

FEDERAL OFFICE OF ROAD SAFETY
DOCUMENT RETRIEVAL INFORMATION

Report No.	Date	Pages	ISBN	ISSN
CR 159	December 1995	74	0 642 51341 4	0810-770X

Title and Subtitle

COMMUNITY ATTITUDES TO ROAD SAFETY:
Community Attitudes Survey Wave 8

Author(s)

Philip Mitchell-Taverner
Kathryn Adams
Sandra Hejtmanek

Performing Organisation

TAVERNER Research Company
88-90 Foveaux Street
SURRY HILLS NSW 2010

Sponsor

Federal Office of Road Safety
GPO Box 594
CANBERRA ACT 2601

Project Officer: John Goldsworthy

Available from

Federal Office of Road Safety
GPO Box 594
CANBERRA ACT 2601

Abstract

The eighth in a series of national surveys on community attitudes to road safety was conducted in May/June 1995 on behalf of the Federal Office of Road Safety. This report contains a summary of results from the survey and, where appropriate, provides comparative findings in relation to previous surveys. Issues examined include: perceived causes of road crashes, exposure to random breath testing, attitudes to drink driving, attitudes to speed, perceptions of police enforcement, seat belt usage and involvement in road crashes.

Keywords

COMMUNITY ATTITUDES, ENFORCEMENT, PERCEPTIONS, SURVEYS, ROAD SAFETY

NOTES:

- (1) FORS Research reports are disseminated in the interests of information exchange.
- (2) The views expressed are those of the author(s) and do not necessarily represent those of the Commonwealth Government

Federal Office of Road Safety

Community Attitudes to Road Safety

Community Attitudes Survey
Wave 8

Prepared by:

TAVERNER Research Company

© Commonwealth of Australia 1995

ISSN 0810-770X
ISBN 0 642 51341 4

This work is copyright. Apart from any use as permitted under the *Copyright Act 1968*, no part may be reproduced by any process without prior written permission from the Australian Government Publishing Service. Requests and inquiries concerning reproduction and rights should be addressed to the Manager, Commonwealth Information Services, Australian Government Publishing Service, GPO Box 84, Canberra ACT 2601.

CONTENTS

Page no.

1. EXECUTIVE SUMMARY		1
1.1. Survey Methodology & Aim	1	
1.2. Major Findings	1	
2. INTRODUCTION		4
3. SURVEY METHODOLOGY		6
3.1. Summary	6	
3.2. Sample Coverage and Source	7	
3.3. Interviewing and Processing	7	
4. TOPICS AND QUESTIONNAIRE		9
5. SAMPLE CHARACTERISTICS		11
DETAILED FINDINGS OF WAVE 8		
6. ROAD CRASHES		13
6.1. Factors Contributing to Road Crashes	13	
7. ALCOHOL AND DRINK DRIVING		16
7.1. Perception of RBT Activity in the Last Two Years	16	
7.2. Exposure to RBT Activities in the Last Six Months	17	
7.3. Perceived Effect of Blood Alcohol Concentration of .05 on Ability to Act Safely as a Pedestrian	18	
7.4. Attitudes to Drinking and Driving	20	
7.5. Strategies Used to Stay Under the Legal Blood Alcohol Level	22	
7.6. Self-Operated Breath Testing Machines	24	
7.7. Alcohol Consumption Guidelines	27	
7.8. Awareness of Standard Drinks Contained in 375ml of Full Strength Beer and a 750ml Bottle of Wine	30	
8. SPEED		33
8.1. Perception of Changes in Speed Enforcement in the Last Two Years	33	
8.2. Reported Changes in Driving Speed in the Last Two Years	35	
8.3. Frequency of Driving at 10km/hr or More Over the Speed Limit	37	
8.4. Incidence of Being Booked for Speeding	38	
8.5. Tolerated Speeds for 60 km/hr Speed Zones	39	
8.6. Attitudes to Speed Related Issues	41	
8.7. Lowering the Current Speed Limit in Residential Areas	43	
9. OCCUPANT RESTRAINTS		47
9.1. Incidence of Wearing Seat Belts	47	
9.2. Occupant Restraint Enforcement	48	
10. INVOLVEMENT IN A ROAD ACCIDENT		50

CONTENTS (Cont.)

ATTACHMENTS

- A. The Questionnaire**
- B. Actual Sample Distribution**
- C. Notes to Assist in the Interpretation of Data**

LIST OF FIGURES

Fig. No.		Page No.
1.	Factors Contributing to Road Crashes	13
2.	Perception of RBT Activity in the Last Two Years	16
3.	Perceived Effect of Blood Alcohol Concentration of .05 on Ability to Act Safely as a Pedestrian	19
4.	Attitudes Toward Drinking and Driving	21
5.	Strategies Used to Stay Under the Legal BAC Level - First Mention ...	23
6.	Strategies Used to Stay Under the Legal BAC Level - All Mentions ...	24
7.	Likelihood of Using a Self-Operating Breath Testing Machine	25
8.	Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour: By Sex	27
9.	Alcohol Consumption Guidelines - Number of Standard Drinks after the First Hour: By Sex	29
10.	Perceived Number of Standard Drinks in a Stubby or Can of Full Strength Beer	31
11.	Perceived Number of Standard Drinks in a 750 ml Bottle of Wine	32
12.	Perception of Changes in Speed Enforcement in the Last Two Years	33
13.	Reported Changes in Driving Speed in the Last Two Years	35
14.	Frequency of Driving at 10 km/hr or More Over the Speed Limit	37
15.	Maximum Speed Tolerated in a 60 km/hr Speed Zone	40
16.	Agreement with Statements on Speed Related Issues	42
17.	Feelings About Lowering Speed Limit in Residential Areas	44
18.	Reasons for Disagreeing with Lowering Speed Limit to 50km/hr	46
19.	Incidence of Wearing Seat Belts : Front & Rear Seats	47
20.	Occupant Restraint Enforcement in the Last Two Years	48
21.	Severity of Accident in the Past Three Years	51

1. EXECUTIVE SUMMARY

1.1 Survey Methodology and Aim

This document reports the findings from a national survey of 1,244 people aged 15 years and over, conducted in May/June 1995. The survey is the eighth in a series of similar national studies conducted since October 1986 for the Federal Office of Road Safety, designed to monitor key community attitudes toward road safety issues.

1.2 Major Findings

The results to Wave 8 show that speed and alcohol continue to be recognised by the community as the primary issues in road safety. Driver fatigue, however, appears to be gaining greater public attention, with one in four people mentioning tiredness as a major cause of road crashes.

A feature of this year's survey has been a more detailed exploration of public attitudes toward speed. While there is little indication of change in personal speeding behaviour, the findings do suggest a high level of community acceptance of current speed regulations and an intolerance of excessive speeds, especially on urban roads. Furthermore, there appears to be a considerable body of opinion favouring lower speed limits in residential areas.

There are also encouraging signs that the community is taking a more responsible approach to alcohol use. Compared with Wave 7 findings, fewer people are choosing to drink and drive, and the community at large is showing a greater awareness of the recommended consumption guidelines.

Reported seat belt usage remains high, particularly for front seat travellers; some 96% of people claim to always wear a belt in the front seat of a vehicle, while 86% say they always buckle up in the back.

Speed

Despite the fact that speed is regarded by a majority of Australians (56%) as a key factor leading to road crashes, there is evidence of a widespread tendency for people to violate the existing speed laws.

The survey found that four in every five drivers (78%) readily admit to exceeding the speed limit by 10 km/hr or more, at least occasionally, with one in six (17%) claiming to do so on most occasions. Furthermore, nearly half of all licence holders acknowledge being booked at some time for speeding, one in twenty in the last six months.

The reported tendency to drive at speeds above the posted speed limit is more evident among males than females, and is most pronounced among younger drivers.

On a more positive note, the survey findings reflect a general recognition of the dangers associated with speed. Some four in five people agree with the proposition that an accident at 70 km/hr will be a lot more severe than one at 60 km/hr, and over half (55%) believe that a 10 km/hr increase in driving speed will significantly increase the likelihood of accident involvement.

There are indications of a high level of awareness of police enforcement efforts, with three in five people reporting that the amount of speed enforcement has increased over the past two years; and while most drivers say their driving speed has remained the same during this period, a sizeable minority (26%) say they are now travelling at lower speeds.

It is particularly encouraging to find that the current speed regulations are meeting the broad approval of the Australian community. The vast majority of people (85%), across all demographic groups, agree that speed limits are generally set at reasonable levels and most (71%) believe that the 60 km/hr limit in urban areas should be enforced with a tolerance of 5 km/hr or less.

The survey also found a substantial level of support (62%) for a lowering of the urban residential limit to 50 km/hr, with only 16% indicating strong disapproval.

Alcohol

It is clear that alcohol is still widely regarded as an important road safety issue, with drink driving being cited by half the survey population as one of the main contributors to road crashes. People aged 15 to 24 years appear to be most conscious of the risks associated with alcohol; a third of this group nominate drink driving as the primary cause of road accidents and three in five mention it as a major factor.

The general awareness of drink driving is undoubtedly reinforced by the continuing high profile of random breath testing activities on Australian roads. Nearly two-thirds of licensed drivers have reported seeing RBT operations in the past six months and 19% say they have been personally tested.

Information collected on people's attitudes to alcohol use suggests a growing willingness to adopt safer drinking and driving practices. While one in five licence holders claim to be non-drinkers, an additional 43% indicate that they abstain from drinking when they are planning to drive; this represents a marked increase over the level of voluntary abstinence (34%) reported in the previous survey.

When those who admit to drinking and driving are asked what strategies they use to stay under the legal blood alcohol limit, they commonly refer to drinking more slowly than usual (38%), or restricting their number of drinks (32%). It is pleasing to note, however, that a substantial proportion of beer drinkers (35%) are saying they control their alcohol intake by drinking light beer.

Although relatively few drinkers (7%) report using a self-operated breath testing machine in a pub or club in the last six months, a substantial number express an interest in using such a device. Almost half (44%) say that, given the opportunity, they would be likely to test their breath to decide whether or not to drive; young males show a particularly strong level of interest.

As was the case in Wave 7 of this survey, respondents were asked about their knowledge of the recommended alcohol consumption guidelines. The findings again reflect a reasonable level of understanding of the number of standard drinks that can be consumed per hour. Overall, there appears to have been an increase in community awareness of safe consumption rates.

Among people who indicated that they do drink and drive, some 79% of males and 75% of females are within one drink of the correct number specified for the first hour and most (86% of males and 76% of females) correctly state one drink or less for each subsequent hour.

In the current survey, an attempt was also made to explore community perceptions of the "standard drink", by asking respondents to estimate the number of standard drinks in a stubby/can of full-strength beer or a bottle of wine. The results suggest that beer drinkers have a reasonable understanding of the term, with most (72%) either correctly specifying one and a half drinks in a can of beer or, more conservatively, estimating two.

Wine drinkers, on the other hand, tend to under-estimate the number of standard drinks in a bottle of wine; relatively few give the correct answer of seven, and over half (53%) say five or less.

2. INTRODUCTION

TAVERNER Research Company¹ was commissioned by the Federal Office of Road Safety (FORS) to conduct this Wave 8 survey, monitoring community attitudes towards various aspects of road safety. The coverage was national with the fieldwork being conducted by telephone from the TAVERNER office in Sydney.

The Wave 8 survey was carried out in May/June, 1995 and followed on from a series of seven previous Waves undertaken since 1986:

★	Wave 1	-	October, 1986	Printed as FORS Report CR 52
★	Wave 2	-	June, 1987	Printed as FORS Report CR 73
★	Wave 3	-	May, 1988	Printed as FORS Report CR 74
★	Wave 4	-	February, 1989	Printed as FORS Report CR 85
★	Wave 5	-	November, 1990	Printed as FORS Report CR 74
★	Wave 6	-	August, 1991	Printed as FORS Report CR 101
★	Wave 7	-	October, 1993	Printed as FORS Report CR 135

The surveys have always taken place by telephone, covering all States and Territories. Sampling has been based on a stratified probability design in order to gain sufficient interviews to represent each state and territory in the findings. For Waves 1-6, respondents had been selected on an age/sex/area quota basis using traditional telephone fieldwork methodology.

FORS noted in the request for tender prior to Wave 7 that the apparent response rate was well under 40% of dwellings called and that this was not sufficiently high to ensure the sample was representative. FORS invited recommendations on how improvement in the response rate might be implemented.

The changed method adopted for Wave 7² resulted in a response rate of 67% of dwellings selected. After taking account of dwellings where there was no answer after 9 contact attempts or where no eligible respondent was available for interview during the survey period, the response rate rose to over 82%. This was a substantial improvement over previous response rates and is probably as high as may reasonably be achieved by any survey where response is voluntary. The response rate varied by state and region, with smaller density conurbations providing higher response rates than the large cities. The lowest response, for example, came from Sydney though at 60% it was still a good result.

Wave 8 was initially commissioned to RAMIS Corporation Pty Ltd in January 1995. That organisation withdrew from the market in March 1995 after which the research team from the former RAMIS took over the conduct of this research under the newly formed Taverner Research Company.

² *The essence of the change was to send an advance letter under Department letterhead and to increase the number of call attempts to 9 or more. There were other refinements which included recalls to refusals. The change to the in-home respondent selection introduced non-substitution following random identification of one person to be interviewed.*

For Wave 8, FORS retained the method for maximising the response level and the changes in the respondent selection process within each dwelling contacted which had been introduced for Wave 7 in 1993. The proposal for Wave 8 included a further variation to the in-home respondent selection process which sought to reduce over-representation of females and older persons at the expense of the young and males under 60 years.

Even though the problem can be largely corrected after application of sample weighting, as used in all previous waves of this monitor, FORS accepted the researchers' suggestion of varying the chance of selection during fieldwork. This two-step method is explained in more detail in the next section. The end result was an improvement in the raw sample distribution nationally and within State/Territory.

This Wave 8 survey has maintained the high response rate and sample reliability that was achieved with Wave 7. The survey design is far more rigorous than the standard adopted in most other studies of this kind and is both practical and effective.

Further description of the methodology adopted for Wave 8 is provided below.

3. SURVEY METHODOLOGY

3.1 Summary

A modified Kish-grid sampling approach, adapted for use on the telephone and preceded by an advance letter to dwellings selected for inclusion in the survey was again used. An integral feature of the design was also the random and non-substitution selection of the person in the dwelling who would answer the questions. Prior to Wave 7, sampling was based on an age/sex quota selection method which, although generally accepted in commercial research and more economical to do, has much less validity.

In the 1993 (Wave 7) survey of this series, every household had an equal chance of selection and every member within each household also had an equal chance of being interviewed. This led to some over-representation of females in most age groups and under-representation of the 15-24 age group, particularly males. For Wave 8, TAVERNER Research Company introduced a two-step variation to the sampling in an attempt to further improve the overall representation of these groups.

As a first step, the researchers limited the mailing of the advance letter to 1,500 dwellings and introduced a selection process that increased the chance that "hard to find" males and young people would be included in the sample. The over-riding principle, however, was that all interviewer bias should be eliminated in respondent selection. Hence, the control rested with the computer programme selecting the respondent.

At contact with the dwelling, the interviewer listed all household members by age and sex and the computer programme selected the person to interview - only that person could be interviewed. In order that the "hard to find" groups would have a better than average chance of selection, the computer was programmed accordingly.

The special programming sought to ensure that whenever there was a young person aged 15-24 in the home, the chance of that age group being selected was doubled. Similarly, a 25% increase in the chance of a male being selected was also introduced for all dwellings. This formula was developed by the researchers from the experience of Wave 7 and the achievement was monitored against the desirable outcome.

After some 75% of all fieldwork was complete, it was found that some under-representation still existed though it was not always consistent within states. The balance of the fieldwork then allowed for controlled quota completion within state/territory with the proviso that interviewers still had no control over who to select. Interviewers acted strictly in line with a laid down procedure on a dwelling by dwelling basis, so that selection remained "random" within needed age/sex categories.

Final sample results ended up much closer to the desired raw numbers distribution using the above method with the overall findings retaining the integrity of random selection.

The data collected in this survey have been presented to FORS in raw numbers and weighted to the national and state by state household statistics as reported by the Australian Bureau of Statistics. This report is based on the weighted statistics, representing the Australian population aged from 15 years.

3.2 Sample Coverage and Source

All States and Territories of Australia were covered by the sample using a stratified, regional distribution of the kind historically used in this series of Community Attitude surveys.

The sample achievement is shown in Attachment C. TAVERNER Research Company estimated a sample yield from each region prior to fieldwork commencement and reached or exceeded targets in all cases. Because of the non-substitution design and the requirement to maximise the sample response rate (yield), TAVERNER continued to interview in some regions even though the desired total numbers of interviews were achieved before exhaustion of the sampling. For this reason, the survey reports on 1,244 completed interviews instead of the planned sample size of 1,100-1,200.

Response rate by region, based on total telephone numbers selected and addresses mailed, varied from 60% in the most densely populated regions (e.g. Sydney) up to 80% in the smaller regions (e.g. non-metropolitan Tasmania) and averaged over 66% nationally. After exclusion of the sample component that could be classed as out of scope (unobtainable number, no answer after 9 calls, household member away for survey period), the effective national response rate rose to over 84% overall.

Dwelling addresses and their telephone numbers were systematically selected from the electronic Australia-on-Disk White Pages directory.

3.3 Interviewing and Processing

Following dispatch of the initial 1,500 advance letters, TAVERNER Research Company interviewers contacted dwellings over the period 23 May to 20 June, 1995. The questionnaire, described below, was administered with the selected respondents using the Computer Assisted Telephone Interviewing (CATI) system under the direct control of Telephone Supervisors. Average interview length was 12 minutes. A copy of the questionnaire is enclosed as Attachment A.

The data collected by the interviewers was entered directly into the computing system in the TAVERNER offices and results were monitored

progressively. Detailed tabulations were then prepared in both weighted and unweighted format.

All interviewing was conducted at least in accordance with the guidelines of the Interviewer Quality Control scheme (IQCA) recently introduced to Australia under the auspices of the Market Research Society of Australia (MRSA) and the Association of Market Research Organisations (AMRO).

4. TOPICS AND QUESTIONNAIRE

The topics covered by Wave 8 were nominated by FORS. In some cases, questions that had been asked in previous Waves were repeated and a number of new questions were added.

Attitudes to and awareness of the following issues affecting road safety were covered in this survey:

Same as Wave 7

- ◆ factors believed to lead to road crashes
- ◆ perception of any change in random breath testing (RBT) activity in the last two years
- ◆ whether police RBT has been seen in the last six months and incidence of personally being breath tested in that period
- ◆ whether .05 would affect the ability to act safely as a pedestrian
- ◆ past and present licence holding
- ◆ frequency of driving or riding a motor vehicle
- ◆ attitude to drinking and driving
- ◆ knowledge of current alcohol consumption guidelines for first hour and each hour after that, for men and women
- ◆ perception of changes in the number of people booked for speeding compared to two years ago
- ◆ incidence of ever being booked for speeding and whether been booked in the last six months
- ◆ whether personal driving speed has changed in the last two years and frequency of driving 10 kilometres per hour or more over the speed limit
- ◆ wearing of seat belts, back and front
- ◆ perception of changes in the number of people being booked for failing to wear occupant restraints
- ◆ personal experience of a road accident in the past three years and degree of severity

New Topics

- ◆ strategies to stay under the blood alcohol concentration limit (BAC)
- ◆ usage of breath testing machines in the last six months and likelihood of use if there was an opportunity
- ◆ alcoholic beverages mainly drunk
- ◆ knowledge of standard drinks in a stubby or a can (375 ml) of full strength beer and a bottle (750 ml) of wine
- ◆ tolerated speeds in 60 km/hr zone without being booked
- ◆ attitudes to speed related issues
- ◆ opinions on reducing the current speed limit to 50 or 40 km/hr in residential areas.

The questionnaire and wording used in Wave 8 is enclosed under Attachment A.

5. SAMPLE CHARACTERISTICS

Details of the final sample characteristics are presented below:

CHARACTERISTICS	UNWEIGHTED %	WEIGHTED %
Base:	1,244	13128 ('000)
Age:		
15-16 years	4	4
17-19 years	5	6
20-24 years	7	10
25-29 years	8	10
30-39 years	26	21
40-49 years	16	17
50-59 years	14	12
60 years and over	19	20
Sex:		
Male	48	49
Female	52	51
Occupation:		
Student	8	9
Home duties	12	12
Employed	57	56
Retired	19	20
Unemployed	3	3
Highest Education Level:		
Up to secondary	53	55
Trade/TAFE	23	21
Tertiary	22	21
Other	2	3
Driver Characteristics : Licence Held		
Have current licence or permit	89	87
Not current/held previously	3	3
Never held	9	10
Driver Characteristics : Licence Type		
Car - learner's permit	4	4
Car - provisional	2	1
Class 1	84	84
Heavy Vehicle Licence	11	10
Bus Licence	2	2
Motorcycle - Learner's permit	1	1
Motorcycle - Provisional	*	
Motorcycle - Full Licence	9	8
Taxi or Hire Car Licence	1	1
Never held	9	10
Length of Time Licence Held		
Up to 3 years	8	9
3-5 years	4	6
6-10 years	8	9
Over 10 years	71	66
Never held	9	10

CHARACTERISTICS	UNWEIGHTED %	WEIGHTED %
Base:	1,244	13128 ('000)
Penalised for Speeding:		
Last 6 months	5	4
Ever booked	43	43
Never booked	49	47
Never driven	9	10
Road Accident Details (last 3 years):		
Someone killed/hospitalised	2	2
Some injured/not hospitalised	2	2
Major vehicle damage	5	6
Minor vehicle damage	8	10
None of the above	*	*
Been in road crash in past 3 yrs	17	20
Not been in road crash in past 3 yrs	83	80
Travel with children under 12:		
Every day	17	17
4-6 days a week	7	6
2-3 days a week	8	8
At least one day a week	6	5
Less than one day a week	19	18
Never	44	47

NB: Some sub-totals in columns do not add up to exactly 100% due to rounding.

DETAILED FINDINGS OF WAVE 8

6. ROAD CRASHES

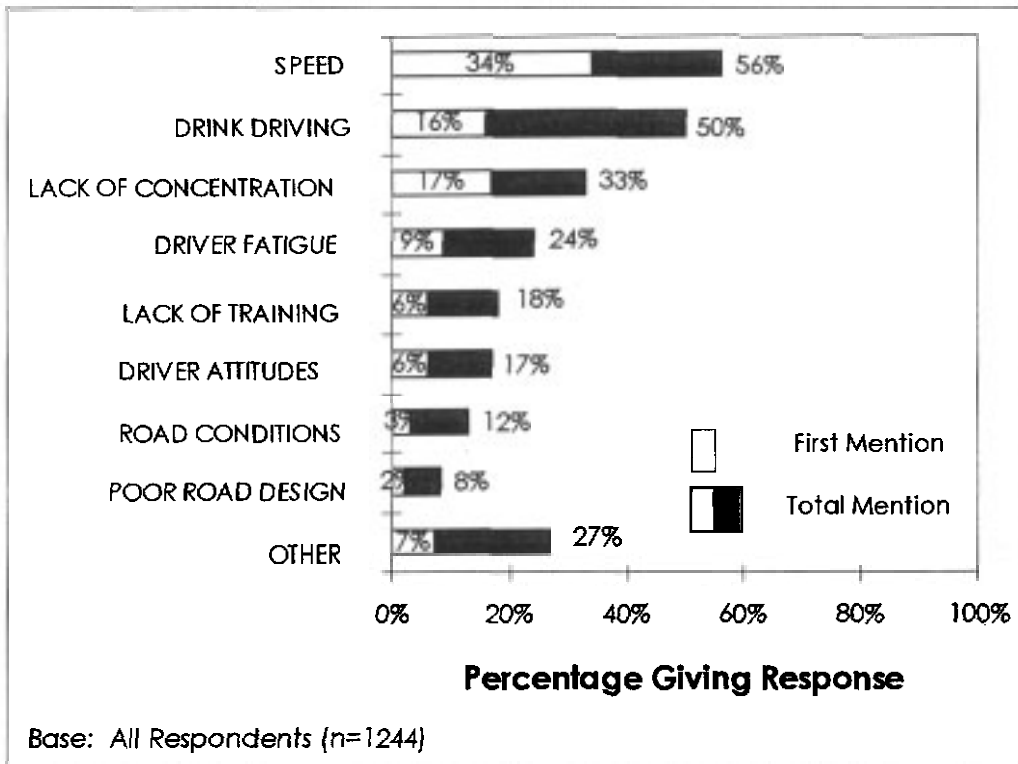
6.1 Factors Contributing to Road Crashes

Respondents were initially asked:

"What factor [and then "What other factors..."] do you think most often leads to road crashes?"

As illustrated in Figure 1, speed (56%) and drink driving (50%) were perceived as the two main factors contributing to road crashes. This is consistent with the findings from Wave 7. Lack of concentration (33%) and driver fatigue (24%) were ranked third and fourth, while close to one in five mentioned lack of driver training and driver attitudes (impatience) in this context.

Figure 1:
Factors Contributing to Road Crashes



Particularly noteworthy is the finding that one third of all respondents (34%) first nominated speed as a factor most often leading to road crashes, compared with half that number (16%) initially referring to drink driving. Females and older respondents were significantly more likely to nominate speed as the main factor. Drink driving was nominated more often by 15-24 year olds. In Tasmania, half of all people surveyed gave speed as their first mention.

When "all mentions" are considered, females were significantly more likely than males to nominate both speed and drink driving³ as factors leading to road crashes. While the majority of males did refer to these factors, they were more likely than females to raise issues of driver training, road conditions and vehicle maintenance in this regard.

Older respondents tended to blame speed more often than did younger people, while respondents in the 15 to 24 year age bracket more readily cited drink driving as a factor leading to road crashes than those over 40 years of age. Table 1 illustrates "all mentions" of speed and drink driving by sex and age.

Table 1:
Perception of Speed and Drink Driving as Factors that Contribute to Road Crashes:
All Mentions, by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Speed	56%	52%	60%	51%	48%	62%	64%
Drink Driving	50%	47%	54%	59%	50%	49%	44%
Base	1244	600	644	206	424	378	236

Base: All Respondents (n = 1244)

Females under 25 years (66%) nominated drink driving as a factor contributing to road crashes with more frequency than any other age group, male or female, while older males were least likely to mention drink driving in this context.

There were marked variations nationally in terms of the perceived influence of drink driving and speed in road crashes (see Table 2 below). Excessive speed was mentioned most frequently as a contributing factor in road crashes by respondents in Tasmania (74%), South Australia (66%) and Western Australia (65%). Drink driving was most likely to be mentioned in the Northern Territory (76%) and in Western Australia (68%)

Table 2:
Perception of Speed and Drink Driving as Factors that Contribute to Road Crashes:
All Mentions, by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
Speed	56%	56%	50%	54%	66%	65%	74%	47%	51%
Drink Driving	50%	41%	57%	47%	51%	68%	61%	76%	49%
Base	1244	229	182	163	156	151	152	116	95

Base: All Respondents (n = 1244)

People living in non-metropolitan areas were more inclined than those in the cities to mention driver fatigue and road design as contributing to road crashes. Those in capital cities more readily cited drink driving, lack of concentration and driver attitudes/impatience. Excessive speed tended to

³ 90% confidence limit

be mentioned with equal frequency across metropolitan and non-metropolitan locations. This is illustrated below in Table 3.

Table 3:
Factors Contributing to Road Crashes:
All Mentions, by Metropolitan/Non-Metropolitan Areas

	TOTAL	METROPOLITAN/NON METROPOLITAN	
		Capital City	Non Capital City
Speed	56%	58%	53%
Drink Driving	50%	53%	46%
Lack of Concentration	33%	36%	27%
Driver Fatigue	24%	21%	30%
Driver Attitudes	17%	19%	13%
Road Design	8%	6%	12%
Base	1244	747	497

Base: All Respondents (n = 1244)

7. ALCOHOL AND DRINK DRIVING

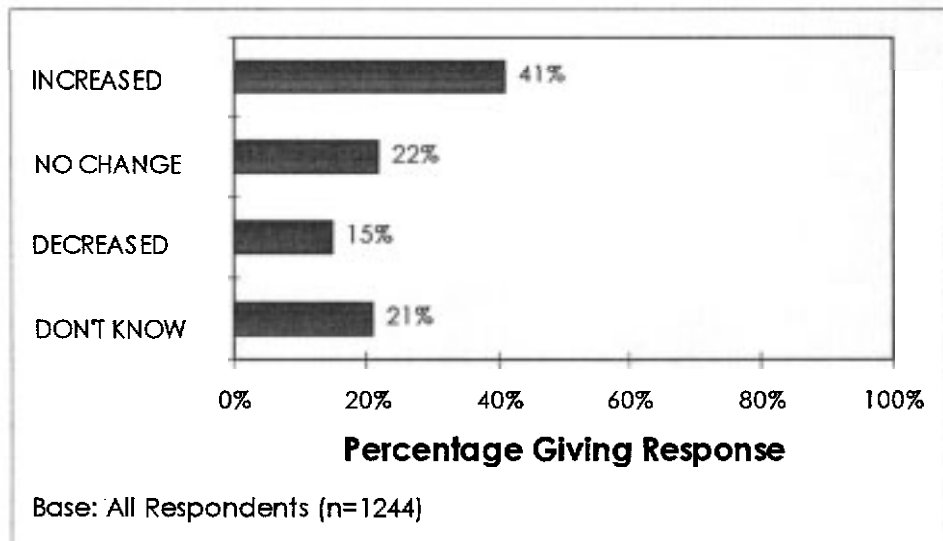
7.1 Perception of RBT Activity in the Last Two Years

Respondents were asked:

"In your opinion, in the last 2 years has the amount of random breath testing being done by police increased, stayed the same, or decreased?"

More people believed that the amount of RBT activity had increased (41%) than decreased (15%), while 22% felt it had remained steady. One in five (21%) were unable to offer an opinion in this regard. This is illustrated below in Figure 2.

Figure 2:
Perception of RBT Activity in the Last Two Years



NB: Percentages do not add up to exactly 100% due to rounding.

Females were more likely⁴ than males to have perceived an increase in RBT activity (44% against 38%), as were younger respondents. Half of those in the 15 to 24 year age bracket were of the opinion that the police had been more active in this regard. This is shown in Table 4.

Table 4:
Perception of RBT Activity in the Last Two Years:
by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Increased	41%	38%	44%	50%	43%	35%	39%
Base	1244	600	644	206	424	378	236

Base: All Respondents (n = 1244)

⁴ 90% confidence limit

Regional variations in perception were also apparent. More respondents in Victoria (54%), the Northern Territory (50%) and Western Australia (49%) were of the opinion that there had been an increase in the amount of police RBT in the last two years. One in four respondents in New South Wales (24%) and one in five in Tasmania (20%) felt RBT activity had actually decreased over this time period. These figures were significantly higher than findings reported in the other states (see Table 5).

Table 5:
Perception of RBT Activity in the Last Two Years:
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	41	35	54	38	31	49	38	50	37
Stayed the Same	22	22	20	26	22	22	26	21	34
Decreased	15	24	9	11	12	11	20	11	14
Don't Know	21	20	18	25	35	19	16	18	15
Total	100	100	100	100	100	100	100	100	100
Base	1244	229	182	163	156	151	152	116	95

Base: All Respondents (n = 1244)

NB: Some columns do not add up to exactly 100% due to rounding.

7.2 Exposure to RBT Activities in the Last Six Months

Respondents were asked:

"Have you seen police conducting random breath testing in the last six months?", and then

"Have you personally been breath tested in the last six months?"

Six in ten (62%) recalled seeing RBT in operation in the last six months, while 17% reported being tested over the same period.

Males (66%) were significantly more inclined than females (58%) to recall seeing police conducting RBT in the last six months. However, they were no more likely to report having been personally tested in that time period. In addition, recall of RBT in operation in the last six months tended to be a function of respondent age, with respondents aged 60 years and over significantly less likely than the younger groups to recall a recent sighting of RBT activity.

Relatively few 15 to 24 year olds (11%) reported being personally tested in the last six months, however this largely reflects the greater proportion of unlicensed and newly licensed people in this age group. Table 6 below illustrates these results.

Table 6:
Exposure to RBT Activities in the Last Six Months:
by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Seen in operation	62%	66%	58%	67%	65%	62%	54%
Personally tested	17%	19%	15%	11%	19%	22%	14%
Base	1244	600	644	206	424	378	236

Base: All Respondents (n = 1244)

The ACT (77%) and Victoria (71%) accounted for both the highest visibility of RBT in the last six months, and the highest reported incidence of personally being tested (ACT=28%, Victoria=23%). Awareness was lowest in Western Australia, with half of these respondents reporting that they had not seen police conducting RBT during this period (see Table 7).

Table 7:
Exposure to RBT Activities in the Last Six Months:
by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
Seen in operation	62%	63%	71%	54%	59%	48%	61%	57%	77%
Personally tested	17%	17%	23%	12%	12%	14%	19%	8%	28%
Base	1244	229	182	163	156	151	152	116	95

Base: All Respondents (n = 1244)

Despite a relatively low incidence of personally being tested in the Northern Territory and Western Australia, a relatively high proportion of people from these States perceived an increase in RBT activity in the last two years (see Tables 5 and 7).

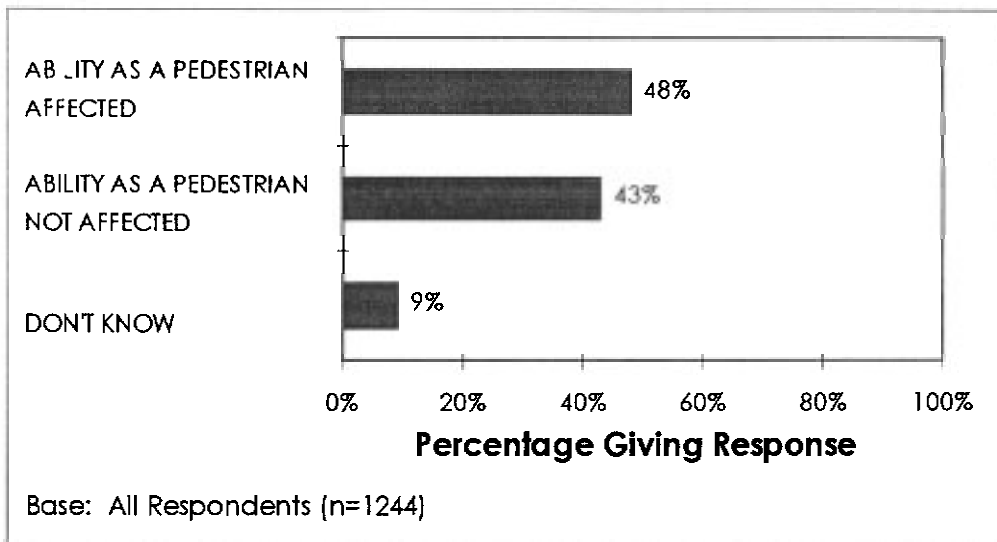
7.3 Perceived Effect of Blood Alcohol Concentration of .05 on Ability to Act Safely as a Pedestrian

Respondents were asked:

"Do you think that a blood alcohol reading of .05 would affect your ability to act safely as a pedestrian in any way?"

As illustrated in Figure 3, nearly half the people surveyed (48%) felt that their ability as a pedestrian would be affected, while 9% were undecided. These results are in line with findings from the previous survey.

Figure 3:
Perceived Effect of a BAC of .05 on Ability to Act Safely as a Pedestrian



Females were slightly⁵ more inclined to believe that a Blood Alcohol Concentration (BAC) of .05 would affect pedestrian ability (51% against 45% of males).

However, nearly three in five males (56%) in the 15 to 24 year age group felt their ability to act safely as a pedestrian would be affected by this blood alcohol reading. The tendency to express this view declined with age among males. Table 8 illustrates findings by age within sex.

Table 8:
Perceived Effect of a BAC of .05 on Ability to Act Safely as a Pedestrian:
by Age within Sex

	TOTAL	MALES BY AGE GROUP				FEMALES BY AGE GROUP			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Ability would be affected	48%	56%	49%	39%	33%	50%	49%	56%	49%
Base	1244	107	193	197	103	99	231	181	133

Base: All Respondents (n=1244)

Little variation of statistical significance emerged across the States or Territories in this regard.

Other factors that influenced the perception of the effect of a .05 BAC on pedestrians was whether the respondent drinks alcohol, and to some extent, the type of alcoholic beverage mainly consumed (see Table 9).

⁵ 90% confidence limit

Table 9:
Perceived Effect of a BAC Level of .05 on Pedestrians:
by Type of Alcoholic Beverage Mainly Consumed

	TOTAL %	ALCOHOL CONSUMED		
		Mainly Beer %	Mainly Wine %	Do not drink %
Ability would be affected	48	37	46	61
Ability not affected	43	59	47	23
Don't know	9	4	8	16
Total	100	100	100	100
Base	1244	489	390	291

Base: All respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

As illustrated in Table 9, 61% of people who do not drink alcohol felt that their ability to act safely as a pedestrian would be affected by a BAC level of .05. Of those who mainly drink wine, 46% claimed that their ability would be affected, while only 37% of beer drinkers expressed that view. Additionally, those who do not drink were more likely to be not sure if a BAC level of .05 would affect their ability.

7.4 Attitudes to Drinking and Driving

All respondents who had ever held a licence were asked:

"Which of the following statements best describes your attitude to drinking and driving? Would that be...:

- *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."*

Figure 4 illustrates the response recorded for the total sample of licence holders.

Figure 4:
Attitudes Toward Drinking and Driving



NB: Percentages do not add up to exactly 100% due to rounding.

As shown above, most people displayed a responsible attitude towards drinking and driving. The statement with which respondents most frequently agreed was:

- *"If I am driving, I don't drink"* (43%)

This result suggests an attitudinal shift from previous waves, which found that people most frequently agreed with the statement *"If I am driving, I restrict what I drink"* (44% recorded in Wave 7).

Table 10 below shows that there were attitudinal differences toward drinking and driving between males and females, viz:

- **females were more likely than males to respond, "I do not drink at any time"** (26% against 17% of males).
- **females were more likely to indicate that they do not drink when driving** (49% against 37% of males), while males were more likely to indicate that they restrict what they drink (44% against 24% of females).

Also apparent in Table 10 are significant variations according to age, viz:

- **15 to 24 year olds were most likely to nominate the statement, "If I am driving, I do not drink"** (60%). More specifically, this was mentioned by 71% of females and 49% of males. Perhaps this reflects a higher proportion of restricted licences in this age group.
- **respondents aged 25 to 59 years continued to be more likely than the youngest and oldest age groups to say, "If I am driving, I restrict what I drink."** However, a noteworthy shift in attitude was apparent among the

40 to 59 year olds. Nearly half (46%) indicated they do not drink at all when driving compared with a figure of 24% in Wave 7.

Table 10:
Attitudes Toward Drinking and Driving:
by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
I don't drink at any time	21	17	26	17	17	17	39
If I am driving I do not drink	43	37	49	60	35	46	36
If I am driving I restrict what I drink	34	44	24	22	45	36	24
If I am driving I do not restrict what I drink	1	2	-	1	3	1	-
Total	100	100	100	100	100	100	100
Base	1135	564	571	145	408	368	214

Base: Current or Past Licence Holders (n=1135)

NB: Some columns do not add up to exactly 100% due to rounding.

Respondents in Queensland (53%) were significantly more likely than those in most other States and Territories to indicate that they do not drink at all when driving, as opposed to restricting their alcohol intake.

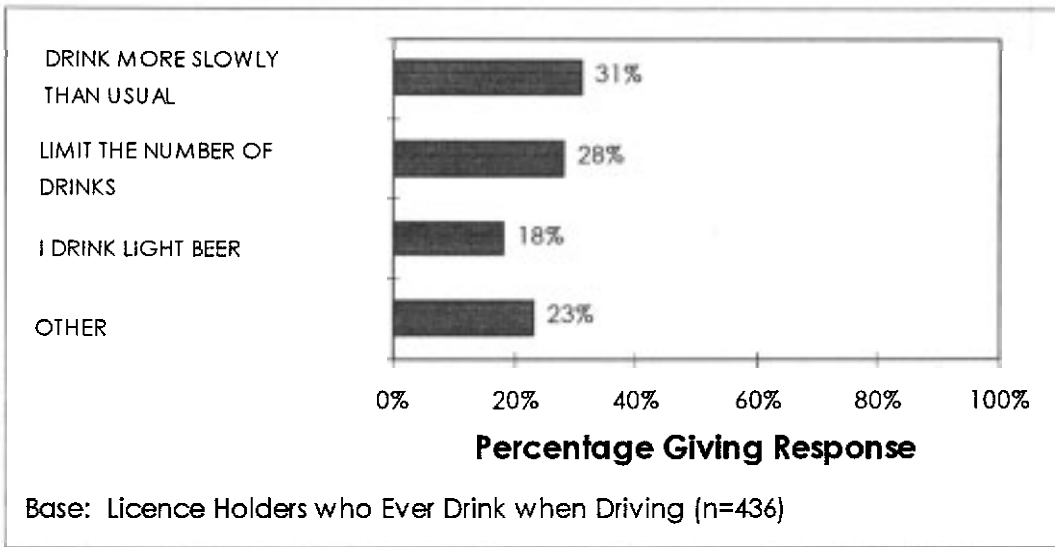
7.5 Strategies Used to Stay Under the Legal Blood Alcohol Level

Licensed respondents, who ever drink when they are driving, were asked:

"If you are out drinking and plan to drive, what do you do to make sure you stay under the legal blood alcohol limit?", and then, "What else?"

Figure 5 illustrates strategies mentioned spontaneously. The most frequent responses were "drinking more slowly than usual" (31%) and "limiting the number of drinks" (28%).

**Figure 5:
Strategies Used to Stay under the Legal BAC Level - First Mention**



Limiting the number of drinks emerged as a key strategy adopted by significantly more females than males (41% against 22%). Males and females reported drinking more slowly than usual at similar frequencies, while males (27% against 3% of females) were significantly more likely to mention drinking light beer (see Table 11). Base sizes for States and Territories, as well as age, were too small to note any variations of significance.

**Table 11:
Strategies Used to Stay Under the Legal BAC Level:
First Mention, by Sex**

	TOTAL	SEX	
		Male	Female
Drink more slowly than usual	31%	30%	32%
Limit the number of drinks	28%	22%	41%
Drink light beer	18%	27%	3%
Base	436	275	161

Base: Licence Holders who Ever Drink when Driving (n=436)

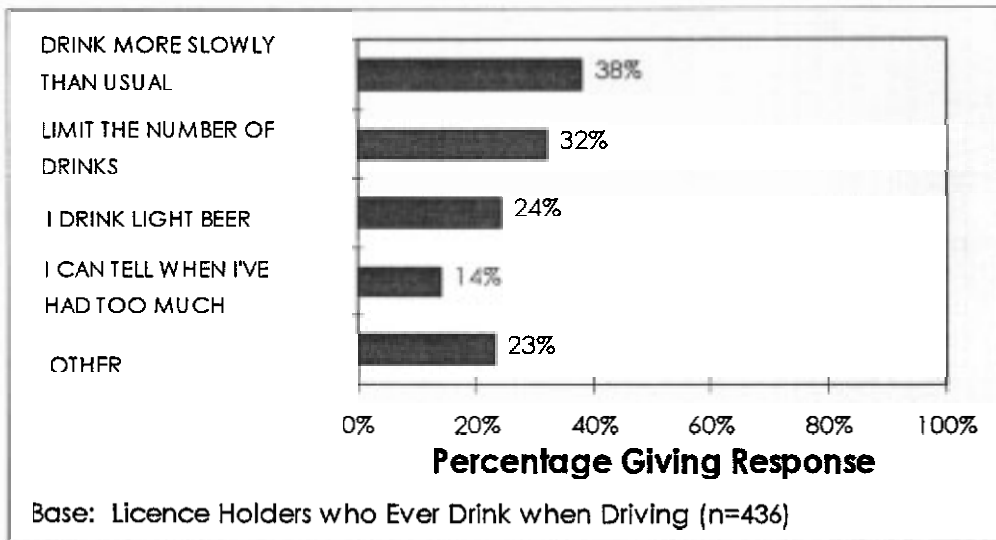
A key strategy⁶ reportedly adopted by those who mainly drink beer was to drink light beer (28%), while those who mainly drink wine were more likely to say they would limit the number of drinks to stay under the limit (34%).

When all mentions were considered, the strategies of drinking more slowly than usual and limiting the number of drinks continued to be mentioned with greatest frequency (38% and 32% respectively).

Some 14%, however, simply answered that they could tell when they have had too much (by how they feel), and 2% answered that they "take the risk." Figure 6 illustrates the key results.

⁶ first mention

Figure 6:
Strategies Used to Stay Under the Legal BAC Level: All Mentions



When all mentions of strategies are considered, females continued to be more likely than males to say they limit the number of drinks to stay under the limit (43% against 26%), while males were considerably more likely to mention that they drink light beer (34% against 5% of females). More than a third (35%) of beer drinkers mentioned drinking light beer as a strategy they use.

Although the small bases preclude detailed analysis between regions, respondents in the ACT were significantly more inclined than those elsewhere to limit the number of drinks consumed (65%). Queenslanders were more likely than respondents in most other States and Territories to elect to drink more slowly than usual (57%). Additionally, one in ten from the Northern Territory readily admitted to "just taking the risk" and not worrying about any strategies.

7.6 Self-Operated Breath Testing Machines

Respondents who have ever held a licence and drink alcohol were informed that some hotels and clubs have installed self-operated breath testing machines and were then asked:

"Have you used one of these machines in the last 6 months?"

Some 7% claimed to have used one in that time period.

Although reported usage among males and females was low overall, males were in fact significantly more likely to claim usage (11% against 4% of females). When age within sex was examined, close to one in five males under 40 years claimed to have used a breath testing machine in the last six months. This is illustrated in Table 12.

Table 12:
Used a Self-Operated Breath Testing Machine in the Last Six Months:
by Age within Sex

	TOTAL	MALES BY AGE GROUP				FEMALES BY AGE GROUP			
		15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Used Machine	7%	17%	18%	6%	-	7%	2%	4%	2%
Base	895	65	164	169	78	59	169	129	62

Base: Licence Holders who Ever Drink (n=895)

Interestingly, some 15% of respondents who had been random breath tested in the last six months also indicated having used a breath testing machine over that time frame, a figure significantly higher than for those not directly exposed to RBT.

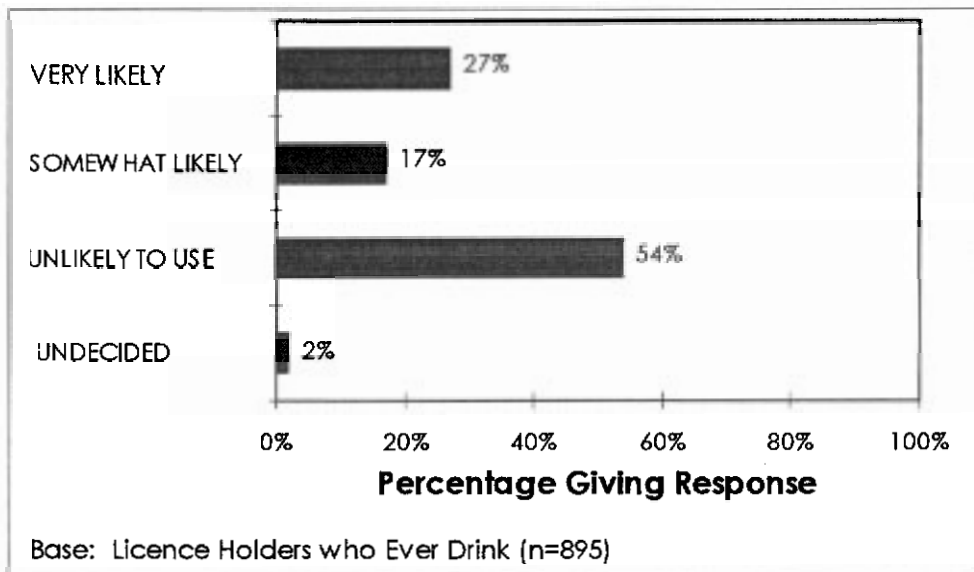
Licence holders in the ACT were also more inclined to use a breath testing machine than those in most other States or Territories (14%).

Respondents were then asked:

"If you had the opportunity, how likely would you be to test your breath to decide whether or not to drive?"

Overall, one in four (27%) licence holders who ever drink alcohol indicated they would be "very likely" to take the opportunity to use a breath testing machine, with a further 17% "somewhat likely." The majority (54%), however, reported a lack of interest in the concept (see Figure 7).

Figure 7:
Likelihood of Using a Self-Operated Breath Testing Machine



Younger licence holders were the most likely to express interest in this regard. Some two thirds of 15 to 24 year olds (66%) expressed a likelihood of using a breath testing device (Table 13). This dropped to 36% among those aged 40 to 59 and to just 20% for those licence holders 60 years and over.

Table 13:
Likelihood of Using a Self Operated Breath Testing Machine:
by Age

	TOTAL %	AGE			
		15-24 %	25-39 %	40-59 %	60+ %
Likely to use	44	66	50	36	20
Unlikely to use	54	33	49	62	73
Undecided	2	1	1	2	7
Total	100	100	100	100	100
Base	895	124	333	298	140

Base: Licence Holders who Ever Drink (n=895)

It should be noted that interest was particularly pronounced among the males in the youngest age group. Half (51%) expressed a "very likely" intention and a further 21% were "somewhat likely" to use a self-operated breath testing machine (see Table 14).

Table 14:
Likelihood of Using a Self-Operated Breath Testing Machine:
by Age within Sex

	TOTAL %	MALES BY AGE GROUP				FEMALES BY AGE GROUP			
		15-24 %	25-39 %	40-59 %	60+ %	15-24 %	25-39 %	40-59 %	60+ %
Very Likely	27	51	33	25	8	30	27	23	15
Somewhat Likely	17	21	20	7	13	29	21	17	4
Not Likely	54	27	47	65	74	39	51	58	71
Undecided	2	-	-	3	5	2	1	1	11
Total	100	100	100	100	100	100	100	100	100
Base	895	65	164	169	78	59	169	129	62

Base: Licence Holders who Ever Drink (n=895)

NB: Some columns do not add up to exactly 100% due to rounding.

People from South Australia (57%) and the ACT (57%) appeared to be more likely than those from other States and Territories to use a breath testing machine if they had the opportunity. Western Australian respondents tended to display least interest in the machine (see Table 15).

Table 15:
Likelihood of Using a Self-Operated Breath Testing Machine:
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Likely to use	44	42	43	45	57	33	42	50	57
Unlikely to use	54	54	56	54	41	65	52	50	40
Don't know	2	4	1	1	2	2	7	-	4
Total	100	100	100	100	100	100	100	100	100
Base	895	155	132	122	120	100	107	85	74

Base: Licence Holders who Ever Drink (n=895)

NB: Some columns do not add up to exactly 100% due to rounding.

7.7 Alcohol Consumption Guidelines

All respondents were informed that there are guidelines which state that a person of their sex can drink so many standard drinks in the first hour and then so many each hour after that. They were then asked:

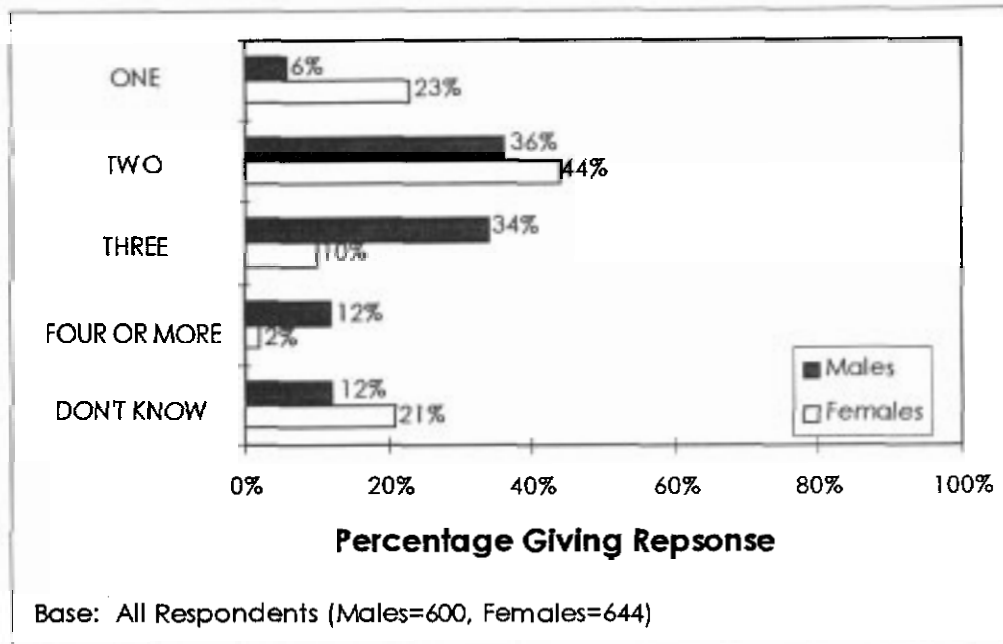
"How many standard drinks do they say a (say sex of the respondent) can have in the first hour to stay under .05?"

and then,

"How many drinks each hour after that will keep you under the .05?"

Figure 8 illustrates the pattern of response in relation to the first hour of drinking. The published guidelines actually stipulate two standard drinks for men and one for women, in the first hour.

Figure 8:
Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour:
by Sex



Males (36%) most frequently nominated two standard drinks in the first hour, closely followed by three standard drinks (34%). Approximately 12% of males nominated more than three standard drinks in the first hour to stay under the limit of .05, while some 12% were unable to provide an answer.

Slightly over two in five females (44%) nominated two standard drinks in the first hour as the current guideline for women, with 23% stating one drink. Some 12% answered three or more drinks, with 21% answering that they were not familiar with any such guidelines.

Males under 40 years of age were more likely than those in older age groups to answer two drinks in the first hour. Females aged 15 to 24 years were significantly more inclined to indicate one drink in the first hour. Older respondents across both sexes were the least likely to be able to provide an answer. These findings are illustrated in Table 16.

Table 16:
Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour:
by Sex and Age

	TOTAL MALES %	MALES BY AGE GROUP				TOTAL FEMALES %	FEMALES BY AGE GROUP			
		15-24 %	25-39 %	40-59 %	60+ %		15-24 %	25-39 %	40-59 %	60+ %
One	6	10	2	8	3	23	39	25	19	9
Two	36	41	45	28	30	44	39	48	46	39
Three	34	36	34	34	33	10	11	13	7	7
Four +	12	8	9	18	13	2	-	3	1	2
Don't know	12	5	10	12	22	21	11	12	25	38
Total	100	100	100	100	100	100	100	100	100	100
Base	600	107	193	197	103	644	99	231	181	133

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

Among males in Victoria, South Australia, and Tasmania, a greater tendency was evident to overstate the number of drinks that can be consumed in the first hour, and stay within the .05 limit (see Table 17).

Table 17:
Alcohol Consumption Guidelines: Number of Standard Drinks in the First Hour (Males):
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
One	6	11	5	-	1	4	3	4	3
Two	36	44	21	43	22	48	21	55	48
Three	34	36	31	35	40	26	46	20	38
Four or more	11	1	32	6	20	6	22	13	-
Don't know	12	9	10	16	16	15	8	6	11
Total	100	100	100	100	100	100	100	100	100
Base	600	112	88	82	78	66	70	57	47

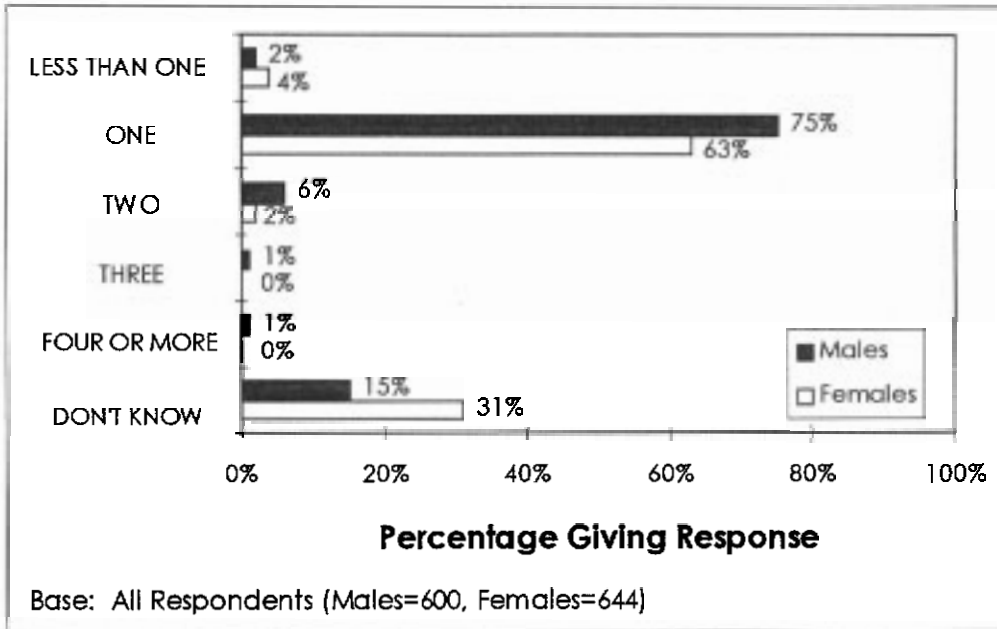
Base: Male Respondents (n=600)

NB: Some columns do not add up to exactly 100% due to rounding.

There was relatively little evidence of regional evidence among females.

When asked about the specified consumption rate after the first hour, a clear majority of both males (75%) and females (63%) correctly said one drink per hour. A further 15% of males and 31% of females were unable to provide an answer.

Figure 9:
Alcohol Consumption Guidelines: Number of Standard Drinks after the First Hour, by Sex



Similar to the findings relating to the first hour, correct awareness of the guidelines tended to be most pronounced among younger males and females, with high "don't know" figures recorded among older people. Nomination of one drink per hour after the first hour was high across all States and Territories.

Overall, the results indicate an increase in awareness compared with Wave 7. Encouragingly, the guidelines appear to be better known among people who have indicated they consume alcohol when driving, the group for whom it is particularly important to be aware. Among these people, 79% of males and 75% of females were within one drink of the number specified by the guidelines for the first hour, while most (86% of males and 76% of females) correctly stated one drink or less for each hour thereafter (see Table 18).

Table 18:
Alcohol Consumption Guidelines: First Hour and Each Hour After:
by Whether they Drink when they Drive within Sex

	SEX			
	Males		Females	
	Don't Drink/ Not if driving %	Drink if driving %	Don't Drink/ Not if Driving %	Drink If Driving %
1st hour				
One	5	7	22	25
Two	34	38	41	50
Three	36	34	10	10
Four	8	8	1	3
Five	3	5	-	1
Other	1	1	2	-
(Don't know)	14	7	23	10
TOTAL:	100	100	100	100
Each Hour After 1st				
	%	%	%	%
None	2	1	3	2
Half	-	1	1	2
One	70	84	60	72
Two	6	4	2	1
Three	-	1	-	-
Other	2	-	1	1
(Don't know)	20	8	33	21
TOTAL:	100	100	100	100
Base	289	273	410	161

Base: Current or Past Licence Holders (n=1133)

NB: Percentages in some columns do not add exactly to 100% due to rounding.

7.8 Awareness of Standard Drinks Contained in 375 ml of Full Strength Beer and a 750 ml Bottle of Wine

All respondents were asked:

"What types of alcoholic beverages do you mainly drink?"

Two sub-groups of respondents were formed from this information:

- those who drink mainly full strength beer (28%), and
- those who drink mainly wine (30%).

It should be noted that the groups are not mutually exclusive. Respondents could be included in both groups if they reported regularly drinking both wine and beer.

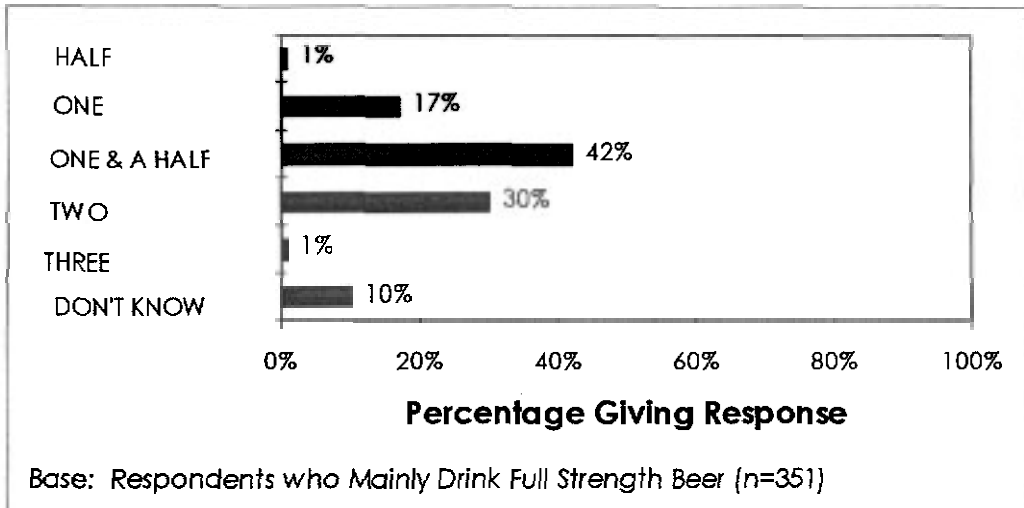
Respondents who mainly drink full strength beer were then asked:

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

The correct answer of "one and a half" was the most common response (42%), and the more conservative estimate of "two" was next (30%). Only

18% of people under-estimated the number of standard drinks in 375ml of full strength beer (see Figure 10).

Figure 10:
Perceived Number of Standard Drinks in a Stubby or Can of Full Strength Beer



NB: Percentages do not add up to exactly 100% due to rounding.

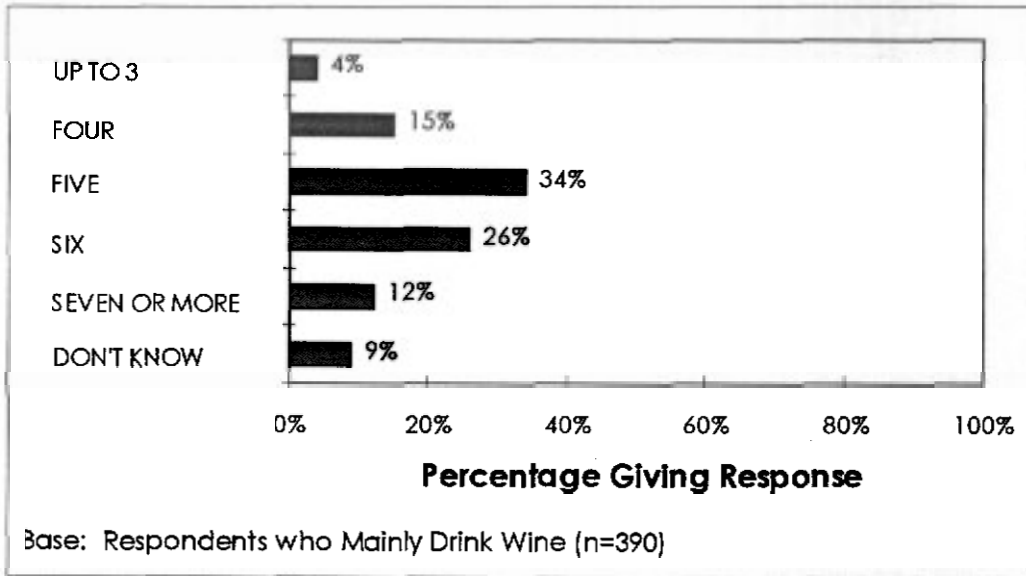
Due to small base sizes, few variations of significance emerged across population sub-groups.

Respondents who mainly drink wine were asked:

"How many standard drinks do you think are contained in a 750 ml bottle of wine?"

The pattern of response shown in Figure 11 suggests that people tend to under-estimate the correct number. While a 750 ml bottle of wine contains approximately seven standard drinks, over half (53%) of the wine drinkers surveyed said five or less.

Figure 11:
Perceived Number of Standard Drinks in a 750 ml Bottle of Wine



Small bases preclude meaningful analyses for most of the sub-groups. The only notable difference was that respondents from non-metropolitan areas (17%) were more likely than those from capital cities (5%) to report not knowing the correct amount.

8. SPEED

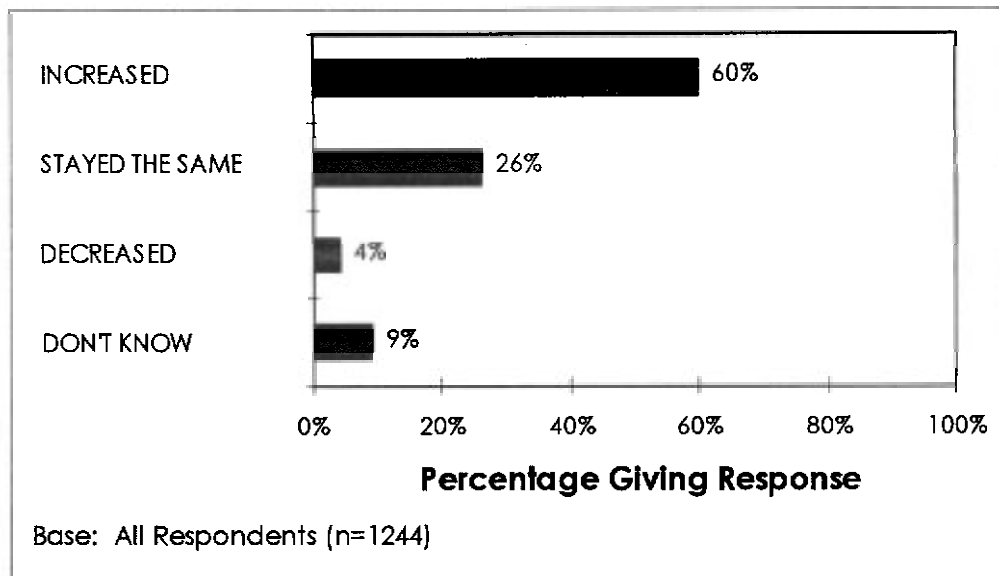
8.1 Perception of Changes in Speed Enforcement in the Last Two Years

All respondents were asked:

"In your opinion, in the last two years has there been a change in the amount of speed enforcement carried out by police? Has the amount increased, stayed the same or decreased?"

The majority of people (60%) felt there had been an increase in the amount of speed enforcement carried out by police in the last two years. One in four (26%) perceived the amount of enforcement to be the same, while 4% believed enforcement of speed limits had actually decreased over this time period. A further 9% were undecided (see Figure 12).

Figure 12:
Perception of Changes in Speed Enforcement in the Last Two Years



Those aged 15 to 24 years were significantly more inclined than older people to perceive an increase in the enforcement of speed limits over the last two years (see Table 19). This perception of increased police enforcement was particularly pronounced among females in this young age group (75%).

Table 19:
Perception of Changes in Speed Enforcement in the Last Two Years:
by Age

	TOTAL %	AGE			
		15-24 %	25-39 %	40-59 %	60+ %
Increased	60	70	60	56	58
Stayed the same	26	23	31	29	19
Decreased	4	2	4	4	7
Don't know	9	6	5	11	16
Total	100	100	100	100	100
Base	1244	206	424	378	236

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

Those who had been booked for speeding in the last six months were more likely⁷ than those never booked to express the view that police enforcement of speed limits has increased in the last two years (see Table 20).

Table 20:
Perception of Changes in Speed Enforcement in the Last Two Years:
by Incidence of Being Booked for Speeding

	TOTAL %	Booked in Past %	Booked in the last 6 months %	Never Booked %
Increased	60	63	74	58
Stayed the same	26	27	26	27
Decreased	4	4	-	4
Don't know	9	6	-	11
Total	100	100	100	100
Base	1244	530	60	605

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

The perception of an increase in speed enforcement by police was particularly pronounced among respondents in South Australia (73%) and Tasmania (72%). Opinion was more divided among those residing in Queensland and the Northern Territory, with nearly half expressing the view that the level of enforcement had remained unchanged or that they could not say one way or the other (see Table 21).

Table 21:
Perception of Changes in Speed Enforcement in the Last Two Years:
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	60	59	65	49	73	62	72	46	59
Stayed the Same	26	27	23	37	14	27	17	32	28
Decreased	4	4	4	6	5	1	5	8	4
Don't Know	9	10	9	8	8	11	6	14	9
Total	100	100	100	100	100	100	100	100	100
Base	1244	229	182	163	156	151	152	116	95

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

⁷ 90% confidence limit

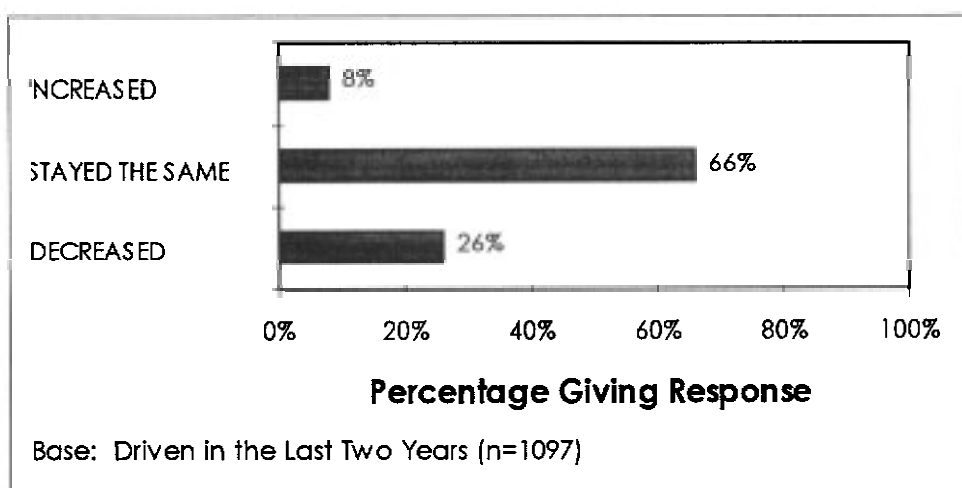
8.2 Reported Changes in Driving Speed in the Last Two Years

All licence holders were asked:

"In the last 2 years has your driving speed generally increased, stayed the same, or decreased?"

Of those who have driven a vehicle in the last two years, the majority (66%) reported that their driving speed has remained unchanged over that time period. Among those who reported a change in their driving speed, considerably more said they had decreased (26%) rather than increased (8%) their speed (see Figure 13).

Figure 13:
Reported Changes in Driving Speed in the Last Two Years



Males were significantly more likely than females to maintain that their driving speed has generally decreased in the last two years (30% against 20% of females). Females tended to report that their driving speed has remained unchanged.

Drivers aged 15 to 24 years were more inclined to say they had increased rather than decreased their general speed, perhaps reflecting the transition to a full licence in some cases. Those in the 25 to 39 year age bracket were the most likely to indicate a decrease in speed. These results are detailed in Table 22.

Table 22:
Reported Changes in Driving Speed in the Last Two Years:
by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Increased	8	8	8	22	6	6	4
Stayed the same	66	62	72	65	60	72	69
Decreased	26	30	20	13	34	22	27
Total	100	100	100	100	100	100	100
Base	1097	548	549	137	405	362	193

Base: Driven in the Last Two Years (n=1097)

Encouragingly, nearly two in five people (36%) who had been booked in the past for exceeding the speed limit claimed that they had decreased the speed at which they have generally driven over the last two years. This is illustrated in Table 23.

Table 23:
Reported Changes in Driving Speed in the Last Two Years:
by Incidence of Being Booked for Speeding

	TOTAL %	Booked in Past %	Booked in the past 6 months %	Never Booked %
Increased	8	6	7	10
Stayed the Same	66	58	57	74
Decreased	26	36	36	16
Total	100	100	100	100
Base	1097	526	60	571

Base: Driven in the Last Two Years (n=1097)

While this general pattern of response was evident across the nation, there were some notable differences between States and Territories. Only one in five drivers in Queensland and Western Australia reported a decrease in their driving speed, compared to a third of drivers in South Australia and Tasmania.

Table 24:
Reported Changes in Driving Speed in the Last Two Years:
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	8	9	9	8	6	5	4	13	11
Stayed the Same	66	65	62	74	60	75	64	65	62
Decreased	26	26	29	18	34	20	32	22	26
Total	100	100	100	100	100	100	100	100	100
Base	1097	199	158	146	140	132	130	104	88

Base: Driven in the last Two Years (n=1097)

NB: Some columns do not add up to exactly 100% due to rounding.

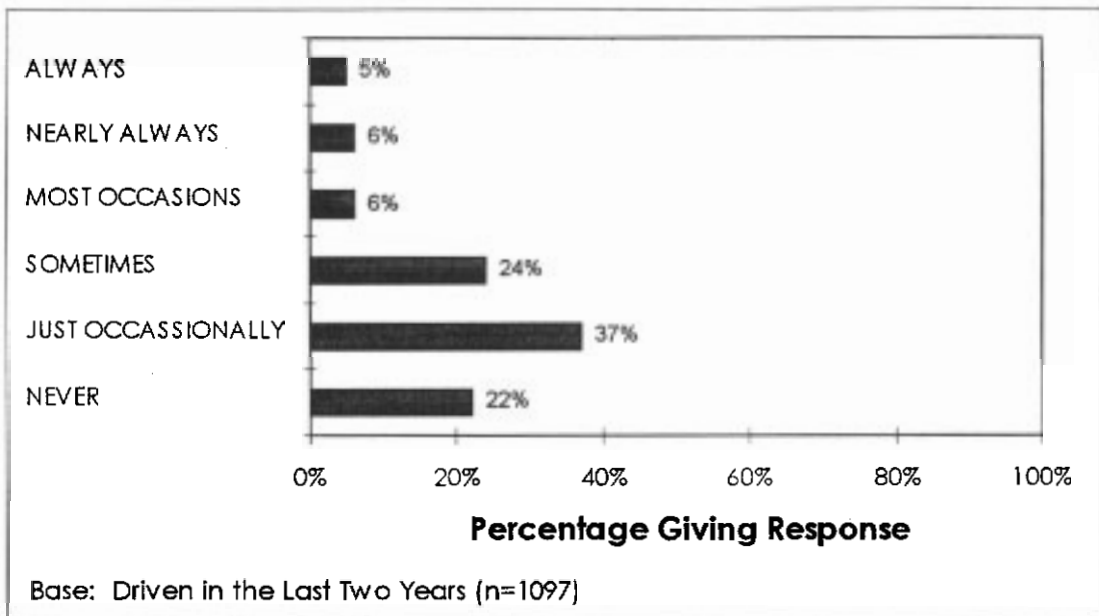
8.3 Frequency of Driving at 10 km/hr or More Over the Speed Limit

Respondents with a licence who had driven in the last two years were asked:

"How often do you drive at 10 km/hr or more over the speed limit?"

As illustrated in Figure 14, one in five (22%) claimed that they "never" exceed the posted speed limit by 10 km/hr or more. A further 37% answered that they would drive 10 km/hr or more over the speed limit "just occasionally." Overall, 17% expressed that tendency more often than "sometimes", and two in five (41%) admitted to driving 10 km/hr or more over the speed limit at least "sometimes".

Figure 14:
Frequency of Driving at 10 km/hr or More Over the Speed Limit



Males reported a greater tendency than females to exceed the speed limit by 10 km/hr or more. One in four male drivers (26%) stated that they drive at 10 km/hr or more on "most occasions" or more often, compared with 9% of females drivers (see Table 25).

Age also appeared to be a factor influencing driving speed. The figures in Table 25 suggest that drivers under 40 are most likely to exceed the speed limit by 10 km/hr or more. Nearly half of those aged 60 and over (45%) said they never drive 10 km/hr or more above the limit.

Table 25:
Frequency of Driving at 10km/hr or More Over the Speed Limit:
by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Always/Nearly Always/Most Occasions	17	26	9	21	24	15	5
Sometimes	24	23	24	33	27	20	14
Just Occasionally	37	35	40	30	35	45	36
Never	22	16	28	16	14	20	45
Total	100	100	100	100	100	100	100
Base	1097	548	549	137	405	362	193

Base: Driven in the Last Two Years (n=1097)

NB: Some columns do not add up to exactly 100% due to rounding.

Drivers who had been booked for a speeding offence were significantly more likely than those never booked to state that they frequently exceed the designated speed limit by 10 km/hr or more. This is shown in Table 26.

Table 26:
Frequency of Driving at 10 km/hr or More Over the Speed Limit:
by Incidence of Being Booked for Speeding

	TOTAL %	Booked in Past %	Booked in the last 6 months %	Never Booked %
Always/Nearly Always/ Most Occasions	17	26	28	9
Sometimes	24	24	37	23
Just Occasionally	37	35	34	39
Never	22	15	1	29
Total	100	100	100	100
Base	1097	526	60	571

Base: Driven in the Last Two Years (n=1097)

No variations of significance emerged between the States and Territories in this regard.

8.4 Incidence of Being Booked for Speeding

Nearly half (48%) of those respondents who have ever held a licence or permit said that they had been booked for speeding at some time in their driving history. One in twenty (5%) reported having received a speeding infringement notice in the last six months.

Males (64%) were significantly more likely than females (31%) to have ever been booked, and to have been booked in the last six months (7% compared with 3% of females). Similarly, respondents in the middle age groups, 25 to 59 years, reported a higher incidence of ever being booked than the younger and older groups. Table 27 illustrates these findings.

Table 27:
Incidence of Being Booked for Speeding:
by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Ever Been Booked	48%	64%	31%	32%	56%	57%	32%
Booked in Last Six Months	5%	7%	3%	5%	5%	4%	3%
Never Been Booked	52%	36%	69%	68%	44%	43%	68%
Base	1135	564	571	145	408	368	214

Base: Ever Held a Licence (n=1135)

Victorian (56%) and Western Australian (56%) drivers reported a higher incidence of ever having been booked compared with most other regions. Two in three Tasmanian (66%) and Northern Territory (65%) drivers said they had never been booked for speeding (see Table 28), against a national average of 52%.

Table 28:
Incidence of Being Booked for Speeding:
by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
Ever Been Booked	48%	41%	56%	46%	51%	56%	34%	35%	52%
Booked in Last Six Months	5%	2%	8%	2%	9%	8%	3%	2%	9%
Never Been Booked	52%	59%	44%	54%	49%	44%	66%	65%	48%
Base	1135	211	163	151	145	135	135	106	89

Base: Ever Held a Licence (n=1135)

The reported incidence of ever being booked for speeding tended also to be a function of travel frequency. Those who drive 50 kilometres or more at least three times a week were significantly more likely to claim they had been booked for speeding in the past (65%).

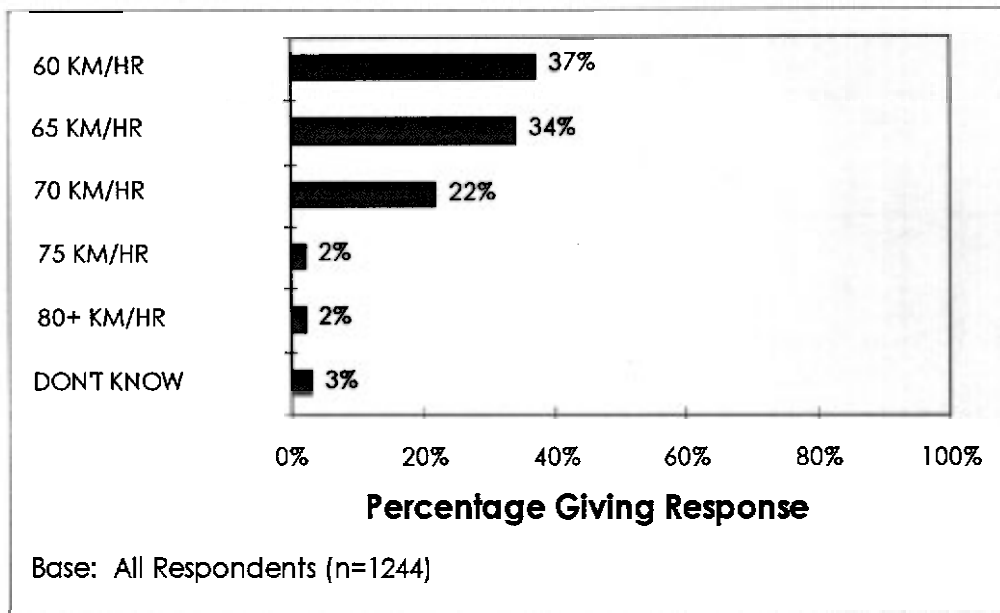
8.5 Tolerated Speeds for 60 km/hr Speed Zones

All respondents were asked:

"Now thinking about 60 km/hr speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?"

As illustrated in Figure 15, over one third of all people (37%) believed that 60 km/hr limits should be strictly enforced. A further 34% would tolerate exceeding the limit by 5 km/hr. One in five respondents (22%) expressed the view that 70 km/hr is acceptable in current 60 km/hr speed zones. Only 4% felt that speeds above 70 km/hr should be tolerated.

Figure 15:
Maximum Speed Tolerated in a 60 km/hr Speed Zone



Younger people were most tolerant of higher speeds in current 60 km/hr zones, with 76% of those aged 15 to 24 years nominating a speed in excess of this acceptable (ie. 65 km/hr or more). In fact, two in every five (40%) of this age group felt that 70 km/hr or more should be allowed in a 60 km/hr zone. The tendency to express the view that a 60 km/hr limit should be enforced to the letter increased with age, as shown in Table 29.

Table 29:
Maximum Speed Tolerated in a 60 km/hr Speed Zone:
by Age

	TOTAL %	AGE			
		15-24 %	25-39 %	40-59 %	60+ %
60km/hr	37	24	30	40	58
65km/hr	34	37	40	32	23
70km/hr	22	30	25	21	13
75+km/hr	4	9	5	4	2
Don't Know	3	1	1	4	5
Total	100	100	100	100	100
Base	1244	206	424	378	236

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100 % due to rounding.

Few variations of significance arose across the regions regarding 60 km/hr speed zones. However, respondents in the Northern Territory were more likely than those in any other State or Territory to support strict enforcement of a 60 km/hr zone limit (see Table 30). Overall, people living in areas outside capital cities were more likely to support strict enforcement of 60 km/hr urban zones (44% against 34% of metropolitan respondents).

Table 30:
Maximum Speed Tolerated in a 60 km/hr Speed Zone:
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
60km/hr	37	35	39	43	35	31	37	51	34
65km/hr	34	31	35	35	45	27	34	26	43
70km/hr	22	26	18	17	17	34	22	19	16
75+km/hr	4	6	6	2	-	4	1	2	5
Don't Know	3	2	3	2	2	5	5	2	2
Total	100	100	100	100	100	100	100	100	100
Base	1244	229	182	163	156	151	152	116	95

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

8.6 Attitudes to Speed Related Issues

All respondents were read a number of statements about speed issues and asked to express agreement or disagreement with each one. The statements were 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."*
- *"If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident."*
- *"An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr."*

Figure 16 below illustrates the level of agreement ("agree strongly" or "agree somewhat") with each statement, from the highest level of overall agreement through to the lowest. Most respondents (85%) agreed that speed limits are generally set at reasonable levels. Close to half the sample (48%) indicated strong agreement in this regard.

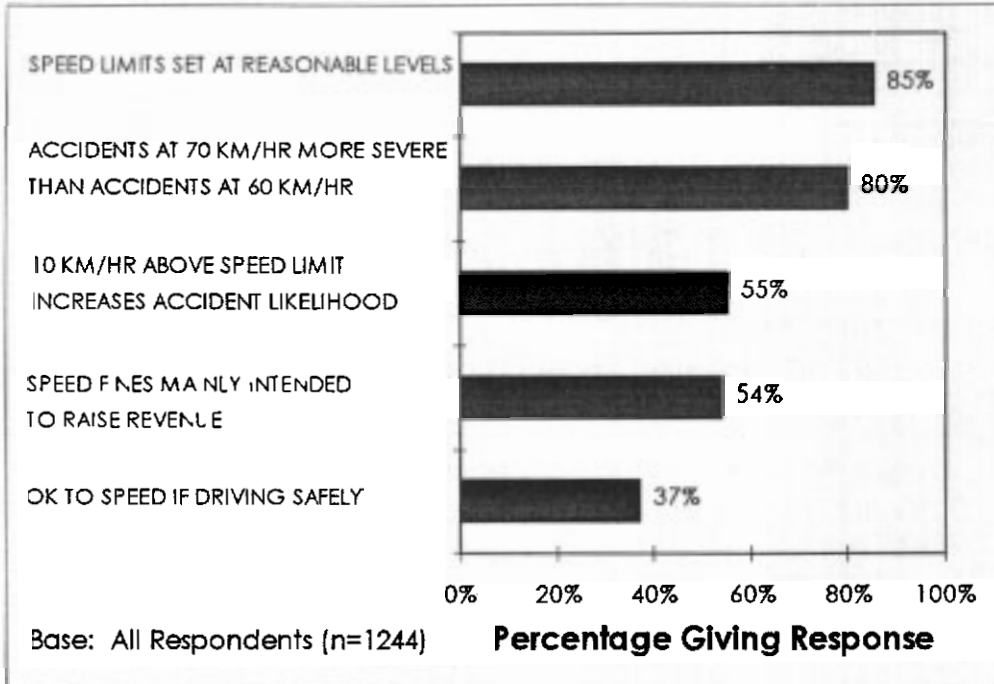
Four in every five (80%) also supported the proposition that an accident at 70 km/hr would be a lot more severe than an accident at 60 km/hr. Again, half of all respondents (47%) strongly agreed.

Opinion was more evenly divided on the suggestion that an increase in driving speed of 10 km/hr significantly increases the likelihood of being in an accident. Overall agreement with this statement measured 55% (the "strongly agree" figure being 24%).

A similar pattern emerged in response to the statement, "Fines for speeding are mainly intended to raise revenue", with some 54% indicating overall agreement (the "strongly agree" figure being 28%).

The statement "I think it is okay to exceed the speed limit if you are driving safely" was supported by 37% overall. It should be noted, however, that only 12% strongly agreed with this statement and one third of respondents (34%) in fact expressed strong disagreement.

Figure 16:
Agreement with Statements on Speed Related Issues



As shown in Table 31, males were more likely to express agreement overall, and strong agreement in particular, with the statements:

- "Fines for speeding are mainly intended to raise revenue." (34% expressed strong agreement against 21% of females).
- "I think it is okay to exceed the speed limit if you are driving safely." (16% gave strong agreement compared with 8% of females).

Table 31:
Agreement with Statements on Speed Related Issues:
by Sex

	TOTAL	SEX	
		Male	Female
Speed fines mainly intended to raise revenue	54%	59%	48%
Okay to speed if driving safely	37%	43%	32%
Base	1244	600	644

Base: All Respondents (n=1244)

People aged 60 years and over were significantly more inclined to agree with the propositions that increased speed leads to both a greater likelihood and severity of an accident, and that speed limits are generally set at reasonable levels.

Respondents aged 40 years and over were more likely to show strong agreement with the statement that fines for speeding are mainly intended to raise revenue.

Drivers who regularly travel 50 kms or more (ie. at least three times a week) were significantly more likely to agree strongly that speeding fines are primarily used to raise revenue, and that it is okay to exceed the speed limit if you drive safely. This pattern of agreement was also evident among those who had been booked for speeding in the past.

Across the States and Territories, residents of Victoria and Western Australia were the most inclined to express strong agreement with the statement that speeding fines are mainly intended to raise revenue.

Tasmanians tended to agree strongly with the proposition that speed limits are set at reasonable levels, and were most likely to reject the statement that it is okay to exceed the speed limit if you are driving safely.

8.7 Lowering the Current Speed Limit in Residential Areas

All respondents were read the following statement:

"Some road safety authorities believe that the speed limit in residential areas should be lowered from **60 km/hr to 50 or 40 km/hr**. This would only apply to local streets and minor roads, not arterial roads or highways."

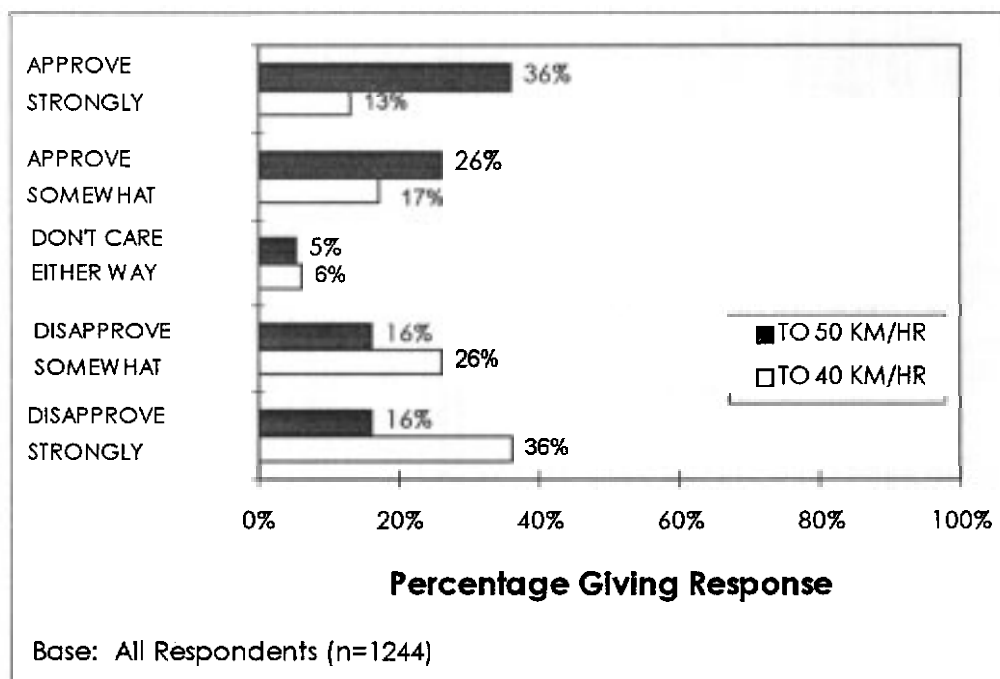
They were then asked:

"How would you feel about a decision to lower the speed limit to **50 km/hr**?"

A little later, they were asked how they would feel about lowering the speed limit to **40 km/hr**.

The majority of respondents (62%) approved of lowering the residential speed limit to 50 km/hr, with a further 5% answering that they did not care either way. In contrast, the proposition of a 40 km/hr speed limit elicited only 30% support (see Figure 17).

Figure 17:
Feelings About Lowering Speed Limit in Residential Areas



Overall support for lowering the residential speed limit to 50 km/hr tended to be most evident among males (68% against 56% females). Approval was also more pronounced among older respondents. The majority of 15 to 24 year olds (54%) in fact disapproved of the proposition. This is illustrated in Table 32.

Table 32:
Feelings About Lowering the Residential Speed Limit to 50 km/hr:
by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Approve strongly	36	38	35	20	36	39	51
Approve somewhat	26	30	21	22	31	25	21
Not care either way	5	4	6	4	5	5	6
Disapprove somewhat	16	11	20	26	9	17	13
Disapprove strongly	16	15	17	28	17	13	7
Don't know	1	1	1	-	1	-	2
Total	100	100	100	100	100	100	100
Base	1244	600	644	206	424	378	236

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

While the majority of residents across all States and Territories showed support for lowering the speed limit in residential areas to 50 km/hr, this support was particularly pronounced in New South Wales and the Northern Territory. The greatest resistance appeared to be in Western Australia and the ACT (see Table 33).

Table 33:
Feelings About Lowering the Residential Speed Limit to 50 km/hr:
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Approve strongly	36	38	35	39	38	31	35	45	17
Approve somewhat	26	32	25	19	23	18	27	24	28
Not care either way	5	5	4	5	6	8	7	4	9
Disapprove somewhat	16	14	20	15	11	15	11	8	26
Disapprove strongly	16	10	16	21	22	26	19	17	18
Don't know	1	1	1	1	1	1	1	1	2
Total	100	100	100	100	100	100	100	100	100
Base	1244	229	182	163	156	151	152	116	95

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

Respondents who disagreed with either proposal, were asked:

"Why do you say you would disapprove?"

Those opposed to lowering the speed limit to 50 km/hr offered the following as their main reasons:

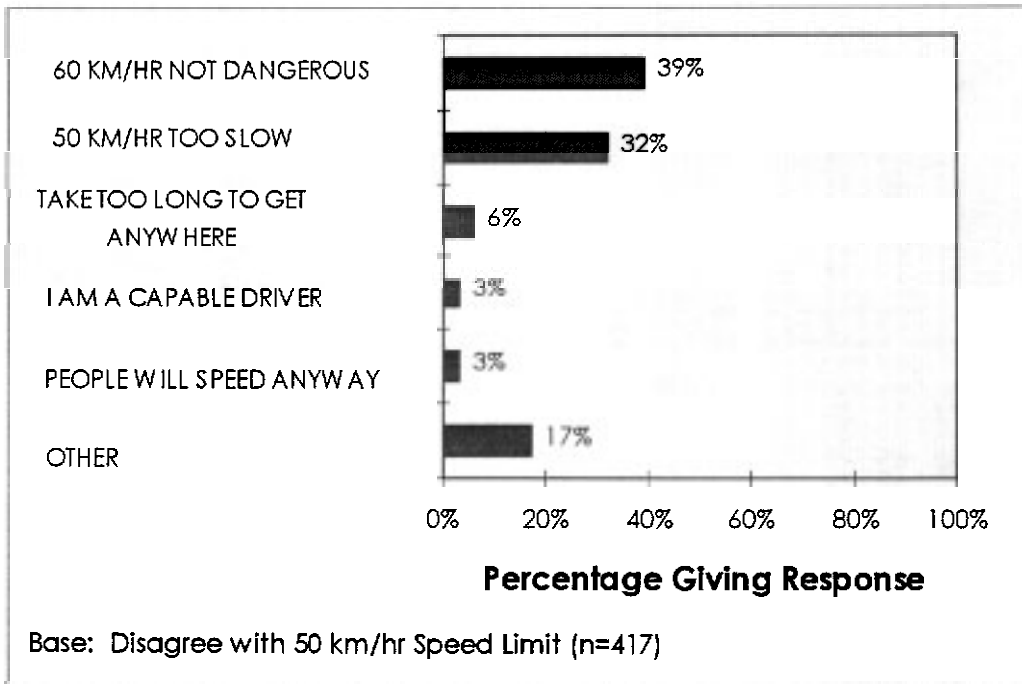
- 60 km/hr is not dangerous (39%)
- 50 km/hr is too slow (32%)

Other reasons mentioned less frequently included:

- it would take too long to get anywhere (6%)
- I am a capable driver (3%)
- people will speed anyway (3%)

Figure 18 illustrates these findings.

Figure 18:
Reasons for Disagreeing with Lowering Speed Limit to 50 km/hr



Close to seven in ten (67%) who were opposed to lowering the speed limit to 40 km/hr stated their reason as "40 km/hr is too slow."

9. OCCUPANT RESTRAINTS

9.1 Incidence of Wearing Seat Belts

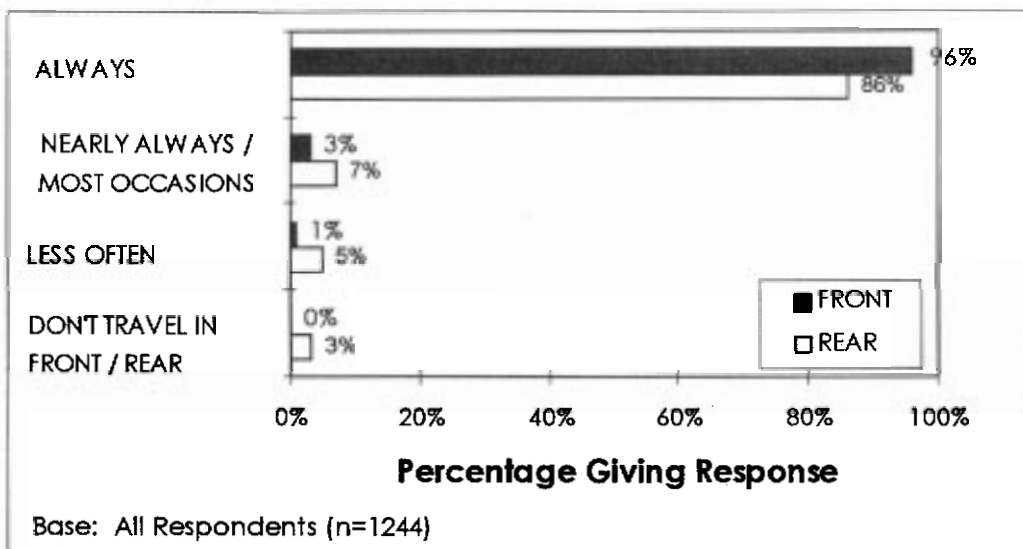
All respondents were asked:

"When travelling in a car how often do you wear a seat belt in the front seat, either as a driver or as a passenger? Would that be always, nearly always, most occasions, sometimes, just occasionally, or never?"

The same was then asked with regard to the rear seat.

Overall, 96% of respondents claimed always to wear a seat belt in the front seat, with a further 3% claiming they nearly always do so. Fewer respondents (86%) indicated that they always wear a seat belt, when travelling in the rear seat. Just over nine in ten (93%) said they wear a seat belt in the rear seat at least on most occasions. Figure 19 illustrates the reported use of seat belts in the front and rear of a car.

Figure 19:
Incidence of Wearing Seat Belts: Front and Rear Seats



NB: Percentages for "rear seat" do not add up to exactly 100% due to rounding.

Consistent with previous waves, females were significantly more likely to answer that they always wear a seat belt in the rear seat (90% against 82% of males).

Respondents in Western Australia (100%) and New South Wales (98%) were the most likely to claim they always wear a seat belt in the front seat. In terms of travelling in the rear, respondents in New South Wales (90%) were also more inclined to say they always wear a seat belt.

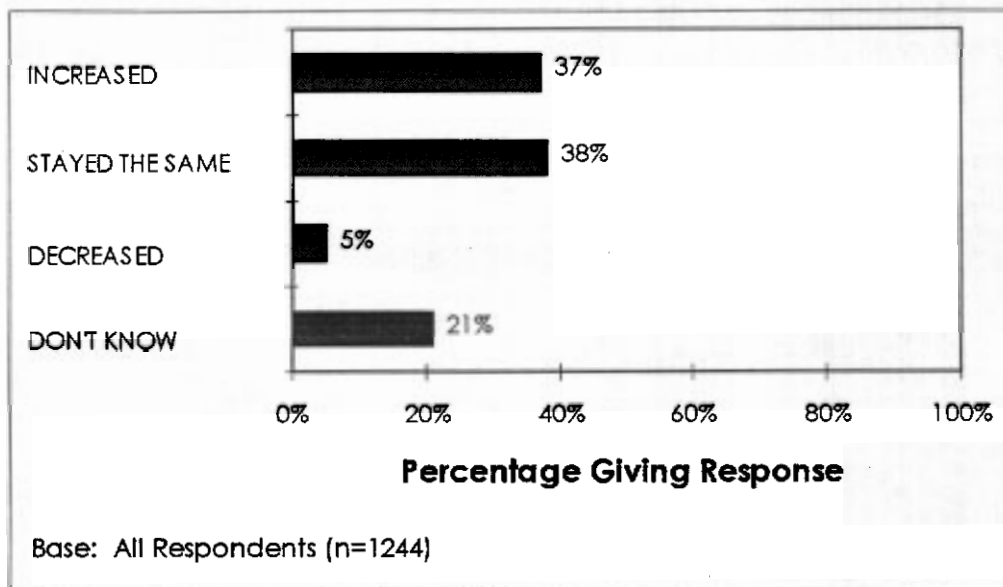
9.2 Occupant Restraint Enforcement

Respondents were then asked:

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

The majority of people expressed the view that the level of seat belt enforcement had either increased (37%) or remained at the same level (38%) compared with two years ago. Only 5% believed enforcement had actually decreased. A high percentage (21%) were unable to offer an opinion (see Figure 20).

Figure 20:
Occupant Restraint Enforcement in the Last Two Years



NB: Percentages do not add up to exactly 100% due to rounding.

As shown in Table 34, respondents within the youngest and oldest age groups were more likely than those in the middle age groups to perceive an increase in the enforcement of seat belt usage over the last two years.

Table 34:
Occupant Restraint Enforcement in the Last Two Years:
by Age

	TOTAL %	AGE			
		15-24 %	25-39 %	40-59 %	60+ %
Increased	37	43	35	28	45
Stayed the Same	38	42	43	38	24
Decreased	5	4	5	7	2
Don't Know	21	11	18	26	28
Total	100	100	100	100	100
Base	1244	206	424	378	236

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

Residents of the Northern Territory (48%) were the most likely among all States and Territories to indicate that the amount of seat belt enforcement by police had increased in the last two years (see Table 35).

Table 35:
Occupant Restraint Enforcement in the Last Two Years:
by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
Increased	37	41	35	36	30	32	42	48	31
Stayed the Same	38	34	38	42	39	41	34	36	45
Decreased	5	5	5	7	2	5	4	5	4
Don't Know	21	20	23	14	30	22	20	11	19
Total	100	100	100	100	100	100	100	100	100
Base	1244	229	182	163	156	151	152	116	95

Base: All Respondents (n=1244)

NB: Some columns do not add up to exactly 100% due to rounding.

People living outside the capital cities were also more likely than others to have perceived an increase in enforcement.

10. INVOLVEMENT IN A ROAD ACCIDENT

All respondents were asked:

"Thinking about all forms of road use over the past 3 years, have you been directly involved in a road accident. This could be as a driver, passenger, cyclist, pedestrian or as any other form of road user in the past three years?"

One in five people (20%) indicated they had been involved in such an accident.

Respondents under 40 years of age were twice as likely to have been involved in a road accident (see Table 36), with an equal incidence among both the 15 to 24 year age group (27%) and those aged 25 to 39 (26%).

Table 36:
Involvement in a Road Accident in the Past Three Years:
by Age

	TOTAL	AGE			
		15-24	25-39	40-59	60+
Yes	20%	27%	26%	12%	14%
Base	1244	206	424	378	236

Base: All respondents (n=1244)

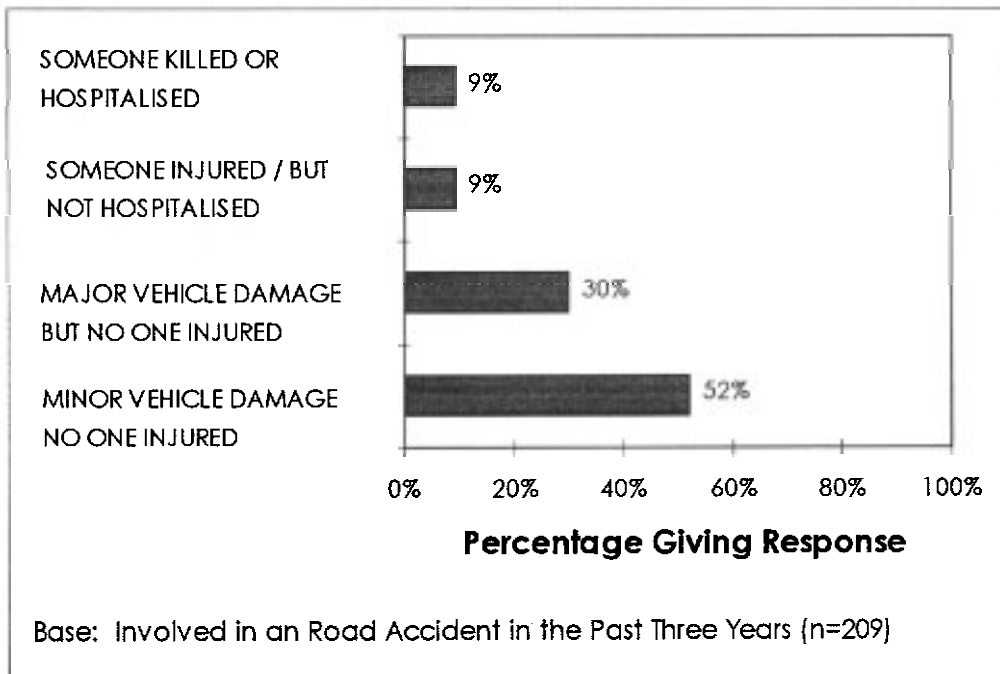
The lowest reported incidence of road accidents occurred in the Northern Territory (10%).

Those who reported having been involved in a road accident during the past three years were subsequently asked about the severity of the accident.

The majority of accidents (82%) involved vehicle damage, but no injury to people. A further 9% resulted in an injury which did not require hospitalisation, and the remaining 9% involved hospitalisation or a fatality (see Figure 21).

Overall, these findings indicate that approximately 2% of the adult population were involved in a serious road accident in the last three years.

Figure 21:
Severity of Accident in the Past Three Years



Attachment A:

The Questionnaire

Time call answered: _____

Good (....). My name is (....) from Taverner Research, the market research company. I am calling about the letter sent last week from the Department of Transport, inviting someone in your home to take part in a survey about roads and traffic.

IF NECESSARY:

Did you see that letter?

IF NO:

The Department of Transport conducts regular surveys into public opinion and your home has been selected at random to be included in this year's survey.

OFFER TO SEND ANOTHER LETTER IF RESPONDENT WILL NOT ANSWER FURTHER - OBTAIN FULL ADDRESS.

We need to speak to one person in each household and it is very important that we randomly select that person.

How many people living in your home are aged 15 years and over?

No.

IF ONLY ONE, INTERVIEW THAT PERSON

IF TWO OR MORE, ASK:

To help me select the person for this interview, please tell me the name of each of those (..number..) people starting with the youngest.

Person No.	Persons name/position	Sex (Male/Female)	Age Group (Code)	Selected Respondent
1				1
2				2
3				3
4				4
5				5
6				6

ASK SEX OF EACH LISTED PERSON

Is (..person..) male or female?

Which of the following age groups does (..person..) fall into?

THEN SAY, AFTER COMPUTER HAS RANDOMLY SELECTED ONE MEMBER

The person I now need to speak to is (..person..). Is (he/she) home now? (IF AGED 15, OBTAIN PARENTAL AGREEMENT)

OFFICE: Selection occurred at CALL 1, 2, 3, 4, 5, 6, 7, or 8

NOTE: NO AGE OR SEX QUOTAS. ONLY PROCEED WITH SELECTED RESPONDENT

**Q.1a) What factor do you think most often leads to road crashes?
RECORD SINGLE RESPONSE IN (First Mention) GRID BELOW. ALL OTHER RESPONSES IN COLUMN FOR Q.1b
(Other Mentions)**

**Q.1b) What other factors lead to road crashes? What else?
ACCEPT MULTIPLES AND RECORD IN GRID BELOW - MAXIMUM TWO RESPONSES IN Q.1(b)**

	Q.1(a) First Mention	Q.1(b) Other Mentions (up to 2)
Speed/Excessive speed/Inappropriate speed	1	1
Drink driving	2	2
Drugs (other than alcohol)	3	3
Driver attitudes/Behaviour/Impatience	4	4
Older drivers	6	6
Inattention/Lack of concentration	7	7
Lack of driver training/Insufficient training	9	9
Driver fatigue	10	10
Disregard of road rules	11	11
Ignorance or road rules	12	12
Road design/Poor design/Poor road signs	13	13
Road conditions/Traffic congestion	14	14
Weather conditions	15	15
Vehicle design	16	16
Failing to maintain vehicle/Lack of maintenance	17	17
Too few police on road/Lack of police enforcement	18	18
Louts/showing off	19	19
Other (specify)	20	20
(Don't know/none)	25	25

DRINK DRIVING SECTION

The next few questions are about random breath testing of drivers, or RBT, for alcohol.

Q.2. In your opinion, in the last 2 years has the amount of random breath testing being done by police READ OUT (If necessary: "Do you feel that the police have been more active or less active about random breath testing in the last 2 years, or has that activity stayed the same?")	Increased/more?	1
	Stayed the same?	2
	or Decreased/less?	3
	(Don't know)	4

Q.3. Have you seen police conducting random breath testing in the last 6 months?	Yes	1	CONTINUE
	No	2	GO TO Q.5.
	(DK/Can't recall)	3	GO TO Q.5.

Q.4. Have you personally been breath tested in the last 6 months?	Yes	1	
	No	2	
	(Don't know/can't recall) ...	3	

Q.5. Do you think that a blood alcohol reading of .05 would affect your ability to act safely <u>as a pedestrian</u> in any way? IF "Do not drink/only drink at home", SAY: "Do you expect it would affect your ability to act safely <u>as a pedestrian</u> , or not?"	Yes, would affect	1	
	Would not affect	2	
	(Don't know)	3	

Q.6. Do you personally have a current driver or motor cycle licence or permit?	Yes	1	CONTINUE
	No	2	GO TO Q.8.

IF LICENSED: Q.7a) How often do you drive or ride a motor vehicle on the road, assuming an average week? READ OUT	Every day of the week	1	
	4-6 days a week	2	
	2-3 days a week	3	
	At least one day a week	4	
	Less than one day a week/at least sometimes	5	
	Never/Do not drive nowadays	6	

Q.7b) On average, how often would you drive or ride to a destination that is 50 kms. or more from home? READ OUT	3 or more times a week	1	GO
	At least once a week	2	
	At least once a month	3	TO
	At least once every three months	4	
	At least once a year	5	Q.9.
	Less than once a year	6	

IF DO NOT HAVE CURRENT LICENCE ("No" in Q.6) ASK:

Q.8. Have you <u>ever</u> had a driver or motorcycle licence?	Yes	1	CONTINUE
	No	2	GO TO Q.14.

IF EVER HELD LICENCE - "Yes" in Q.6. or Q.8.

<p>Q.9. What licence (or licences) do you hold or have you held?</p> <p>Any other licences?</p> <p>AID IF NECESSARY</p>	Car: Learner's permit	1
	Provisional Licence P/plate	2
	Driver's licence	3
	Heavy vehicle licence	4
	Bus licence	5
	Motorcycle Learner's permit	6
	Provisional licence	8
	Motorcycle licence	9
	Taxi or Hire Car Licence	10

<p>Q.10. How long have you had (did you have) your driver's licence or permit?</p> <p>IF MORE THAN ONE LICENCE OR PERMIT, ACCEPT THE LONGEST PERIOD OF TIME</p> <p>Would that be READ OUT</p>	Up to 3 years	1
	3-5 years	2
	6-10 years	3
	Over 10 years	4

<p>Q.11. Which of the following statements best describes your attitude to drinking and driving? READ OUT</p> <p>Would that be READ OUT</p>	I don't drink at any time	1	GO TO Q.14
	If I am driving, I don't drink	2	GO TO Q.13
	If I am driving, I restrict what I drink	3	CONTINUE
	If I am driving, I do not restrict what I drink	4	CONTINUE
	(Don't know)	5	CONTINUE

Q.12a) If you are out drinking and plan to drive, what do you do to make sure you stay under the legal blood alcohol limit? **RECORD FIRST MENTION**

<p>Q.12b) What else? RECORD MULTIPLES AND RECORD IN GRID BELOW</p>		
	Q.12(a) First Mention	Q.12(b) Other Mentions
I can tell if I've had too much / can tell by how I feel	1	1
I just drink more slowly than usual	2	2
I count the number of drinks I've had	3	3
I use a personal/coin-operated breath testing device	4	4
I drink light beer	5	5
I don't worry about it / I take the risk	6	6
Other (specify)	7	7
(Don't know/none)	-	8

Q.13. Some hotels and clubs have installed self-operated breathtesting machines to allow patrons to test their blood alcohol level before driving their vehicles. a) Have you used one of these machines in the last 6 months?	Yes	1
	No	2
	(Don't know/not sure)	3
b) If you had the opportunity, how likely would you be to test your breath to decide whether or not to drive?	Very likely	1
	Somewhat likely	2
	Not likely	3
	(Don't know)	4

ASK EVERYONE:

		(a)	(b)
Q.14. Current guidelines state that a (...man.woman...) can drink so many standard drinks in the first hour and then so many each hour after that to stay under .05. PAUSE a) How many standard drinks do they say a (...say sex of respondent...) can have in the first hour to stay under .05? RECORD OPPOSITE ENCOURAGE BEST ESTIMATE - STRESS 'MALE' or 'FEMALE' ACCORDING TO SEX OF RESPONDENT	One	1	1
	Two	2	2
	Three	3	3
	Four	4	4
	Five	5	5
	Other (specify) ..	6	6
b) And how many drinks each hour after that will keep you under .05? RECORD OPPOSITE IN COLUMN 'b'.	_____		
	(Don't know)	9	9

IF 'DON'T DRINK' (Code 1 in Q.11.) GO TO SPEEDING SECTION (Q.16)

Q.15a) What types of alcoholic beverage do you mainly drink? RECORD MULTIPLE RESPONSES	Full strength beer	1	GO TO Q.16.
	Light beer	2	
	Wine/champagne	3	
	Mixed drinks/spirits/liqueurs	4	
	Other	5	
	Don't drink	6	

ASK ONLY BEER DRINKERS (Code 1 or 2 in Q.15(a)) Q.15b) How many standard drinks do you think are contained in a stubby or can (375 ml) of full-strength beer?	Half	1
	One	2
	One and a half	3
	Two	4
	Three	5
	Four +	6
	(Don't know)	7

ASK ONLY WINE DRINKERS (Code 3 in Q.15(a)) Q.15c) How many standard drinks do you think are contained in a bottle (750ml) of wine?	Up to three	1
	Four	2
	Five	3
	Six	4
	Seven	5
	Eight	6
	Nine+	7
	(Don't know)	9

SPEEDING SECTION

EVERYONE: *Now I have a few questions about speeding on the road.*

Q.16. In your opinion, in the last 2 years has there been a change in the amount of speed enforcement carried out by police? Has the amount of speed enforcement increased, stayed the same or decreased?	Increased	1
	Stayed the same	2
	Decreased	3
	(Don't Know)	4

IF EVER HELD LICENCE ("Yes" in Q.6 or Q.8.) - OTHERS GO TO Q.21.

Q.17. Have you personally ever been booked for speeding?	Yes	1	CONTINUE
	No	2	GO TO Q.19.

Q.18. And have you been booked for speeding in the last 6 months?	Yes	1	CONTINUE
	No	2	CONTINUE
	Not driven in last 6 months	3	GO TO Q.21.

Q.19. In the last 2 years has your driving speed generally READ OUT	Increased?	1	CONTINUE
	Stayed the same?	2	CONTINUE
	or Decreased?	3	CONTINUE
	Not driven in last 2 years	5	GO TO Q.21.

Q.20. How often do you drive at 10 km/hr or more over the speed limit? Would that be READ OUT	Always?	1
	Nearly always (90% +)?	2
	Most occasions?	3
	Sometimes?	4
	Just occasionally (20% or less)	5
	or Never?	6

ASK EVERYONE:

Q.21. Now thinking about 60 km/hr speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?	60 km/hr	1
	65 km/hr	2
	70 km/hr	3
	75 km/hr	4
	80 + km/hr	5
	(Don't know)	6

Q.22. I am going to read a list of statements about speed issues. Please say how much you agree or disagree with each statement. Is that (..agree/disagree..) somewhat or (..agree/disagree..) strongly? **READ OUT STATEMENTS**

ROTATE ORDER	Agree Strongly	Agree Somewhat	Disagree Somewhat	Disagree Strongly	(Don't know)
a) Fines for speeding are mainly intended to raise revenue	1	2	3	4	5
b) I think it is okay to exceed the speed limit if you are driving safely	1	2	3	4	5
c) Speed limits are generally set at reasonable levels	1	2	3	4	5
d) If you increase your driving speed by 10km/hr you are significantly more likely to be involved in an accident	1	2	3	4	5
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	1	2	3	4	5

Q.23. Some road safety authorities believe that the speed limit in residential areas should be lowered from 60 km/hr to 50 or 40 km/hr. This would only apply to local streets and minor roads, not arterial roads or highways. a) How would you feel about a decision to lower the speed limit in residential areas to 50 km/hr? Would you ... READ OUT	Approve strongly	1	GO TO Q.23(c)
	Approve somewhat	2	GO TO Q.23(c)
	Not care either way	3	GO TO Q.23(c)
	Disapprove somewhat	4	CONTINUE
	Disapprove strongly	5	CONTINUE
	(Don't know)	6	GO TO Q.23(c)

IF DISAPPROVE (Code 4/5 in (a)) b) Why do you say you would disapprove?	I am a capable driver	1
	60 km/hr is not dangerous	2
	Take too long to get anywhere	3
	50km/hr too slow	4
	Limit should be less than 50km/hr	5
	Other (specify)	6

<p>c) How would you feel about a decision to lower the speed limit in residential areas to 40 km/hr?</p> <p>Would you ... READ OUT</p>	<p>Approve strongly</p> <p>Approve somewhat</p> <p>Not care either way</p> <p>Disapprove somewhat</p> <p>Disapprove strongly</p> <p>(Don't know)</p>	<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p>	<p>GO TO Q.24(a)</p> <p>GO TO Q.24(a)</p> <p>GO TO Q.24(a)</p> <p>CONTINUE</p> <p>CONTINUE</p> <p>GO TO Q.24(a)</p>
<p>IF DISAPPROVE (Code 4/5 in (a))</p> <p>d) Why do you say you would disapprove?</p>	<p>I am a capable driver</p> <p>60 km/hr is not dangerous</p> <p>Take too long to get anywhere</p> <p>40km/hr too slow</p> <p>Limit should be less than 40km/hr</p> <p>Other (specify)</p> <hr/>	<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p>	

RESTRAINT SECTION

	(a)	(b)
<p>Q.24a) When travelling in a car how often do you wear a seat belt in the <u>front seat</u>, either as a driver or a passenger?</p> <p>Would that be READ OUT</p>	<p>Always?</p> <p>Nearly always (90% +)?</p> <p>Most occasions?</p> <p>Sometimes?</p>	<p>1</p> <p>2</p> <p>3</p> <p>4</p>
<p>Q.24b) And in the <u>rear seat</u> would you wear a seat belt READ OUT</p>	<p>Just occasionally (20% or less)? . . .</p> <p>Never?</p> <p>(Don't travel in front/rear)</p>	<p>5</p> <p>6</p> <p>7</p>
<p>Q.25. How often do you travel as a driver or passenger with children under 12 in a motor vehicle, assuming an average week?</p> <p>READ OUT</p>	<p>Every day</p> <p>4-6 days a week</p> <p>2-3 days a week</p> <p>At least one day a week</p> <p>Less than one day a week/at least sometimes</p> <p>Do not travel as a driver or passenger with children under 12</p>	<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>CONTINUE</p> <p>CONTINUE</p> <p>CONTINUE</p> <p>CONTINUE</p> <p>CONTINUE</p> <p>GO TO Q.27.</p>

TRAVEL WITH CHILDREN UNDER 12 ASK:

Q.26. When travelling in a car with children under 12, do you place them in seat belts or restraints READ OUT	Always?	1
	Nearly always (90% +)?	2
	Most occasions?	3
	Sometimes?	4
	Just occasionally (20% or less)? ...	5
	Never?	6
	(Don't know)	7

EVERYONE:

Q.27. In your opinion, in the last 2 years has there been a change in the amount of seat belt enforcement carried out by police? Has the amount of seat belt enforcement increased, stayed the same or decreased?	Increased	1
	Stayed the same	2
	Decreased	3
	(Don't know)	4

ACCIDENT SECTION

Q.28. Thinking about all forms of road use over the past 3 yearshave you been directly involved in a road accident . This could be as a driver, passenger, cyclist, pedestrian or as any other form of road user in the past 3 years?	Yes	1	CONTINUE GO TO DEMOGRAPHICS
	No	2	

Q.29. Was this an accident where READ OUT ONE ANSWER ONLY	Someone was killed or needed to be hospitalised	1
	Someone was injured but did not need to be hospitalised	2
	There was major damage to a vehicle but no one was injured	3
	There was minor damage to a vehicle but no one was injured	4
	None of the above	5
	(Don't know)	6

DEMOGRAPHICS

To make sure we have a good cross section of people, I'd like to ask the few remaining questions about yourself.

D.1. What is your usual occupation? READ OUT	Still at school	1	GO TO D4
	Tertiary or other student	2	GO TO D4
	Full time home duties	3	GO TO D4
	Retired/Pensioner	4	GO TO D4
	Unemployed	5	GO TO D4
	Working	6	CONTINUE
	(Don't know)	7	GO TO D4

IF WORKING (Code 6 in D.1.)

D.2. Would that be ... READ OUT	Full time (more than 20 hours per week)	1	
	Part time	2	

D.3. What is your occupation?		
Managers/Administrators (<i>incl. all managers, gov't officials, administrators</i>)		1
Professionals (<i>incl. architects, lawyers, accountants, doctors, scientists, teachers, health professionals, prof. artists</i>)		2
Technical or Para-Professionals (<i>e.g. technical officers, technicians, nurses, medical officers, police officers, computer programmers or operators, teaching or nursing aids, scientific officers</i>)		3
Tradespersons (<i>e.g. building, electrical, metal, printing, vehicle, food handling, horticulture, marine tradespersons</i>)		4
Clerks (<i>e.g. secretarial, data processing, telephonist, sorting clerks, messengers</i>)		5
Sales & Personal Service Workers (<i>e.g. investment, insurance, real estate sales, sales reps, assistants, tellers, ticket sellers, personal service workers</i>)		6
Plant & Machine Operators/Drivers (<i>e.g. road, rail, machine, mobile or stationary plant operators/drivers</i>),		7
Labourers & Related Workers (<i>e.g. trades assistants, factory hands, farm labourers, cleaners, construction and mining labourers</i>)		8
Other (specify)		9

D.4. And what is the highest level of education you have so far reached?	Still attending school	1
	High School Certificate or less	2
	Trade Certificate	3
	Certificate	4
	Associate or Undergraduate Diploma	5
	Bachelor's Degree of Higher	6
	Other Specify)	7

D.5. And may I have your home postcode please?	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
RECORD SUBURB IF DON'T KNOW.	<input type="text"/>			

D.6. SEX OF RESPONDENT	Male	1
	Female	2

D.7. And may I confirm your age group again?	Code (Write in)	<input type="text"/>
--	---------------------------	----------------------

Respondent Name: _____ Telephone number: _____

Date: ____ / ____ / ____

Location:	NSW Metro	1	Hobart	11
	NSW Other	2	Other Tasmania	12
	Vic Metro	3	Darwin	13
	Vic Other	4	Other NT	14
	Qld Metro	5	ACT	15
	Qld Other	6	Northern Territory	16
	SA Metro	7		
	SA Other	8		
	WA Metro	9		
	WA Other	10		

THANK RESPONDENT AND CLOSE APPROPRIATELY

Time interview completed: ____ : ____ am / pm

Interviewer name: _____

Length of interview: _____ mins

AGE CODES FOR RESPONDENT SELECTION

15-16 years	1
17-19 years	2
20-24 years	3
25-29 years	4
30-39 years	5
40-49 years	6
50-59 years	7
60-69 years	8
70 years and over	9
(Refused)	10

Attachment B:

Actual Sample Distribution

Attachment B

Actual Sample Distribution

The sample was a stratified random design within states and territories. This table shows the actual numbers of interviews achieved by the sampling method used by TAVERNER Research Company. The actual achievement was monitored against a proposed sample distribution that ensured reasonable numbers of interviews by age and sex.

Region	Interviews Achieved						
	Total	Sex		Age			
		Males	Females	15-24	25-39	40-59	60+
Sydney	133	62	71	26	48	38	21
Other	96	50	46	14	26	32	24
NSW	229	112	117	40	74	70	45
Melbourne	120	60	60	24	40	34	22
Other	62	50	34	6	25	12	19
VIC	182	110	94	30	65	46	41
Brisbane	79	41	38	12	28	26	13
Other	84	41	43	18	21	28	17
QLD	163	82	81	30	49	54	30
Adelaide	102	54	48	11	32	32	27
Other	54	24	30	6	18	17	13
SA	156	78	78	17	50	49	40
Perth	101	46	55	17	39	27	18
Other	50	20	30	8	17	19	6
WA	151	66	85	25	56	46	24
Darwin	58	30	28	11	24	19	4
Other	58	27	31	13	20	19	6
NT	116	57	59	24	44	38	10
Hobart	59	30	29	6	22	19	12
Other	93	40	53	16	25	31	21
TAS	152	70	82	22	47	50	33
ACT	95	47	48	18	39	25	13
TOTAL	1244	600	644	206	424	378	236

Attachment C:

Notes to Assist in the Interpretation of Data

Attachment C

Notes to Assist in the Interpretation of Data

In order to assist the reader with the interpretation of the data in this report, we provide the following notes and guidelines:

- all statistical data in this report are estimates. Despite the precautions taken to minimise sampling variability, the estimates are subject to sampling error arising from the fact that the actual sample employed in this survey was one of a large number of possible samples of equal size that could have been used by applying the same sample design and selection procedures.
- survey results should only be extrapolated to the population that the sample was drawn from. In this survey, the universe was the Australian population aged 15 and over.
- a stratified random sample was drawn, with quotas being set for each state and territory, the total result was weighted in accordance with the most recent Census data to accurately reflect the country as a whole.
- the standard error of a survey estimate is a measure of the variation among estimates from all possible samples. The standard error can be calculated using the formula:

$$\text{Standard Error} = \frac{\sqrt{(100-p)p}}{n}$$

where P = survey result
(the percentage giving any answer)

N = the sample size
(for the total or any sub-group)

- the estimate and its associated standard error may be used to construct a confidence interval, i.e. an interval having a prescribed probability that it would include the average result of all possible samples.
- if any two sample groups are compared in this report, to determine whether the variation between them is significant, we have:
 - calculated the standard error of the variation
 - compared the variation with its margins of error (i.e. two standard errors)

- by statistically significant, we mean that we can be confident that the probability of the variation between the results being due to a real difference in usage or attitudes (depending on the question) is at least 95%. A note has been made when the significance was reported at 90% confidence.
- all survey results indicated in the report are rounded to the nearest whole percentage.

The following table indicates the theoretical margin of error at 95% confidence, related to sample sizes frequently used in this report:

SURVEY RESULTS (p)					
SAMPLE SIZE	10%/90%	20%/80%	30%/70%	40%/60%	50%/50%
1100 (total sample)	1.8	2.4	2.7	2.9	3.0
500	2.7	3.6	4.1	4.4	4.5
300	3.5	4.1	5.3	5.7	5.8
150	4.9	6.5	7.5	8.0	8.2
100	6.0	8.0	9.2	9.8	10.0

For example, there is a probability of 95% or more that the true result for the total sample would be within 1.8% of survey estimates, assuming a 10% or 90% result, and 3% assuming a 50% result (i.e. percentage agreeing with a statement).