n/a	n/a	n/a	30	29	21	33	29	31	29	31	29	n/a
Net 110 plus km/hr	n/a	n/a	n/a	n/a	n/a	38	28	25	30	27	26	27	24	14	n/a
Don't know	n/a	n/a	n/a	n/a	n/a	10	20	20	12	17	13	15	13	16	n/a
Median (km/hr)	n/a	n/a	n/a	n/a	n/a	106	105	105	105	105	105	105	106	106	n/a
Mode (km/hr)	n/a	n/a	n/a	n/a	n/a	110		105	105						

## APPENDIX 2: TIME SERIES TABLES

CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%

Qn

**22. Agreement with Statements on Speed**

(full sample)

22

a) Fines for speeding are mainly intended to raise revenue	52	50	56	56	58	56	54	62	56	59	55	58	62	54	54
b) It is OK to exceed the speed limit if you are driving safely	37	32	33	33	32	32	29	33	27	26	28	25	28	31	27
c) Speed limits are generally set at reasonable levels	90	89	87	87	88	83	86	83	83	83	84	84	81	79	79
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	63	63	65	69	67	68	70	73	72	74	71	75	70	66	n/a
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	83	88	87	90	90	91	91	96	94	94	93	92	92	89	85

**23. Incidence of Wearing Seatbelts**

(full sample)

Always – Front	95	96	95	96	96	96	96	97	97	97	97	97	96	97	98	25a
Always – Rear	88	88	85	89	87	88	91	91	93	93	95	94	94	96	95	25b

**24. Seatbelt Enforcement**

(full sample)

26

Increased	30	31	27	28	23	38	28	25	24	22	22	21	16	16	n/a
No change	47	45	47	45	46	43	42	49	47	48	45	53	57	50	n/a
Decreased	5	5	6	6	7	4	6	5	8	5	7	6	5	5	n/a
Don't know	19	19	21	21	24	15	24	22	21	25	25	21	22	29	n/a

## APPENDIX 2: TIME SERIES TABLES

	CAS 10	CAS 11	CAS 12	CAS 13	CAS 14	CAS 15	CAS 16	CAS 17	CAS 18	CAS 19	CAS 20	CAS 21	CAS 22	CAS 23	CAS 24	
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2008	2009	2011	2013	2017	
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	
<b>26. Involvement in Road Accident</b>																<b>Qn</b>
<b>Past 3 Years</b>																<b>27</b>
Involved (total sample)	20	18	18	18	18	18	18	16	17	16	17	18	16	17	19	
<b>Among those involved.....</b>																<b>28</b>
Someone killed/hospitalised	5	11	9	9	8	11	10	10	6	7	7	8	10	4	8	
Someone injured/not hospitalised	14	10	14	7	12	8	7	7	10	10	7	10	8	9	8	
Major vehicle damage, no one injured	24	17	25	23	29	27	25	25	20	25	23	19	16	20	23	
Minor vehicle damage, no one injured	56	59	51	60	50	51	58	58	62	57	62	62	64	64	61	
<b>27. Ever Fallen Asleep at the Wheel<sup>2</sup></b>																<b>29</b>
<b>(ever held a licence)</b>																
Yes	n/a	n/a	n/a	n/a	14	15	15	10	14	16	17	16	13	13	23	
<b>Number of times among those fallen asleep.....</b>																<b>30</b>
Once	n/a	n/a	n/a	n/a	54	63	59	55	52	53	53	57	56	56	n/a	
Twice	n/a	n/a	n/a	n/a	27	15	15	16	16	24	19	16	20	17	n/a	
Three times	n/a	n/a	n/a	n/a	5	8	7	14	13	8	11	5	9	9	n/a	
More than three times	n/a	n/a	n/a	n/a	14	14	20	15	19	14	17	21	15	15	n/a	
<b>28. Use of Mobile Phones While Driving</b>																
<b>(drivers)</b>																
Ever answer calls	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	43	52	56	58	54	56	59	<b>42</b>
Ever make calls	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	24	28	32	34	27	35	40	<b>43</b>
Ever read text messages	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	16	21	28	30	31	32	n/a	<b>44</b>
Ever send text messages	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	8	13	14	16	14	18	n/a	<b>45</b>
Use mobile phone for non-driving activities while driving	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	n/a	21	<b>43d</b>
Total use mobile phone	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	47	55	61	61	59	61	64	

<sup>2</sup> The 2017 question included the phrase "even for a second or two" for the first time.

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## **APPENDIX 3**

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### Technical Notes



## 1.1 Overview

The 2017 CAS 24 continues the time series of previous studies conducted since 1986. However, while the scope for the survey continues to be all Australians aged over 15 years of age, some of the methodological features of the study have evolved to keep the study up-to-date with current practice, and to ensure it is viable in the future. Most notably, this includes an increased focus on mobile telephone numbers as a sample source (as per 2013 and further expanded) as well as a shift to incorporating surveys collected via online channels.

## 1.2 Sampling

The 2017 CAS 24 survey was conducted in October and November 2017 mainly amongst participants selected randomly from a dual frame Random Digit Dialling (RDD) mobile and fixed line phone sample in the ratio of 80:20 Mobile: Fixed line numbers. Fifteen hundred and four interviews were conducted in this manner, across the whole of Australia, in proportion to population. In addition, a further 203 interviews were conducted via a RDD fixed line phone sample to boost the number of interviews in Tasmania, ACT and the Northern Territory so that findings could be reported for these locations. Thus, out of the 1,707 interviews completed, 72% of the surveys completed were via the mobile numbers sample and the remaining 28 per cent were via the fixed-line numbers sample.

In 2013, only 20 per cent of the interviews completed were mobile. Including a high proportion of mobile numbers better reflects the usage of telephones in Australia (i.e. the primary phone is usually the mobile) and, with the inclusion of some fixed-line numbers, results in a reasonably representative sample from natural fall-out (i.e. without using quotas to ensure population characteristics in the final sample). The sample was provided by *SamplePages*.

Respondents completed the survey either via Computer Assisted Telephone Interviewing (CATI) or Computer Assisted Web Interviewing (CAWI — i.e. 'online' interviews). While approached by telephone, respondents were offered the opportunity to complete it online if they wished. Out of the 1,707 interviews completed, 1,590 were completed via telephone, and 117 were completed online.

People aged 15 and over Australia wide were eligible to complete the survey. The average length of the 1,590 telephone interviews was 16.9 minutes. The average length of the 117 online interviews was 17.7 minutes.

Only participants aged 18 or over were eligible to complete the drug use section of the survey.

## 1.3 Data collection

The survey ran from 18 October to 28 November 2017, and all CATI interviewing was conducted from Wallis' facilities in Cremorne in Melbourne. Additionally, all data collected via the online survey instrument was managed using Wallis' in-house systems.

## 1.4 Weighting

The data were weighted for age, gender, location and education to bring it in line with Australian Bureau of Statistics (ABS) derived characteristics for Australia. These adjustments were not large, as the sample fell out reasonably in line with the Australian population.

The data were weighted using a two-step process:

- Firstly, a 'frame correction' was applied to compensate for the greater likelihood of some respondents being selected due to the overlapping mobile and fixed line sample frames; and
- Secondly, non-response bias and sample stratification were corrected for. The non-response weights were applied for age, gender, location and education to bring the survey population in-line with data from the 2016 Census.

## 1.5 Fieldwork Statistics

The table below shows all call attempts by telephone type. As the table illustrates, 121,010 calls attempts were placed to 56,584 sample records. Answering machine (46.1%) and no answer (29.4%) were the most frequent call outcomes. Interviews were achieved on 1.4% of occasions.

**Table A1 All call attempts by phone type**

	#			%		
	Fixed	Mobile	Total	Fixed	Mobile	Total
<b>Total call attempts</b>	<b>39,238</b>	<b>81,772</b>	<b>121,010</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Answering machine	16,189	39,542	55,731	41.3%	48.4%	46.1%
No answer	14,690	20,910	35,600	37.4%	25.6%	29.4%
Refusal	3,818	9,993	13,811	9.7%	12.2%	11.4%
Disconnected	812	5,000	5,812	2.1%	6.1%	4.8%
Appointment	438	2,333	2,771	1.1%	2.9%	2.3%
Business number	1,554	546	2,100	4.0%	0.7%	1.7%
<b>Complete Overall</b>	<b>483</b>	<b>1,224</b>	<b>1,707</b>	<b>1.2%</b>	<b>1.5%</b>	<b>1.4%</b>
<b>Complete CATI</b>	<b>451</b>	<b>1,139</b>	<b>1,590</b>	<b>1.1%</b>	<b>1.4%</b>	<b>1.3%</b>
<b>Complete CAWI</b>	<b>32</b>	<b>85</b>	<b>117</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>
Language difficulties	301	750	1,051	0.8%	0.9%	0.9%
Fax / modem	468	27	495	1.2%	0.0%	0.4%
Engaged	146	302	448	0.4%	0.4%	0.4%
Prefers online	73	351	424	0.2%	0.4%	0.4%
Do not call list	54	257	311	0.1%	0.3%	0.3%
Break-off	50	148	198	0.1%	0.2%	0.2%
Over quota	82	116	198	0.2%	0.1%	0.2%
Other call result	13	44	57	0.0%	0.1%	0.0%
Screened out - under 15	5	6	11	0.0%	0.0%	0.0%
Location not determined	-	10	10	0.0%	0.0%	0.0%
Total numbers loaded	21,642	34,942	56,584			
Average calls per interview	81.4	66.8	70.9			
Average calls per number	1.8	2.3	2.1			

The table below shows the final call results for all numbers contacted.

**Table A2 Final outcome by market**

	Final call attempt			As % of numbers initiated		
	Fixed line	Mobile	Total	Fixed line	Mobile	Total
Disconnected	812	5000	5812	3.8	14.3	10.3
Business number	1554	546	2100	7.2	1.6	3.7
Fax / modem	468	27	495	2.2	0.1	0.9
Technical issue	5	17	22	0.0	0.0	0.0
Do not call list	52	257	309	0.2	0.7	0.5
<b>NET: Unusable</b>	<b>2891</b>	<b>5847</b>	<b>8738</b>	<b>13.4</b>	<b>16.7</b>	<b>15.4</b>
Engaged	48	13	61	0.2	0.0	0.1
Answering machine	7164	10607	17771	33.1	30.4	31.4
No answer	6649	5678	12327	30.7	16.2	21.8
Appointment	5	13	18	0.0	0.0	0.0
Prefers online	17	128	145	0.1	0.4	0.3
<b>NET: Unresolved at end of call cycle</b>	<b>13883</b>	<b>16439</b>	<b>30322</b>	<b>64.1</b>	<b>47.0</b>	<b>53.6</b>
Language difficulties	301	750	1051	1.4	2.1	1.9
Screened out - under 15	4	6	10	0.0	0.0	0.0
Location not determined	0	9	9	0.0	0.0	0.0
Respondent not available	137	429	566	0.6	1.2	1.0
Over quota	79	116	195	0.4	0.3	0.3
<b>NET: Out of scope</b>	<b>521</b>	<b>1310</b>	<b>1831</b>	<b>2.4</b>	<b>3.7</b>	<b>3.2</b>
Complete	482	1225	1707	2.2	3.5	3.0
Refusal	3818	9993	13811	17.6	28.6	24.4
Break-off	47	128	175	0.2	0.4	0.3
<b>NET: Contacts</b>	<b>4347</b>	<b>11346</b>	<b>15693</b>	<b>20.1</b>	<b>32.5</b>	<b>27.7</b>
<b>Total number initiated</b>	<b>21642</b>	<b>34942</b>	<b>56584</b>	<b>21642</b>	<b>34942</b>	<b>56584</b>

## 1.6 Analysis of response

The following table show the profile of respondents overall and by sample source, and compares the profile with ABS statistics.

The statistics indicate that people under 40 and females were somewhat underrepresented in the survey. Those under 40 are frequently underrepresented in similar surveys. This has been rectified to an extent by the inclusion of a greater proportion of mobile phone numbers in the sample compared to the 2013 survey.

The weighting process corrects the age and gender balance.

**Table A3 Respondent profile – Fixed line vs. Mobile sample source**

	n	%			
		Total	Fixed	Mobile	ABS
15-24	151	8.8	2.9	11.2	15.8
25-39	318	18.6	6.2	23.5	27.0
40-59	604	35.4	34.4	35.8	32.9
60+	634	37.1	56.5	29.5	24.4
Male	901	52.9	44.3	56.3	49.3
Female	801	47.1	55.7	43.7	50.7
Employed persons	940	55.1	36.9	62.3	53.1

The table below illustrates the profile of respondents overall and by completion mode with ABS statistics. The statistics show that the profile of the people who undertook the survey via CATI were largely similar to those who completed the survey online via CAWI.

**Table A4 Respondent profile – CATI vs. CAWI completion**

	n	%			
		Total	CATI	CAWI	ABS
15-24	151	8.8	8.8	9.4	15.8
25-39	318	18.6	18.4	22.2	27.0
40-59	604	35.4	35.3	35.9	32.9
60+	634	37.1	37.5	32.5	24.4
Male	901	52.9	53.4	46.2	49.3
Female	801	47.1	46.6	53.8	50.7
Employed persons	940	55.1	54.7	59.8	53.1

In addition to the age and gender profiles of those completing the survey via CATI and CAWI being largely similar, the results from the CATI and CAWI components of the survey were similar in the very large majority of cases.

The table below shows how the results differed across the CATI and CAWI modes of completion on a number of questions.

**Table A5 Comparison of results – CATI vs. CAWI completion**

	Total	% CATI	CAWI
Q11a. Driven over BAC in last 12 months	3	3	2
Q20. Mostly drive 10 km/h over the speed limit	6	6	6
Q39d. Agree with roadside drug testing	96	96	94
Q23abcd. Agree that areas of high pedestrian activity should have 40 km/h speed limits	88	88	83
Q52. Feel uncertain when driving near heavy vehicles	54	54	56

## 1.7 Data Processing

Questionnaire programming was tested thoroughly before live deployment. This consisted of three separate checks on-screen by an analyst (not the programmer of the questionnaire), the project manager and field management. The same checks were carried out on the online version where applicable.

During data collection, after the first few days from survey launch, initial top-line counts were run and checked to ensure the survey programming was running as intended. For online completions, basic quality checks such as reviewing the number of respondents who selected the 'don't know' option, looking for 'flat-lining' behaviour, and ensuring that the verbatim responses did not include 'key mashing' were conducted. The same checks were conducted at the end of data collection.

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## **APPENDIX 4**

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### Questionnaire

# DEPARTMENT OF INFRASTRUCTURE AND REGIONAL DEVELOPMENT

## 2017 Community Attitudes Survey (Road Safety)

### Questionnaire (Wave 24)

#### INTRODUCTION (CATI MOBILE SAMPLE)

##### MOBILE CHECK

IF CALLING A MOBILE NUMBER CONTINUE ELSE GO TO INTRO

**SAFE1:** Good morning/afternoon/evening. I'm (name) from Wallis Market and Social Research a wholly owned and operated Australian company based in Melbourne.

I realise I am calling you on your mobile. Is it safe for you to speak now? Can I confirm you are not driving?

(IF DRIVING OR NOT SAFE: CALL BACK IN 1 HOUR/ NEXT DAY).

DO NOT READ OUT

- 01 Safe to take call
- 02 Not safe to take call

IF SAFE1=2 (NOT SAFE TO TAKE CALL) CONTINUE ELSE GO TO INTRO

**MOB\_APPT:** Do you want me to call you back on this number or would you prefer I call back on another number?

DO NOT READ OUT

- 01 This number (ARRANGE CALL BACK)
- 02 Alternative number (RECORD ALTERNATE NUMBER AND ARRANGE CALL BACK)
- 03 Termination – continue to intro and code appropriately.

We're doing a confidential study for the Department of Infrastructure and Regional Development about community attitudes to road safety. The information about this survey will help develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads. It'll take about 16 minutes on average and you need to be aged 15 or over. Is now convenient?

#### TELEPHONE (CATI FIXED LINE)

Good morning/afternoon/evening. I'm (name) from Wallis Market and Social Research a wholly owned and operated Australian company based in Melbourne. We're doing a confidential study for the Department of Infrastructure and Regional Development from community attitudes to road safety. The information about this survey will help develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads. It'll take about 16 minutes on average and you need to be aged 15 or over. Is now convenient?

- O1 Would you like to participate over the phone or would you like me to send you a link to complete it online?

IF QUERIED ABOUT BONA FIDES OF RESEARCH: If you have any queries about this survey you can find information about this on our website [www.wallisgroup.com.au](http://www.wallisgroup.com.au). Alternatively, you can call Wallis on 1800 113 444.

01	CONTINUE	
43	Will do online – email link	GO TO ONLINE
41	Make appointment	MAKE APPOINTMENT
10	Household Refusal (landline)	TERMINATE
52	Respondent refusal (mobile or landline)	TERMINATE
05	Business number	TERMINATE
11	Language difficulties/ other communication problems	TERMINATE
91	Refused – add to do not call list	TERMINATE

## MONITORING

This call will be recorded and may be monitored for quality control purposes. If you do not want this call to be monitored, please say so now.

- 01 OK to monitor
- 02 DO NOT MONITOR

## PART 1: BASIC DEMOGRAPHICS

### ASK ALL

- S.1a First, we have a few questions about you, to help us analyse the survey data in broad categories. Firstly, please (**CATI: tell me your age** / **CAWI: enter your age in years**)

**CAWI: Please type the number (between 15 and 99) in the box below**

- 01 Record age in years [**ALLOWABLE RANGE 15-99**]
- 98 **CATI: Refused** / **CAWI: I'd prefer to provide an age range**
- 1-14 **SCREEN OUT**

**GO TO S2**

### IF REFUSED AGE

- S.1b Could you please tell me which of the following age groups you are in?

(**CATI: IF NECESSARY**/ **CAWI: NOTE**: We use this information in aggregate to help us ensure our survey sample reflects the population in broad categories.)

### **CATI: READ OUT**

- 01 15-17
- 02 18-19
- 03 20-24
- 04 25-29
- 05 30-34
- 06 35-39
- 07 40-44
- 08 45-49
- 09 50-54
- 10 55-59
- 11 60-64
- 12 65-69
- 13 70+
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**) (**TERMINATE**)
- 14 Under 15 (**DO NOT READ OUT**) (**TERMINATE**)



- S.2 (CATI: And how do you describe your gender? (READ OUT) / CAWI: Please select your gender):  
(CATI: IF NECESSARY/ CAWI: NOTE: We use this information in aggregate to help us ensure our survey sample reflects the population in broad categories.)

01 Male  
02 Female  
03 Other/ neither/ something else  
98 (CATI: (DO NOT READ) Refused / CAWI: Prefer not to say)

- S.3 (CATI: Could you please tell me your home postcode?) (CAWI: Please enter your home postcode below):

(This is so we can do a regional analysis of the survey data.)

01 ENTER |\_|\_|\_|\_|  
98 Prefer not to say

#### IF REFUSED POSTCODE:

- S.4 That's OK, do you mind giving the name of your local council?

01 SPECIFY  
98 Prefer not to say

**TERMINATE**

#### (ALL)

- Q.1a What factor do you think **most often** leads to road crashes?

**CATI: DO NOT READ**

**CAWI: For this question, please think of **one** factor that most often leads to road crashes. Please type your answer in the box below**

(SINGLE RESPONSE) RECORD OTHER MENTIONS AT NEXT QUESTION

01 Speed/Excessive speed/Inappropriate speed  
02 Drink driving  
03 Drugs (other than alcohol)  
04 Driver attitudes/Impatience/aggressive behaviour/road rage  
05 Driver inexperience/Young drivers  
06 Older drivers  
07 Inattention/Lack of concentration  
08 Driver distraction/driving while on mobile  
09 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 (no further information)  
95 (CATI: (DO NOT READ) Something else (SPECIFY)  
99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure) (GO TO Q.2)

**\*(ALL PROVIDED REASON)**

Q.1b What other factors lead to road crashes? What else?

**CATI: DO NOT READ**

**CAWI:** For this question, please think of up to two additional factors which lead to car crashes. Please type your answer in the box below

**CATI: ACCEPT MAXIMUM OF TWO RESPONSES. IF MORE THAN TWO OTHER MENTIONS, ACCEPT FIRST TWO.**

- 01 Speed/Excessive speed/Inappropriate speed
- 02 Drink driving
- 03 Drugs (other than alcohol)
- 04 Driver attitudes/Impatience/aggressive behaviour/road rage
- 05 Driver inexperience/Young drivers
- 06 Older drivers
- 07 Inattention/Lack of concentration
- 08 Driver distraction/driving while on mobile
- 09 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 (no further information)
- 95 (**CATI: (DO NOT READ)** Something else (SPECIFY)
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure)

**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...

**CATI: IF NECESSARY/ CAWI: NOTE:** Random Breath Testing for Alcohol.

**CATI: READ OUT**

**CAWI:** Please select one option below

- 01 Agree STRONGLY
- 02 Agree Somewhat
- 03 Disagree Somewhat
- 04 Disagree STRONGLY
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure)

**\*(ALL)**

Q.3a Have you seen police conducting random breath testing in the **last 6 months?**

**CAWI:** Please select one option below

- 01 Yes
- 02 No (**GO TO Q.6**)
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure) (**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**?

**CAWI:** Please select one option below

- 01 Yes
- 02 No
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

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 motorcycle licence or permit?

**CAWI:** Please select one option below

- 01 Yes
- 02 No (**GO TO Q.7c**)
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure) (**GO TO Q.7c**)

**\*(HAVE A CURRENT DRIVERS LICENSE OR MOTORCYCLE LICENSE OR PERMIT)**

Q.7a How often do you drive a motor vehicle or ride a motorcycle on the road, assuming an average week?

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 Every day of the week
- 02 4-6 days a week
- 03 2-3 days a week
- 04 At least one day a week
- 05 Less than one day a week/at least sometimes
- 06 Never/Do not drive nowadays (**GO TO Q.7c**)
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure) (**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?

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 3 or more times a week
- 02 At least once a week
- 03 At least once a month
- 04 At least once every three months
- 05 At least once a year
- 06 Less than once a year
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

\*(ALL)

Q.7c How often do you ride a bicycle for transport purposes, assuming an average week?

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

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 Every day of the week
- 02 4-6 days a week
- 03 2-3 days a week
- 04 At least one day a week
- 05 Less than one day a week/at least sometimes
- 06 Never/Do not ride a bicycle nowadays
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

\*(ALL)

Q.7d How often do you use public transport, including taxis, assuming an average week?

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 Every day of the week
- 02 4-6 days a week
- 03 2-3 days a week
- 04 At least one day a week
- 05 Less than one day a week/at least sometimes
- 06 Never/Do not use public transport nowadays
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

IF Q6=1 (HAVE A CURRENT DRIVERS LICENSE OR MOTORCYCLE LICENSE OR PERMIT) GO TO Q9, ELSE CONTINUE

\*(DO NOT HAVE A CURRENT DRIVERS LICENSE OR MOTORCYCLE LICENSE OR PERMIT)

Q.8 Have you **ever** had a driver or motorcycle licence?

**CAWI:** Please select one option below

- 01 Yes (**GO TO Q.10c**)
- 02 No (**GO TO Q.10c**)
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure) (**GO TO Q.10c**)

\*(HAVE A CURRENT DRIVERS LICENSE OR MOTORCYCLE LICENSE OR PERMIT)

Q.9 What licence or licences do you currently hold? Any other licences? MULTICODE

**CATI:** READ OUT

**CAWI:** Please select all that apply

- 01 Car: Learner's permit
- 02 Car: Provisional Licence or P - plate
- 03 Car: Full driver's licence
- 04 Heavy Vehicle licence
- 05 Bus driver's licence
- 06 Motorcycle: Learner's permit
- 07 Motorcycle: Provisional licence
- 08 Motorcycle: Full motorcycle licence
- 09 Taxi or Hire Car Licence
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

**\*(HAVE A CURRENT DRIVERS LICENSE OR MOTORCYCLE LICENSE OR PERMIT)**

Q.10 How long have you had your driver's licence or permit?

If you have more than one licence or permit, the one you've had the longest.

Would that be .....

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Up to 3 years
- 02 3-5 years
- 03 6-10 years
- 04 Over 10 years
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

IF Q9=6, 7 OR 8 (CURRENT MOTORCYCLE LICENCE) CONTINUE. OTHERS GO TO Q10c

**\*(CURRENT MOTORCYCLE LICENCE)**

Q.10b Have you personally ridden a motorcycle on the road in the last year?

**CAWI: Please select one option below**

- 01 Yes
- 02 No
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

**\*(ALL)**

Q.10c Have you been a passenger on a motorcycle on the road in the last year?

**CAWI: Please select one option below**

- 01 Yes
- 02 No
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

IF Q7a=1 TO 5 (CURRENT LICENCE HOLDER AND DRIVER CONTINUE, ELSE GO TO Q.15e)

**\*(CURRENT LICENCE HOLDER AND DRIVER)**

Q.11 Which of the following statements best describes your **attitude** to drinking and driving?

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 I don't drink at any time
- 02 If I am driving, I don't drink
- 03 If I am driving, I restrict what I drink
- 04 If I am driving, I do not restrict what I drink
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

\*PROGRAMMER NOTE - IF CODE 1 OR 2 IN Q11 USE WORDS IN BRACKETS IN Q11a.

\*(CURRENT LICENCE HOLDER AND DRIVER)

Q.11a (CATI: Please bear with me I have to ask everyone this question / CAWI: Please bear with us as we 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...

CATI: READ OUT

CAWI: Please select one option below

CATI: IF NECESSARY/ CAWI: NOTE: The limit that applies to you (i.e. for P Platers .02 or .00)

- 01 Very likely
- 02 Fairly likely
- 03 Fairly unlikely
- 04 Very unlikely, or
- 05 Definitely not
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)
- 98 (CATI: (DO NOT READ) Refused / CAWI: Prefer not to say)

Q.12a/b DELETED AFTER CAS 9

Q.13a DELETED AFTER CAS 16

Q.13b DELETED AFTER CAS 16

Q.14a DELETED AFTER CAS 23

Q.14b DELETED AFTER CAS 23

Q.15a DELETED AFTER CAS 23

Q.15b DELETED AFTER CAS 23

Q.15c DELETED AFTER CAS 23

Q.15d DELETED AFTER CAS 23

\*(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.....

CATI: READ OUT

CAWI: Please select one option below

- 01 Approve strongly
- 02 Approve somewhat
- 03 Not care either way
- 04 Disapprove somewhat
- 05 Disapprove strongly
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

**SPEEDING SECTION**

\*(ALL)

Q.16a DELETED AFTER CAS 23

\*(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?

CAWI: Please select one option below

- 01 Amount should be **increased** (need more of it)
- 02 Amount should be **decreased** (need less of it)
- 03 Stay the same / keep level same as now
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

\*(ALL)

Q.16c DELETED AFTER CAS 23

\*(ALL)

Q.16d Road traffic authorities have introduced or are considering the use of point-to-point speed enforcement cameras on some of our main roads. 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 do you feel about the use of point-to-point speed enforcement on main roads? Do you.....

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Approve strongly
- 02 Approve somewhat
- 03 Not care either way
- 04 Disapprove somewhat
- 05 Disapprove strongly
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

Q.17 DELETED FOR AFTER CAS 9

Q.19 DELETED AFTER CAS 23

\*(CURRENTLY HOLDS (Q6=1) LICENCE, EVER HELD LICENCE, (Q8=1) OTHERS GO TO Q.21a)

Q.18a Have you personally been booked for speeding in the **last 2 years**?

**CAWI: Please select one option below**

- 01 Yes
- 02 No
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

\*(BOOKED FOR SPEEDING IN LAST 2 YEARS)

Q.18b DELETED AFTER CAS 23

\*(CURRENTLY HOLDS LICENCE, EVER HELD LICENCE)

Q.20 How often do you drive at 10 kilometres per hour or more over the speed limit? Would that be..

**CATI: IF NECESSARY/ CAWI: NOTE:** 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.

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Always
- 02 Nearly always (90%+)
- 03 Most occasions
- 04 Sometimes
- 05 Just occasionally (20% or less)
- 06 Never
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

\*(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?

**CATI: IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

**CAWI: Please select one option below**

- 01 61 (one km over)
- 02 62 (two km over)
- 03 63 (three km over)
- 04 64 (four km over)
- 05 65 (five km over)
- 06 66 (six km over)
- 07 67 (seven km over)
- 08 68 (eight km over)
- 09 69 (nine km over)
- 10 70 (ten km over)
- 11 Over 70 (more than ten km over) (Specify)
- 12 (**CATI ONLY**) RANGE GIVEN (after probe for specific speed) (Specify range)
- 13 (**CATI ONLY**) PERCENTAGE GIVEN (do not prompt further) (Specify %)
- 14 **Nothing over 60 km/hr – Stay within 60 km/hr - Maximum 60 km/hr**
- 95 (**CATI: (DO NOT READ)** Something else/ **CAWI: Something else**) (SPECIFY)
- 99 (**CATI: (DO NOT READ)** Don't know/ **CAWI: Not sure**)

\*(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?

**CATI: IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

**CAWI: Please select one option below**

- 01 101 (one km over)
- 02 102 (two km over)
- 03 103 (three km over)
- 04 104 (four km over)
- 05 105 (five km over)
- 06 106 (six km over)
- 07 107 (seven km over)
- 08 108 (eight km over)
- 09 109 (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)
- 17 (**CATI ONLY**) RANGE GIVEN (after probe for specific speed) (Specify range)
- 18 (**CATI ONLY**) PERCENTAGE GIVEN (do not prompt further) (Specify %)
- 19 **Nothing over 100 km/hr – Stay within 100 km/hr - Maximum 100 km/hr**
- 95 (**CATI: (DO NOT READ)** Something else/ **CAWI: Something else**) (SPECIFY)
- 99 (**CATI: (DO NOT READ)** Don't know/ **CAWI: Not sure**)

\*(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  
 Q.21(h) DELETED AFTER CAS 23  
 Q.21(i) DELETED AFTER CAS 23

\*[ROTATE STATEMENTS]

\*(ALL)

Q.22 (CATI: I am going to read/ CAWI: Next are) a list of statements about speed issues. Please say how much you agree or disagree with each statement.

**CATI:** Is that (..agree/disagree..) somewhat or (..agree/disagree..) strongly? **READ OUT STATEMENTS. PROBE FULLY, IS THAT STRONGLY OR SOMEWHAT?**

(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. An accident at 70 kilometres per hour will be a lot more severe than an accident at 60 kilometres per hour

**CAWI:** Please select one option below

(RESPONSE FRAME)

- 01 Agree Strongly
- 02 Agree Somewhat
- 03 Disagree Somewhat
- 04 Disagree Strongly
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

Q.23a DELETED AFTER CAS 16  
 Q.23ab DELETED AFTER CAS 21  
 Q.23abc DELETED 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 these areas should have limits of 40 kilometres per hour or less?

**CATI:** PROBE FULLY, IS THAT STRONGLY OR SOMEWHAT?

**CAWI:** Please select one option below

- 01 Agree Strongly
- 02 Agree Somewhat
- 03 Disagree Somewhat
- 04 Disagree Strongly
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

Q. 24aa. DELETED AFTER CAS 23  
 Q.24a DELETED AFTER CAS 21  
 Q.24b DELETED AFTER CAS 21

## 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.....

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Always
- 02 Nearly always (90%+)
- 03 Most occasions
- 04 Sometimes
- 05 Just occasionally (20% or less)
- 06 Never wear a seat belt in the front seat
- 07 Never travel by car these days (GO TO Q27)
- 08 (**CATI: (DO NOT READ)** Don't travel in front seat / **CAWI: Don't travel in front seat**)
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

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

Q.25b And in the **rear seat**, would you wear a seat belt ....

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Always
- 02 Nearly always (90%+)
- 03 Most occasions
- 04 Sometimes
- 05 Just occasionally (20% or less)
- 06 Never wear a seat belt in the rear seat
- 07 (**CATI: (DO NOT READ)** Don't travel in rear seat / **CAWI: Don't travel in rear seat**)
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

Q.26 DELETED AFTER CAS 23

## 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.

**CATI: IF NECESSARY/ CAWI: NOTE:** That's including any accident on a road or public place where vehicles are driven

**CATI: READ OUT**

**CAWI: Please select all that apply**

**MULTICODE**

- 01 As a motorcycle rider
- 02 As a motorcycle passenger
- 03 As a driver of a vehicle (other than a motorcycle)
- 04 As a passenger in a vehicle
- 05 As a pedestrian
- 06 As a cyclist
- 95 Any other way (Specify)
- 97 None of the above (**GO TO Q28b**)
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

\*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) .....

**CATI: READ OUT SINGLE RESPONSE**

**CAWI: Please select one option below**

- 01 There was minor damage to a vehicle but no one was injured
- 02 There was major damage to a vehicle but no one was injured
- 03 Someone was injured but did not need to be hospitalised
- 04 Someone died or needed to be hospitalised
- 97 None of the above
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

**ASK ALL**

Q.28b Over the past three years have you been involved in an accident or near miss where you almost crashed while you were driving because of.... (RANDOM)

**CATI: READ OUT**

**CAWI: Please select all that apply**

**MULTICODE**

- 01 Using a mobile phone to text or make a call
- 02 Falling asleep when driving or riding
- 03 Failing to notice a stop sign or traffic light
- 04 Driving too fast for the road or weather conditions
- 05 Drinking or taking drugs and then driving
- 97 None of these
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

**FATIGUE SECTION (INCLUDED FROM CAS 14)**

IF Q6=1 OR Q8=1 (CURRENT OR LAPSED LICENCE HOLDER) CONTINUE, ELSE GO TO Q39b.

Q.FATIGUE Now a few questions about driver fatigue or tiredness.

**CATI: IF NECESSARY/ CAWI: NOTE:** 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.

- 01 Continue

**\*(CURRENT OR LAPSED LICENCE HOLDER)**

Q.28c How often do you drive when you are feeling drowsy?

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 None of the time
- 02 Some of the time

- 03 About half the time
- 04 Most of the time
- 05 All of the time
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)
- 98 (CATI: (DO NOT READ) Refused / CAWI: Prefer not to say)

Q.29 Have you ever fallen asleep at the wheel while driving a motor vehicle – even for a second or two?

CAWI: Please select one option below

- 01 Yes
- 02 No (GO TO Q39b)
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure) (GO TO Q39b)

Q.30 DELETED AFTER CAS 23

**\*(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?

CATI: READ OUT

CAWI: Please select one option below

- 01 Past 6 months
- 02 Past year/ last 12 months
- 03 1-2 years ago
- 04 3-5 years ago
- 05 6-10 years ago, or
- 06 More than 10 years ago
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

**\*(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...

CATI: READ OUT

CAWI: Please select one option below

- 01 A short trip of no more than an hour
- 02 A trip of 1-2 hours
- 03 A trip of more than 2 hours (includes interstate truck trip, outback trip, etc)
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

**\*(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...

CATI: READ OUT

CAWI: Please select one option below

- 01 In a capital city
- 02 In regional city or large town
- 03 In the country on a country road
- 04 In the country on a motorway, highway or freeway
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

Q.34 DELETED AFTER CAS 23

Q.35 What time of day was it?

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 Morning, 6am-10am
- 02 Mid morning to mid afternoon, 10am-3pm
- 03 Afternoon to early evening, 3pm-7pm
- 04 Evening, 7pm to 12pm
- 05 Midnight to 6am
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

Q.36 DELETED AFTER CAS 23

Q.37 DELETED AFTER CAS 23

Q.38 DELETED AFTER CAS 21

Q.39 DELETED AFTER CAS 21

## DRUG USE SECTION

**ASK ALL AGED 18 OR OVER. THOSE AGED 15-17 GO TO Q42**

Q.39b Remembering your answers are confidential and anonymous, in the last two years have you **ever** taken recreational drugs such as marijuana, ecstasy, cocaine, heroin or other recreational drugs even if only rarely?

**CAWI:** Please select one option below

- 01 Yes
- 02 No
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

**(ASK IF EVER TAKEN RECREATIONAL DRUGS. OTHERS GO TO Q39d)**

Q.39c How often have you driven within 6 hours of using recreational drugs?

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 Always
- 02 Very often
- 03 Fairly often
- 04 Just occasionally
- 05 Rarely, or
- 06 Never
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)
- 98 (**CATI:** (DO NOT READ) Refused / **CAWI:** Prefer not to say)

**ASK ALL**

Q.39d Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing?

**CATI: PROBE FULLY, IS THAT STRONGLY OR SOMEWHAT?**

**CAWI:** Please select one option below

- 01 Agree STRONGLY
- 02 Agree Somewhat
- 03 Disagree Somewhat
- 04 Disagree STRONGLY
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure)

Q.39e Have you seen police conducting roadside drug testing in the last 2 years?

**CAWI:** Please select one option below

- 01 Yes
- 02 No
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure)

Q.39f Have you personally been tested for recreational drug use while driving in the last 2 years?

**CAWI:** Please select one option below

- 01 Yes
- 02 No
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure)

**\*(TAKEN RECREATIONAL DRUGS (Q39B=1), OTHERS GO TO Q.42)**

Q.39g In the last 2 years, have you **ever** driven within 6 hours after drinking alcohol **and** using recreational drugs?

**CAWI:** Please select one option below

- 01 Yes
- 02 No
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure)

**MOBILE PHONE USE SECTION**

Q.40 DELETED AFTER CAS 23

Q.41 DELETED AFTER CAS 23

**\*(CURRENT DRIVER) (IF Q6=1 AND Q7a NOT 6) CONTINUE ELSE GO TO Q46b)**

Q.42 How often do you **answer** your mobile phone if it rings while you are driving? Would you say ...  
(**CATI: IF NECESSARY/ CAWI: NOTE:** Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

**CATI: READ OUT**

**CAWI:** Please select one option below

- 01 Always
- 02 Very often
- 03 Fairly often

- 04 Just occasionally
- 05 Rarely, or
- 06 Never
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)
- 98 (CATI: (DO NOT READ) Refused / CAWI: Prefer not to say)

Q.42a DELETED AFTER CAS 23

**\*(CURRENT DRIVER)**

Q.43 How often do you **make calls** on your mobile phone while you are driving? Would you say ...  
(CATI: IF NECESSARY/ CAWI: NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

CATI: READ OUT

CAWI: Please select one option below

- 01 Always
- 02 Very often
- 03 Fairly often
- 04 Just occasionally
- 05 Rarely, or
- 06 Never
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)
- 98 (CATI: (DO NOT READ) Refused / CAWI: Prefer not to say)

**(ASK IF MAKE CALLS WHILE DRIVING, Q43=1-5) ELSE GO TO Q43D)**

Q.43a When you **make calls** while driving, how often do you use a **hands-free** phone?

CATI: READ OUT

CAWI: Please select one option below

- 01 Always
- 02 Very often
- 03 Fairly often
- 04 Just occasionally
- 05 Rarely, or
- 06 Never
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)
- 98 (CATI: (DO NOT READ) Refused / CAWI: Prefer not to say)

**\*(MAKE CALLS WHILE DRIVING)**

Q.43c When driving how often do you use a **hand held** mobile phone?

CATI: READ OUT

CAWI: Please select one option below

- 01 Always
- 02 Very often
- 03 Fairly often
- 04 Just occasionally
- 05 Rarely, or
- 06 Never
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)
- 98 (CATI: (DO NOT READ) Refused / CAWI: Prefer not to say)

\*(CURRENT DRIVER)

Q.43d And how often do you use a mobile phone while driving to do other things that are not related to driving like accessing the internet, texting, taking photographs or using other applications? (Do not include Navigation/GPS)

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Always
- 02 Very often
- 03 Fairly often
- 04 Just occasionally
- 05 Rarely, or
- 06 Never
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

Q.44 DELETED AFTER CAS 23

Q.45 DELETED AFTER CAS 23

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 in most cases. How would you feel about a law banning the use of **hands free** mobile phones while driving? Do you .....

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Approve strongly
- 02 Approve somewhat
- 03 Not care either way
- 04 Disapprove somewhat
- 05 Disapprove strongly
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)
- 98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

\*(ALL)

Q.47 Does talking on a mobile phone while you are driving increase your chance of being involved in an accident? Do you...

**CATI: IF NECESSARY/ CAWI: NOTE:** On the whole, regardless of the situation (Traffic, speed limit, weather, other distractions).

**CATI: IF NECESSARY** (DISPLAY IF DOES NOT USE A MOBILE PHONE WHILE DRIVING ('6' on Q43) Imagine you were using a mobile phone whilst driving.

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Agree STRONGLY
- 02 Agree Somewhat
- 03 Disagree Somewhat
- 04 Disagree STRONGLY
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)



## HEAVY VEHICLES SECTION

### ASK ALL

This section is about heavy vehicles, which can include trucks, buses and heavy equipment.

- Q.50 Do you allow extra space when overtaking or merging in front of heavy vehicles compared to passenger vehicles?

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 Always
- 02 Very often
- 03 Fairly often
- 04 Just occasionally
- 05 Rarely, or
- 06 Never
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)
- 98 (**CATI:** (DO NOT READ) Refused / **CAWI:** Prefer not to say)

- Q.51 Compared to passenger vehicles, do you think heavy vehicles need less stopping distance, the same amount of stopping distance or more stopping distance?

**CATI:** READ OUT

**CAWI:** Please select one option below

- 01 Less stopping distance
- 02 Same stopping distance
- 03 More stopping distance
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

- Q.52 Do you feel uncertain when driving near heavy vehicles?

**CAWI:** Please select one option below

- 01 Yes
- 02 No
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

## VEHICLE SAFETY SECTION

- Q.53 Do you ever turn off safety features in your car such as Electronic Stability Control (sometimes called ESC, DSC, ESP or VSC), or anti-lock brakes (mostly called ABS) or automatic emergency braking (AEB)?

**CAWI:** Please select one option below

- 01 Yes
- 02 No
- 03 Don't think I can
- 04 Don't have these features
- 99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

## DEMOGRAPHICS

\*(ALL)

QDEM. To make sure we have a good cross section of people (CATI : I'd like to ask) (CAWI: just) a few remaining questions about yourself.

01 Continue

\*(ALL)

D.1 Are you ...

CATI: READ OUT

CAWI: Please select one option below

- 01 Still at school (GO TO D.4)
- 02 Tertiary or other student (GO TO D.4)
- 03 Full time home duties (GO TO D.4)
- 04 Retired/Pensioner (GO TO D.4)
- 05 Unemployed (GO TO D.4)
- 06 Working
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure) (GO TO D.4)

\*(WORKING)

D.2 Would that be ...

CATI: READ OUT

CAWI: Please select one option below

- 01 Full time (more than 20 hours per week), or
- 02 Part time

\*(WORKING)

D.3 What is your occupation?

CATI: DO NOT READ

CAWI: Please type your answer in the box below providing as much detail as you can

- 01 Managers/Administrators (incl. all managers, government officials, administrators)
- 02 Professionals (include. architects, lawyers, accountants, doctors, scientists, teachers, health professionals, professional artists)
- 03 Technical or Para-Professionals (eg. technical officers, technicians, nurses, medical officers, police officers, computer programmers or operators, teaching or nursing aids, scientific officers)
- 04 Trades persons (eg. building, electrical, metal, printing, vehicle, food handling, horticulture, marine trades persons)
- 05 Clerks (eg. secretarial, data processing, telephonist, sorting clerks, messengers)
- 06 Sales & Personal Service Workers (eg. investment, insurance, real estate sales, sales reps, assistants, tellers, ticket sellers, personal service workers)
- 07 Plant & Machine Operators/Drivers (eg. road, rail, machine, mobile or stationary plant operators/drivers)
- 08 Labourers & Related Workers (eg. trades assistants, factory hands, farm labourers, cleaners, construction and mining labourers)
- 95 (CATI: (DO NOT READ) Something else (SPECIFY)
- 99 (CATI: (DO NOT READ) Don't know / CAWI: Not sure)

\*(ALL)

D.4 And what is the highest level of education you have so far reached?

**CATI: DO NOT READ OUT**

**CAWI: Please select one option below**

- 01 Still attending school
- 02 Year 11 or less (did not complete HSC or equivalent)
- 03 Completed High School Certificate (Year 12 or equivalent)
- 04 Trade Certificate
- 05 Other Certificate
- 06 Associate or Undergraduate Diploma
- 07 Bachelor's Degree or Higher
- 95 **(CATI: (DO NOT READ))** Something else (SPECIFY)
- 99 **(CATI: (DO NOT READ))** Don't know / **CAWI: Not sure)**

**ASK ALL**

W.1 Including yourself, how many people aged 15 years and over live in your household?

**CATI: DO NOT READ OUT**

**CAWI: Please type the number (between 1 and 20) in the box below**

- 01 Number given (SPECIFY) RANGE 1 TO 20
- 99 **(CATI: (DO NOT READ))** Don't know / **CAWI: Not sure)**
- 98 **(CATI: (DO NOT READ))** Refused / **CAWI: Prefer not to say)**

**ASK ALL**

W.2 Which of the following best describes the composition of your household?

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Couple with no children at home
- 02 Couple with children at home (includes children aged 18 years and older)
- 03 Single parent with children at home (includes children aged 18 years and older)
- 04 Group / shared household
- 05 One person household, or
- 95 Something else (SPECIFY)
- 99 **(CATI: (DO NOT READ))** Don't know / **CAWI: Not sure)**
- 98 **(CATI: (DO NOT READ))** Refused / **CAWI: Prefer not to say)**

**ASK ALL**

W.3 Do you...

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Own your home outright
- 02 Have a mortgage on it
- 03 Pay rent
- 04 Live rent free, or
- 95 Have some other arrangement (SPECIFY)
- 99 **(CATI: (DO NOT READ))** Don't know / **CAWI: Not sure)**
- 98 **(CATI: (DO NOT READ))** Refused / **CAWI: Prefer not to say)**

INTRO : Now we have a question or two about your use of telephone services

**IF MOBILE SAMPLE:**

W.4 Is there at least one working fixed line telephone inside your home that is used for making and receiving calls?

(**CATI: IF NECESSARY** / **CAWI: NOTE**) We use this information when analysing how well our survey sample reflects the population)

**CATI: DO NOT READ OUT**

01 Yes

02 No

99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

**IF LANDLINE SAMPLE OR W4=1:**

W.5 How many individual landline phone numbers do you have in your household, not including lines dedicated to faxes, modems or business phone numbers, and not including mobile phones.

(**CATI: IF NECESSARY** / **CAWI: NOTE**;) We use this information when analysing how well our survey sample reflects the population)

**CATI: DO NOT READ OUT**

**CAWI: Please type the number (between 1 and 15) in the box below**

01 Number given (SPECIFY) RANGE 1 TO 15

99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

**IF LANDLINE SAMPLE:**

W.6 Do you also have a working mobile phone?

**CATI: DO NOT READ OUT**

01 Yes

02 No

99 (**CATI: (DO NOT READ)** Don't know / **CAWI: Not sure**)

98 (**CATI: (DO NOT READ)** Refused / **CAWI: Prefer not to say**)

**CLOSE**

**CATI :CLOSE**

Thank you very much for your time. Your views count and on behalf of the Department of Infrastructure and Regional Development and Wallis Social and Market Research, I'm very glad you made them known. In case you missed it, my name is ..... from Wallis. The information you have provided cannot be linked to you personally in any way.

If you have any queries about this study you can look at our website [www.wallisgroup.com.au](http://www.wallisgroup.com.au). Alternatively, you can call Wallis on 1800 113 444.

**CAWI CLOSE:**

That was the last question. Your views are important and on behalf of the Department of Infrastructure and Regional Development and Wallis Social and Market Research, thank you for participating.

If you have any queries about this study you can look at our website [www.wallisgroup.com.au](http://www.wallisgroup.com.au). Alternatively, you can call Wallis on 1800 113 444.